AGENDA
President and Board of Trustees
Village of Arlington Heights
Virtual Meeting
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
September 27, 2021
7:00 PM

In response to the COVID-19 pandemic, this meeting will be held virtually, which permits the public to fully participate via their computers or by using their phones.

Members of the public are encouraged to participate in the meeting virtually, by following these instructions

If members of the public prefer, they can comment or ask a question pertaining to the meeting by emailing rhume@vah.com by 3pm on September 27. Please limit your email to 200 words and if your question relates to a specific Agenda item, please note that in the email. Emails will be read at the meeting

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

V. APPROVAL OF ACCOUNTS PAYABLE

VI. RECOGNITIONS AND PRESENTATIONS

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

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

IX. OLD BUSINESS

A. Crescent Place - 310 W. Rand Rd. - PC#21-010
Amendment to the Comprehensive Plan from "Commercial" to "Moderate Density Multi-Family", Rezoning from the B-2 District to the R-6 District, Preliminary Plat of Subdivision to consolidate the subject property into one lot

X. CONSENT AGENDA

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

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

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

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

Village Board
9/27/2021

Item: Crescent Place - 310 W. Rand Rd. - PC#21-010

Department: Planning & Community Development

PROJECT CONTINUED FROM VILLAGE BOARD MEETING ON 9/20/21.

Requested Action

1. Amendment to Comprehensive Plan to reclassify the subject property from "Commercial" to "Moderate Density Multi-Family".

2. Rezoning from the B-2, General Business District, to the R-6, Multiple-Family Dwelling District.

3. Preliminary Plat of Subdivision approval to consolidate the subject property into one lot.

Variations Required

None

RECOMMENDATION

A public hearing was held by the Plan Commission on June 23, 2021 where Commissioner Jensen moved and Commissioner Drost seconded:

A motion to recommend to the Village Board of Trustees, approval of PC#21-010, Crescent Place, an amendment to the Comprehensive Plan to reclassify the subject property from 'Commercial' to 'moderate density multi-family'; Rezoning of the subject property from the B-2 General Business District to the R-6 Multiple-Family Dwelling District; and a Preliminary Plat of Subdivision approval to consolidate the subject property into one lot.

This recommendation is subject to the following conditions:

1. Final Plat of Subdivision approval shall be required.

2. Impact fees in accordance with Chapter 29 of the Municipal Code shall be required for each unit within the development.

3. The Applicant is responsible to ensure that the subject property is and remains in full compliance with the requirements of Article XVII of Chapter 7 of the Village Code, being the Village's Inclusionary Zoning Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitation, the following:

a. Providing in perpetuity, at a minimum, two actual on-site affordable one-bedroom units and two actual on-site affordable two-bedroom units within the development, which units shall be in compliance with Section 7-1707(B)(3) of the Village Code;

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

c. The developer shall submit a request for residency and local working preferences to HUD and IHDA in order to seek approval to incorporate Arlington Heights' Inclusionary Housing Ordinance tenant preferences in the tenant selection plan for this development consistent with their regulations; and

d. Even if not required, for any units the developer is making available as affordable, that the developer will make reasonable efforts to make those affordable units available according to the tenant preference in the Inclusionary Housing Guidelines.

4. Compliance with the May 11, 2021 Design Commission motion shall be required.

5. At time of Final Plat of Subdivision, the Petitioner shall provide additional details on the light fixtures as well as a revised photometric plan that conforms to all code requirements for review and approval by Staff.

6. Prior to appearing before the Village Board, the Petitioner shall hold another community meeting with advertisement and invitations to all property owners within 750 feet of the subject property.

7. The Petitioner shall comply with all Federal, State, and Village codes, regulations, and policies.

Roll Call Vote: Commissioners Jensen, Drost, Ennes, Green, Lorenzini, Sigalos and Chair Dawson voted in favor. Motion carried.

ATTACHMENTS:

Description	**Type**
Amended Recommendation	Correspondence

Supplemental Traffic Study - 9/9/21	Exhibits
IDOT Signal Warrant Response - 8/12/21	Correspondence
KLOA Chestnut/Rand Signal Warrant Analysis - 6/30/21	Exhibits
Security Plan	Exhibits
Tenant Selection Plan-Draft	Exhibits
Neighborhood Meeting #2 - Summary	Exhibits
Neighborhood Meeting #3 - Summary	Exhibits
Public Comments - Post Plan Commission	Correspondence
Public Comments - Petition against project	Correspondence
Public Comments - Pre Plan Commission	Correspondence
PC Staff Report	Board or Commission Report
PC Minutes 6/23/21	Minutes
HC Staff Report	Board or Commission Report
HC Minutes 3-2-21	Minutes
DC Staff Report	Board or Commission Report
DC Minutes 5-11-21	Minutes
Aerial	Exhibits
Project Narrative	Correspondence
Plat of Survey	Exhibits
Affordable Housing Plan	Exhibits
Architectural Plans	Exhibits
Engineering Plans	Exhibits
Fire Truck Turning Exhibit	Exhibits
Landscape Plan	Exhibits
Photometric Plans	Exhibits
Traffic and Parking Study	Exhibits
Market Study	Exhibits
Preliminary Plat of Subdivision	Exhibits
Dept. Comments - Round 1	Correspondence
Dept Comments - Round 1 Petitioner Response	Correspondence
Dept. Comments - Round 2	Correspondence
Dept. Comments - Round 2 Petitioner Response	Correspondence
PC Timeline Tracker	Exhibits

Modified conditions of Approval:

Conditions of approval recommended by the Plan Commission
New Conditions of approval recommended by the Staff Development Committee are shown in GREEN
Conditions that have been satisfied and can be deleted are shown in ~~RED STRIKE-THRU~~

1. Final Plat of Subdivision approval shall be required.
2. Impact fees in accordance with Chapter 29 of the Municipal Code shall be required for each unit within the development.
3. The Applicant is responsible to ensure that the subject property is and remains in full compliance with the requirements of Article XVII of Chapter 7 of the Village Code, being the Village's Inclusionary Zoning Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitation, the following:
   A. Providing in perpetuity, at a minimum, two actual on-site affordable one-bedroom units and two actual on-site affordable two-bedroom units within the development, which units shall be in compliance with Section 7-1707(B)(3) of the Village Code;
   B. Ensuring compliance with all other provisions of the Inclusionary Zoning Ordinance and Inclusionary Housing Guidelines as applicable;
   C. The developer shall submit a request for residency and local working preferences to HUD and IHDA in order to seek approval to incorporate Arlington Heights' Inclusionary Housing Ordinance tenant preferences in the tenant selection plan for this development consistent with their regulations; and
   D. Even if not required, for any units the developer is making available as affordable, that the developer will make reasonable efforts to make those affordable units available according to the tenant preference in the Inclusionary Housing Guidelines (i.e. not only shall the four Village required affordable units be rented according to the tenant preferences in the Inclusionary Housing Guidelines but the developer shall make reasonable efforts to lease the remaining 36 affordable units to preferred tenants as outlined in the Inclusionary Housing Guidelines).
4. Compliance with the May 11, 2021 Design Commission motion shall be required.
   A. A requirement to remove the 3 blue panels and replace them with the material surrounding it.
   B. A requirement to continue the brick at the southwest corner on the third floor, per the May 7, 2021 elevation.
   C. A requirement to incorporate the white 4-inch wide trim at the windows within the blue colored fiber cement panel elevations, per the May 7, 2021 elevations.
   D. A requirement that the metal colors for the doors and the louvers match the material that is adjacent to them, and that the actual samples be re-submitted, along with the actual materials for the fiber cement panel and the brick, for staff to review and approve based on the commissioners' requirement to match the colors.
   E. A requirement to remove the white backing on the canopy address at the entrance, and only have the colored fiber cement along with singular letters that would be a proper contrast to meet fire department regulations.
   F. A requirement to submit material samples for the fiber cement siding panel colors for staff review and approval.
   G. All signage is required to comply with chapter 30 sign code, or seek variations.

5. At time of Final Plat of Subdivision, the Petitioner shall provide additional details on the light fixtures as well as a revised photometric plan that conforms to all code requirements for review and approval by Staff.

~~**6. Prior to appearing before the Village Board, the Petitioner shall hold another community meeting with advertisement and invitations to all property owners within 750 feet of the subject property.**~~

6. Property owner shall provide an onsite property manager or maintenance supervisor, Monday through Friday during business hours, approximately 9am to 5pm and provide emergency contact for non-business hours.

7. The property owner shall provide one onsite residential unit on the subject property for occupancy by either a property manager or maintenance supervisor in order to provide an extra set of eyes for community watch and contact for the residents, unless otherwise prohibited by IHDA. Property owner shall ensure that the property is appropriately staffed at all times.

8. The subject property shall be constructed in substantial conformance with the Security Plan dated 8/31/21 and attached as part of this Ordinance.

9. The subject property shall be operated in substantial conformance with the initial Tenant Selection Plan dated as revised 2/2021 (subject to IDHA final approval) and attached as part of this Ordinance. The maximum occupancy as outlined in the plan shall be restricted to no more than two individuals per bedroom.

10. In the event that future traffic warrants are met for any traffic improvements to the intersection of Rand Road and Chestnut Avenue, the subject property owner shall contribute their pro rata share or 10% whichever is greater, of the costs for any such warrant study, design, and construction of improvements to this intersection.

11. The property owner shall implement any driveway modifications if determined necessary by the Village.

12. The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.

Kenig,Lindgren,O'Hara,Aboona,Inc.

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

MEMORANDUM TO: Jake Zunamon
HTG Arlington, LP

FROM: Luay R. Aboona, PE, PTOE
Principal

DATE: September 9, 2021

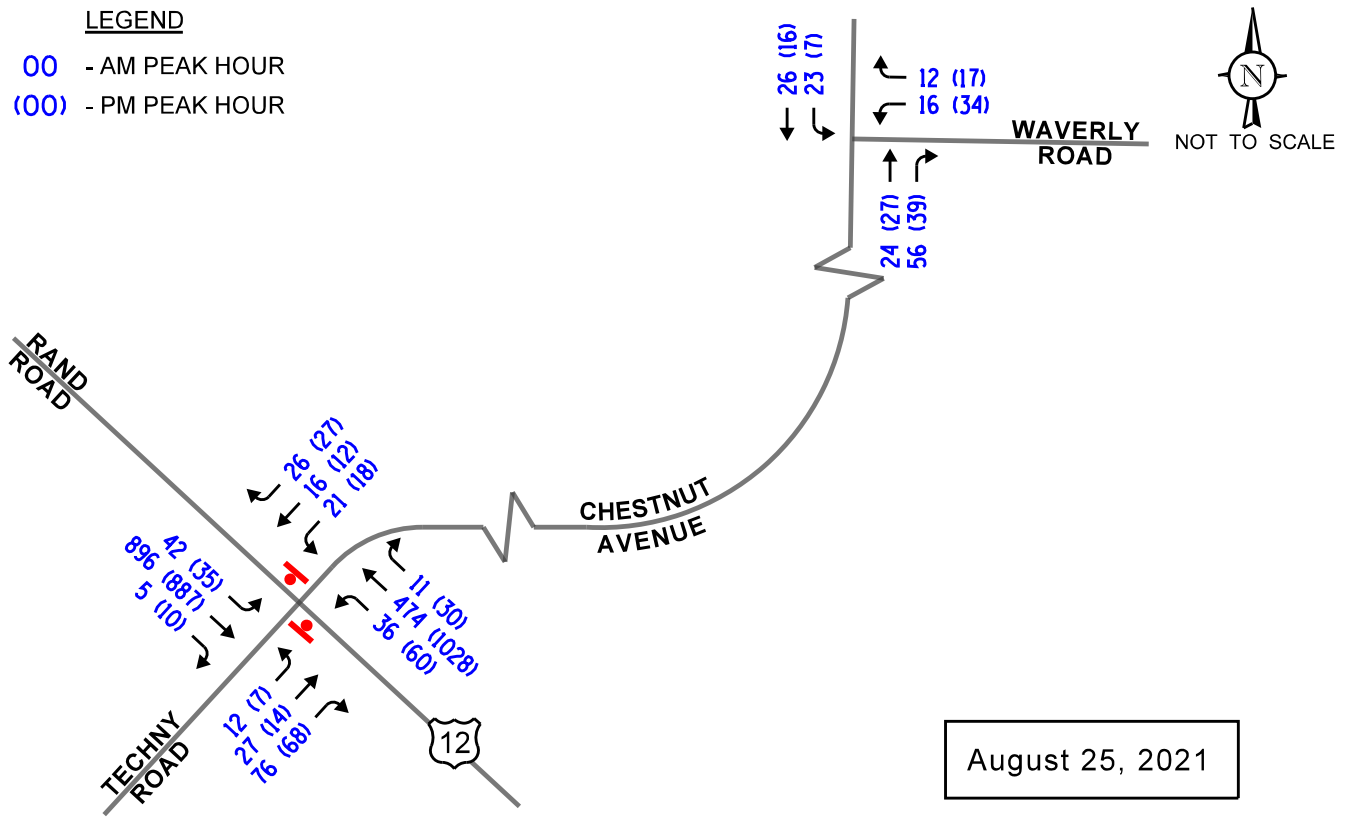
SUBJECT: Traffic Study Addendum
Proposed Affordable Apartment Development
Arlington Heights, Illinois

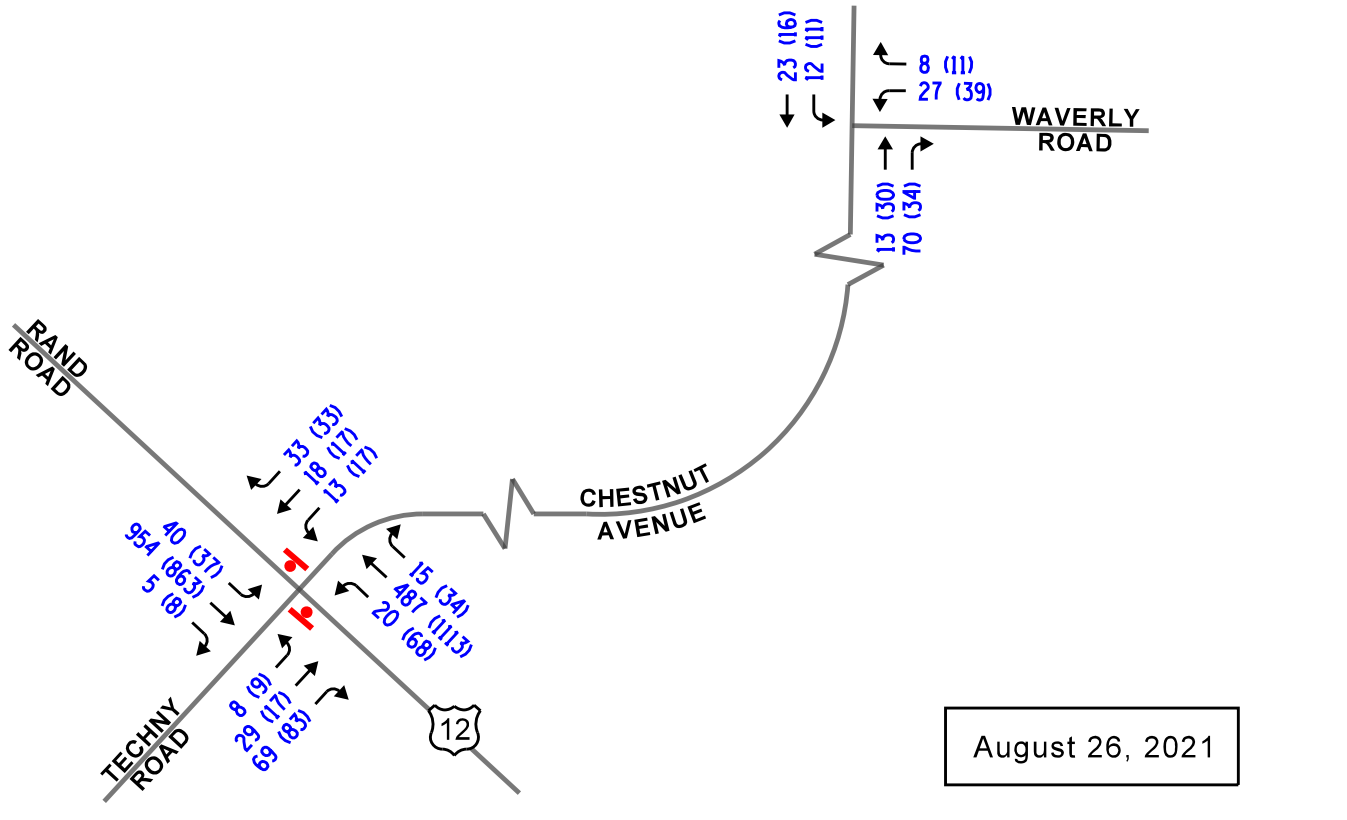
As requested, Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) has conducted a follow-up traffic evaluation at the intersections of Chestnut Avenue with Rand Road/Techny Road and Waverly Road in Arlington Heights, Illinois. This included traffic count data collected on Wednesday and Thursday, August 25 and 26, 2021 when the schools were in session. In addition, a gap study was also conducted on both days at the intersection of Rand Road with Chestnut Avenue/Techny Road to measure the frequency and length of interruptions in the Rand Road traffic stream.

Traffic Counts

As indicated above, traffic counts were conducted at the intersections of Chestnut Avenue with Rand Road/Techny Road and Waverly Road on Wednesday and Thursday, August 25 and 26, 2021. The counts were conducted in the morning between 7:00 and 9:00 A.M. and in the afternoon between 2:30 and 6:00 P.M. Summaries of the traffic counts indicated that generally the peak hours occurred between 7:30-8:30 A.M. on both days and between 4:45-5:45 P.M. on August 25 and 4:00-5:00 P.M. on August 26, 2021. **Figure 1** illustrates the results of the traffic counts on both days while **Table 1** compares the results of the traffic counts at the intersection of Rand Road with Chestnut Avenue/Techny Road with those utilized in the April 15, 2021 Traffic Impact Study completed by KLOA, Inc.

In reviewing the results of the comparison, it was determined that overall the intersection of Rand Road with Chestnut Avenue/Techny Road carried similar amounts of traffic during the peak hours. The only noticeable difference was an increase in traffic on Chestnut Avenue during the morning peak hour, which can be attributed to traffic utilizing Chestnut Avenue/Waverly Road to access Chicago Futabakai School. There was no significant increase in traffic during the evening peak hour. Further review of the count data along Chestnut Avenue between Rand Road and Waverly Road did not indicate that a significant cut through issue is occurring. As indicated above, the increase in traffic in the weekday morning peak hour is attributed to traffic to/from the school.





Affordable Apartment Development
Arlington Heights, Illinois

Existing Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 21-088 Figure: 1

Table 1
TRAFFIC COUNT COMPARISON – RAND ROAD WITH CHESTNUT AVENUE/TECHNY ROAD

Date/Time	Overall Intersection	Chestnut Avenue								Two-Way Total
		Eastbound				Westbound				
		Left Turn	Through	Right Turn	Total	Left Turn	Through	Right Turn	Total	
April 2021										
• Morning	1,526	21	13	6	40	13	9	12	34	74
• Evening	2,291	33	14	32	79	15	9	34	58	137
August 25, 2021										
• Morning	1,642	42	27	11	80	21	16	26	63	143
• Evening	2,196	35	14	30	79	18	12	27	57	136
Difference[1]	**+116**	**+21**	**+14**	**+5**	**+40**	**+8**	**+7**	**+14**	**+29**	**+69**
	+5	**+2**	**0**	**-2**	**0**	**+3**	**+3**	**-7**	**-1**	**-1**
August 26, 2021										
• Morning	1,691	40	29	15	84	13	18	33	64	148
• Evening	2,299	37	17	24	78	17	17	33	67	145
Difference[1]	**+165**	**+19**	**+16**	**+9**	**+44**	**0**	**+9**	**+21**	**+30**	**+74**
	+8	**+4**	**+3**	**-8**	**-1**	**+2**	**+8**	**-1**	**+9**	**+8**

1 – Compared to April 2021

Capacity Analysis

The intersections of Chestnut Avenue with Rand Road/Techny Road and Waverly Road were analyzed during the morning and evening peak hours under existing conditions utilizing the traffic count data for both days and under future conditions with the addition of site-generated traffic utilizing the traffic assignment contained in the April 15, 2021 Traffic Impact Study. **Tables 2** and **3** summarize the results of the capacity analyses expressed in terms of Levels of Service (LOS) and delays (measured in seconds) for both intersections under existing and existing plus site conditions.

As can be seen, the critical left-turn movements from Chestnut Avenue onto Rand Road operate at acceptable levels of service during the weekday morning peak hour on both days and will continue to do so with the addition of site-generated traffic. During the weekday evening peak hour, the movements operate at LOS E on both days and will experience an increase of two seconds with the addition of site-generated traffic. These results are expected when a minor roadway intersects a major roadway such as Rand Road. It should be noted that theses analyses do not take into account the proximity of the intersection to the signals to the north at Kennicott Drive and to the south at Arlington Plaza. These signals, as shown in the next section, create additional gaps in the traffic stream allowing vehicles to exit more efficiently and with less delays than reflected in the results of the capacity analyses.

At the intersection of Chestnut Avenue with Waverly Road, the results of the capacity analyses indicated that the intersection is and will continue to operate at LOS A during both peak hours.

Table 2
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	August 25, 2021				August 26, 2021			
	Morning		Evening		Morning		Evening	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Rand Road with Chestnut Avenue/Techny Road								
Northwest-bound Left Turns (Rand Road)	B	10.1	B	10.2	B	10.6	B	10.9
Eastbound Left Turns	D	25.4	D	30.0	D	28.2	D	34.6
Eastbound Through/Right Turns	C	18.4	C	18.5	C	21.2	C	21.4
Westbound Left Turns	C	23.3	E	38.1	D	25.4	E	48.2
Westbound Through/Right Turns	C	16.4	C	21.4	C	17.9	D	26.7
Southeast-bound Left Turns (Rand Road)	A	8.5	B	11.0	A	8.7	B	12.4
Chestnut Avenue with Waverly Road								
Overall	A	7.2	A	7.2	A	7.2	A	7.3
Westbound Approach	A	7.2	A	7.3	A	7.4	A	7.5
Northbound Approach	A	7.1	A	7.1	A	7.1	A	7.1
Southbound Approach	A	7.4	A	7.4	A	7.3	A	7.3

Table 3
CAPACITY ANALYSIS RESULTS – EXISTING PLUS SITE CONDITIONS

Intersection	August 25, 2021				August 26, 2021			
	Morning		Evening		Morning		Evening	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Rand Road with Chestnut Avenue/Techny Road								
Northwest-bound Left Turns (Rand Road)	B	10.1	B	10.2	B	10.6	B	10.9
Eastbound Left Turns	D	25.7	D	30.8	D	28.6	D	35.6
Eastbound Through/Right Turns	C	18.4	C	19.1	C	21.2	C	22.5
Westbound Left Turns	C	23.7	E	40.1	D	26.1	F	51.5
Westbound Through/Right Turns	C	16.4	C	21.4	C	17.9	D	26.7
Southeast-bound Left Turns (Rand Road)	A	8.5	B	11.1	A	8.7	B	12.5
Chestnut Avenue with Waverly Road								
Overall	A	7.2	A	7.2	A	7.2	A	7.3
Westbound Approach	A	7.2	A	7.3	A	7.4	A	7.5
Northbound Approach	A	7.1	A	7.1	A	7.1	A	7.1
Southbound Approach	A	7.4	A	7.4	A	7.3	A	7.3

Gap Study

A gap study was performed on Rand Road at Chestnut Avenue/Techny Road during the weekday morning and evening peak hours in order to determine the availability of gaps or interruptions in the Rand Road traffic stream. The gap study was conducted on Wednesday, August 25, 2021, and on Thursday, August 26, 2021, during the morning and evening peak hours. The study examined gaps in the northwest-bound direction along Rand Road, which would allow vehicles to turn left from Rand Road onto Chestnut Avenue and right from Chestnut Avenue onto Rand Road, as well as gaps in both directions that would allow vehicles to turn left from Chestnut Avenue onto Rand Road and travel between Chestnut Avenue and Techny Road. The results of the gap study for Wednesday and Thursday, showing the total number of potential movements based on gaps available for the peak hours, are summarized in **Tables 4** and **5**, respectively.

Table 4
GAP STUDY SUMMARY – RAND ROAD – WEDNESDAY, AUGUST 25, 2021

Movement	Weekday Morning Peak Hour Potential Movements	Weekday Evening Peak Hour Potential Movements
Left Turn from Rand Road	763	495
Left Turn from Chestnut Avenue	133	73
Right Turn from Chestnut Avenue	415	252

Table 5
GAP STUDY SUMMARY – RAND ROAD – THURSDAY, AUGUST 26, 2021

Movement	Weekday Morning Peak Hour Potential Movements	Weekday Evening Peak Hour Potential Movements
Left Turn from Rand Road	674	410
Left Turn from Chestnut Avenue	116	43
Right Turn from Chestnut Avenue	363	199

Gap Study Evaluation

Tables 6 and **7** show the total number of potential movements compared to the number of required gaps that are needed to accommodate the total projected traffic volumes turning to and from Chestnut Avenue/Techny Road based on the traffic counts conducted on Wednesday and Thursday, respectively. As shown in Tables 6 and 7, there are more than sufficient gaps in the Rand Road traffic stream to accommodate the left turns onto Chestnut Avenue, right turns onto Rand Road from Chestnut Avenue, left turns onto Rand Road from Chestnut Avenue/Techny Road and through movements between Chestnut Avenue and Techny Road during the weekday morning and evening peak hours of adjacent roadway traffic. These results indicate that these movements will be completed efficiently and without significant delays.

Table 6
REQUIRED GAPS – RAND ROAD – WEDNESDAY, AUGUST 25, 2021

Time Periods	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
Movement	Potential Movements	Required Gaps	Potential Movements	Required Gaps
Left Turn from Rand Road	763	2	495	5
Left Turn from Chestnut Avenue	133	4	73	4
Right Turn from Chestnut Avenue	415	5	252	4

Table 7
REQUIRED GAPS – RAND ROAD – THURSDAY, AUGUST 26, 2021

Time Periods	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
Movement	Potential Movements	Required Gaps	Potential Movements	Required Gaps
Left Turn from Rand Road	674	2	410	5
Left Turn from Chestnut Avenue	116	4	43	4
Right Turn from Chestnut Avenue	363	5	199	4

Conclusion

Based on the results of the analysis and the gap study evaluation, the following has been determined:

- The results of the traffic counts indicated that overall the intersection of Rand Road with Chestnut Avenue/Techny Road carried similar amount of traffic when compared to the April 2021 counts and that the increase in traffic on Chestnut Avenue during the morning peak hour can be attributed to traffic to/from the school on Waverly Road.

- Exiting movements from Chestnut Avenue onto Rand Road are operating at acceptable levels of service for a location of this type and will experience minimal increases in delay with the addition of site-generated traffic.

- The results of the gap study indicated that there are more than adequate gaps or interruptions in the Rand Road traffic stream to accommodate the increase in traffic resulting from the proposed development.

Kenig,Lindgren,O'Hara,Aboona,Inc.

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

MEMORANDUM TO: Jake Zunamon
HTG Arlington, LP

FROM: Luay R. Aboona, PE, PTOE
Principal

DATE: September 14, 2021

SUBJECT: School Bus Traffic
Proposed Affordable Apartment Development
Arlington Heights, Illinois

As requested, Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) has reviewed the traffic count data collected at the intersection of Rand Road with Chestnut Avenue/Techny Road to determine the amount of bus traffic that turns in and out of Chestnut Avenue during the weekday morning and afternoon peak periods. The count data was based on the updated traffic counts conducted by KLOA, Inc. on Wednesday and Thursday, August 25 and 26, 2021 during the morning (7:00 to 9:00 A.M.) and afternoon (2:30 to 6:00 P.M.) peak periods. The results of the counts were provided in the September 9, 2021 Traffic Study Addendum.

Based on a review of the count data, the following number of buses were observed.

Wednesday, August 25, 2021

- A total of five buses were observed over a one-hour period between 7:30 and 8:30 A.M., all of which turned right from Rand Road onto Chestnut Avenue.
- One bus was observed in the afternoon at 3:30 P.M. turning right from Chestnut Avenue onto Rand Road.

Thursday, August 26, 2021

- A total of five buses were observed over a one-hour period between 7:30 and 8:30 A.M., all of which turned right from Rand Road onto Chestnut Avenue.
- A total of three buses were observed in the afternoon. One bus turned left from Rand Road onto Chestnut Avenue at 3:45 P.M. and two buses turned right from Chestnut Avenue onto Rand Road over a 45-minute period between 4:45 and 5:30 P.M.

With the low volume of bus traffic traversing the intersection of Rand Road with Chestnut Avenue/Techny Road and the fact that buses did not cluster or arrive at the intersection at the same time nor did they turn left out onto Rand Road, the impact the buses had on the intersection was minimized and no congestion or undue delays were observed. These findings were confirmed by the results of the traffic analyses and the gap study as summarized in the Traffic Study Addendum.

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

PERMITS
Location: Signal Warrant Analysis-Rand Rd at Chestnut Ave-Arlington Heights
Reference No: 016-102234

August 12, 2021

Ms. Nanci Julius, PE
33 S. Arlington Heights Rd.
Arlington Heights, IL 60005

Dear Ms. Julius:

We in receipt of your Traffic Impact Study (prepared by KLOA, dated 4/15/2021) associated with the proposed development at the northeast corner of Rand Road and Chestnut Avenue. Per your request, IDOT has reviewed this study to determine if this intersection meets the threshold for installation of traffic signals. At this time, the Department has determined that neither the existing condition, nor the proposed condition meets traffic signal warrants.

If you have any questions regarding this matter, please contact Derek O'Sullivan at 847-705-4441, or at Derek.OSullivan@illinois.gov.

Very truly yours,

Jose Rios, P.E.
Region One Engineer

By:
Thomas G. Gallenbach, P.E.
Traffic Permits Engineer

Kenig,Lindgren,O'Hara,Aboona,Inc.

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

MEMORANDUM TO: Jake Zunamon
HTG Illinois Developer, LLC

FROM: Luay R. Aboona, PE, PTOE
Principal

DATE: June 30, 2021

SUBJECT: Traffic Signal Warrant Evaluation
Rand Road with Chestnut Avenue/Techny Road
Arlington Heights, Illinois

As requested by the Village of Arlington Heights, Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) has completed an evaluation to determine if a traffic signal is warranted at the intersection of Rand Road with Chestnut Avenue/Techny Road in Arlington Heights, Illinois.

Signal Warrant Requirements

The installation of a traffic signal primarily requires the satisfaction of one or more of the three volume warrants from the Federal Highway Administration's *Manual on Uniform Traffic Control Devices* (MUTCD). Given that Rand Road is classified by the Illinois Department of Transportation (IDOT) as a Strategic Regional Arterial (SRA), only one of the three volume warrants, Warrant 1 – Eight Hour Volumes, was considered. In order to meet this warrant, traffic on the minor approach (Chestnut Avenue or Techny Road) will have to be equal to or exceed 150 vehicles per hour (vph) for eight hours.

Signal Warrant Evaluation

Based on the traffic counts conducted by KLOA, Inc. as summarized in the traffic study dated April 15, 2021, the traffic volumes on Chestnut Avenue exiting onto Rand Road were 34 and 58 vehicles during the weekday morning and evening peak hours, respectively and on Techny Road were 68 vehicles during both peak hours. Since these volumes represent the highest amount of traffic that exits Chestnut Avenue and Techny Road, the traffic for the remaining hours of the day is expected to be lower. Based on that, it is clear that existing traffic is significantly lower than the threshold (150 vph) and, as such, does not meet the warrant for the installation of a traffic signal.

When considering the proposed 40-unit apartment development, given the low amount of traffic that will be generated, the increase in traffic that will utilize Chestnut Avenue and Techny Road to exit onto Rand Road will be minimal (nine trips in the morning peak hour and two trips in the evening peak hour for Chestnut Avenue and zero trips in the morning peak hour and one trip in the evening peak hour for Techny Road). As such, even with the buildout of the proposed development, a traffic signal will not be warranted.

August 31, 2021

Sam Hubbard
Development Planner
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

RE: Crescent Place – Preliminary Security Plan

Please find attached this preliminary security plan for Crescent Place which outlines the locations and types of security cameras and key fob systems which work in tandem to secure the building. This Verkada system is fully integrated such that each key fob and camera are integrated with one another when entry or communal doors are accessed. Additionally, footage is stored within the cloud and can be viewed and accessed at a later date as needed. Each key fob is individually programmed utilizing proprietary software so that each tenant has one assigned to them with their name and picture in the computer system. This security system is utilized as a deterrent for any potential security or lease violations and to secure the building from outside parties who are not residents at Crescent Place. Crescent Place's manager office will have a large monitor which shows the various cameras images and will additionally be available through any device via the web through a cloud-based system.

*please note this plan is being prepared as a courtesy to the village to provide reassurances that HTG and Turnstone take great pride in the management and maintenance of their communities. Additionally, this is a preliminary plan and is subject to adjustments based on full architectural and electrical drawings and is intended to serve as the base upon which the final engineered systems are designed.

Below are responses to village comments received via email on August 24, 2021 with regards to this plan.

- Outline hours/days and number of staff that will be onsite to monitor security. The property manager will have a large monitor showing the cameras in their office. No one will be actively responsible to monitor this live as this system is installed as a deterrent and to have ability to enforce violations if issues do arise on property by checking the video.
- Provide details on procedures for dealing with security violations. If security violations arise, camera footage will be utilized to determine the proper action specific to the violation.
- Provide details on who is monitoring the cameras, when they are monitored, and how they monitor them (live monitoring vs. recorded for viewing at a later date when necessary) Cameras will be passively monitored by the property managed and reviewed at a later date if necessary.
- Other than cameras and key FOB's, what other steps will be taken to ensure site security? Proper lighting throughout the interior and exterior as per comments received by the VAH police department. Property manager and maintenance will also serve as additional set of eyes.

- Please ensure this development submits to the Police Department an emergency contact card prior to beginning construction Acknowledged.

Sincerely,

Housing Trust Group
a Florida limited liability company

_____
Jake Zunamon, SVP of Development

 Verkada Inc. All rights reserved.

Housing Trust Group Floor Plans - Crescent Place

Overview of Proposed Verkada Deployment

VERKADA

Sections

01 | Overview of Cameras

02 | Deployment Overview

03 | Breakdown of Deployment

Overview of Cameras

Dome Series

Durable and versatile, Verkada's Dome Series provides a wide-range of indoor and outdoor enterprise cameras.

CD41

- 5MP
- Fixed Lens
- 30, 60, 90, 120, 365 Days Retention
- 128° FOV (Diagonal)

CD41E - Outdoor

- 5MP
- Fixed Lens
- 30, 60, 90, 120, 365 Days Retention
- 128° FOV (Diagonal)

CD51

- 5MP
- Zoom Lens
- 30, 60, 90, 120, 365 Days Retention
- 126° FOV (Diagonal)

CD51E - Outdoor

- 5MP
- Zoom Lens
- 30, 60, 90, 120, 365 Days Retention
- 126° FOV (Diagonal)

Mini Series

Designed for flexibility without compromise, Verkada's Mini Series features discreet form factors that deliver exceptional image quality.

CM41-E - Outdoor

- 5MP
- Fixed Lens
- 30, 60, 90, 120, 365 Days Retention
- 128° FOV (Diagonal)

CM41

- 5MP
- Fixed Lens
- 30, 60, 90, 120, 365 Days Retention
- 128° FOV (Diagonal)

Bullet Series

Built to withstand the toughest environments, the Bullet Series features a sealed aluminium housing ensuring cameras stay protected.

CB51-E

- 5MP
- Zoom Lens
- 30, 60, 90, 365 Days Retention
- 105° FOV (Diagonal)

CB61-E

- 8MP (4K)
- Zoom Lens
- 30, 60, 90 Days Retention
- 100° FOV (Diagonal)

CB51-TE

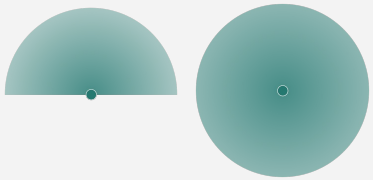
- 5MP
- Zoom Lens
- 30, 60, 90, 365 Days Retention
- 46° FOV (Diagonal)

CB61-TE

- 8MP (4K)
- Zoom Lens
- 30, 60, 90 Days Retention
- 52° FOV (Diagonal)

Fisheye Series

Choose from a panoramic view of 180º, a four-way split or an immersive 360º of any environment with digital pan-tilt-zoom.



CF81-E

- 12MP
- Fixed Lens
- 30, 60, 90 Days Retention
- 180º Pano / 360º PTZ / Quad Box

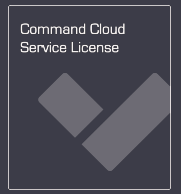
License Overview

- Pricing comes down to just two line items:
    - Cost of the camera
    - Cost of the software license
- 10-year warranty on all hardware
- Best-in-class technical support
- No ongoing maintenance costs
- No ongoing software costs
- Automatic firmware updates
- Unlimited users seats

How Pricing Works

Cost of Camera
(Up to 365 Days of Local Storage)

+



Cost of Software License
(1, 3, 5, 10-Year License)

Your Total Cost

Deployment Overview

Cameras			
Model	Total	Model	Total
CD41		CB51-E	
CD41/E	2	CB61-E	
CD51		CB51-TE	2
CD51E		CB61-TE	
CM41/E		CF81-E	7
CM41		VX51	
Total Cameras			

Access Control	
Model	Total
AC41	
AD31	
Total Doors	

Camera / Door Number

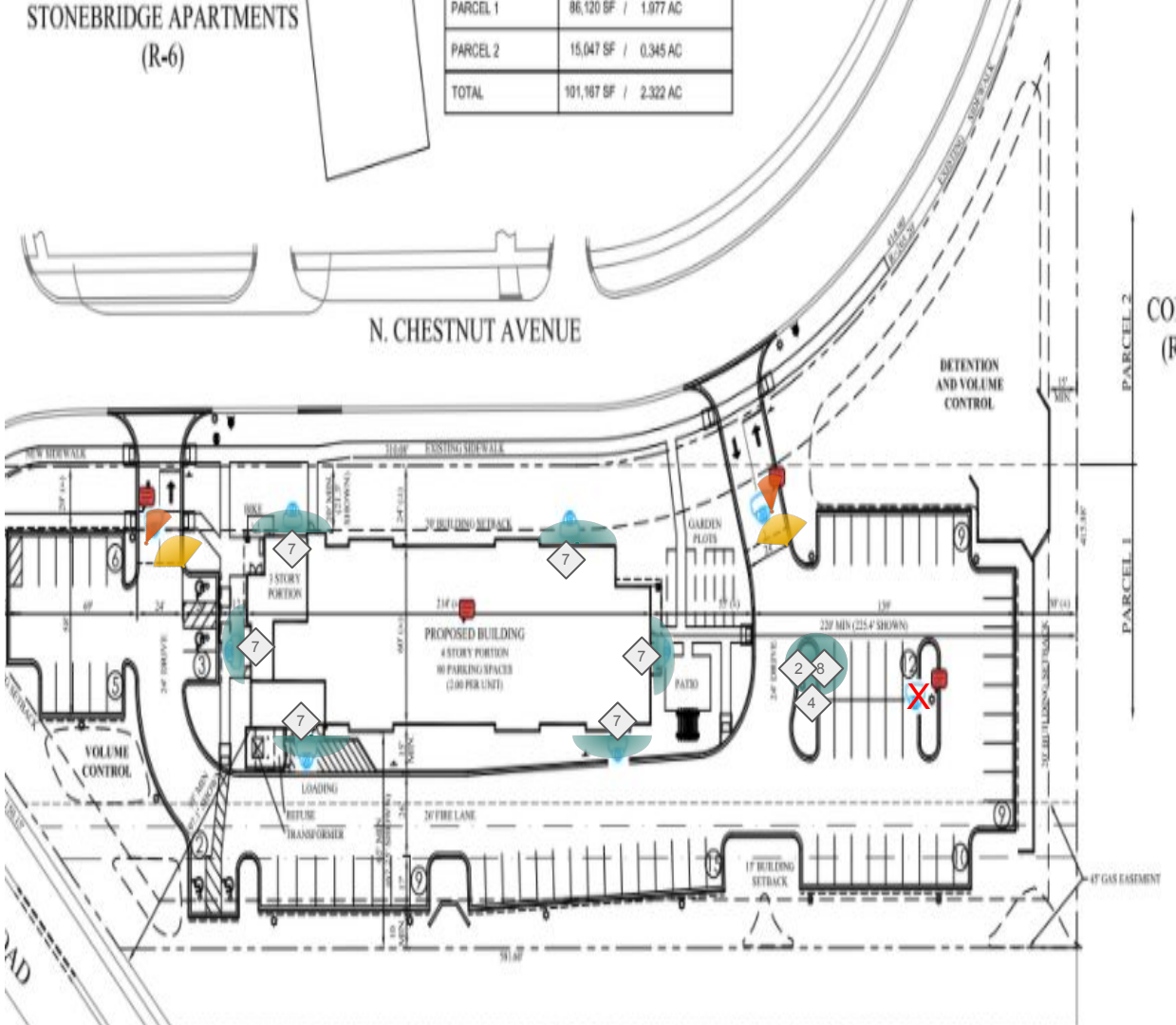
1 1

Camera Accessories

1 2 3 4 5 6 7 8 9 10

Combo

2 8



Cameras			
Model	Total	Model	Total
CD41	3	CB51-E	
CD41E		CB61-E	
CD51		CB51-TE	
CD51E		CB61-TE	
CM41/E		CF81-E	1
CM41	3	VX51 VX51	
Total Cameras			

Access Control		Environmental Sensors	
Model	Total	Model	Tota
AC41	1	SV11	
AD31	2	**Total Sensors**	
Total Doors			

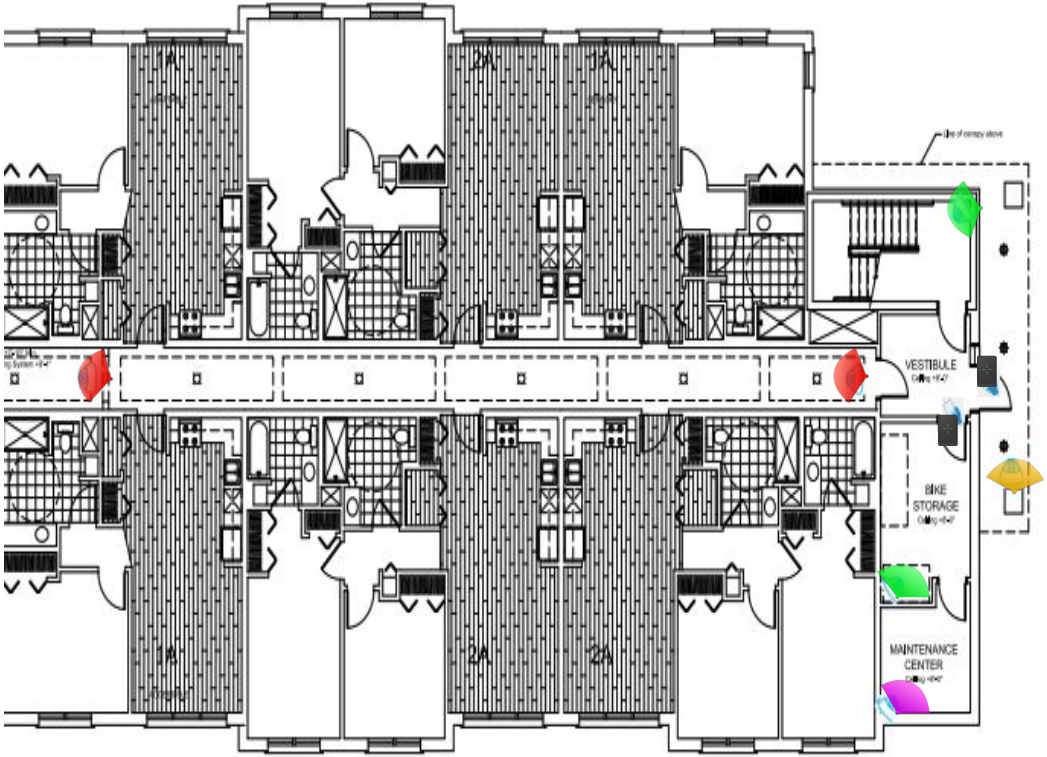
Camera / Door Number

Camera Accessories

Combo

Cameras			
Model	**Total**	**Model**	**Total**
CD41	2	CB51-E	
CD41E	1	CB61-E	
CD51	2	CB51-TE	
CD51E		CB61-TE	
CM41/E		CF81-E	
CM41	1	VX51	
Total Cameras			

Access Control		Environmental Sensors	
Model	**Total**	**Model**	**Total**
AC41		SV11	
AD31	2	**Total Sensors**	
Total Doors			



Camera / Door Number

1 1

Camera Accessories

1 2 3 4 5 6 7 8 9 10

Combo

2 8

Cameras			
Model	**Total**	**Model**	**Total**
CD41	2	CB51-E	
CD41/E		CB61-E	
CD51		CB51-TE	
CD51/E		CB61-TE	
CM41/E		CF81-E	
CM41	5	VX51	
Total Cameras			

Access Control		Environmental Sensors	
Model	**Total**	**Model**	**Total**
AC41	1	SV11	
AD31	3	**Total Sensors**	
Total Doors			

Camera / Door Number

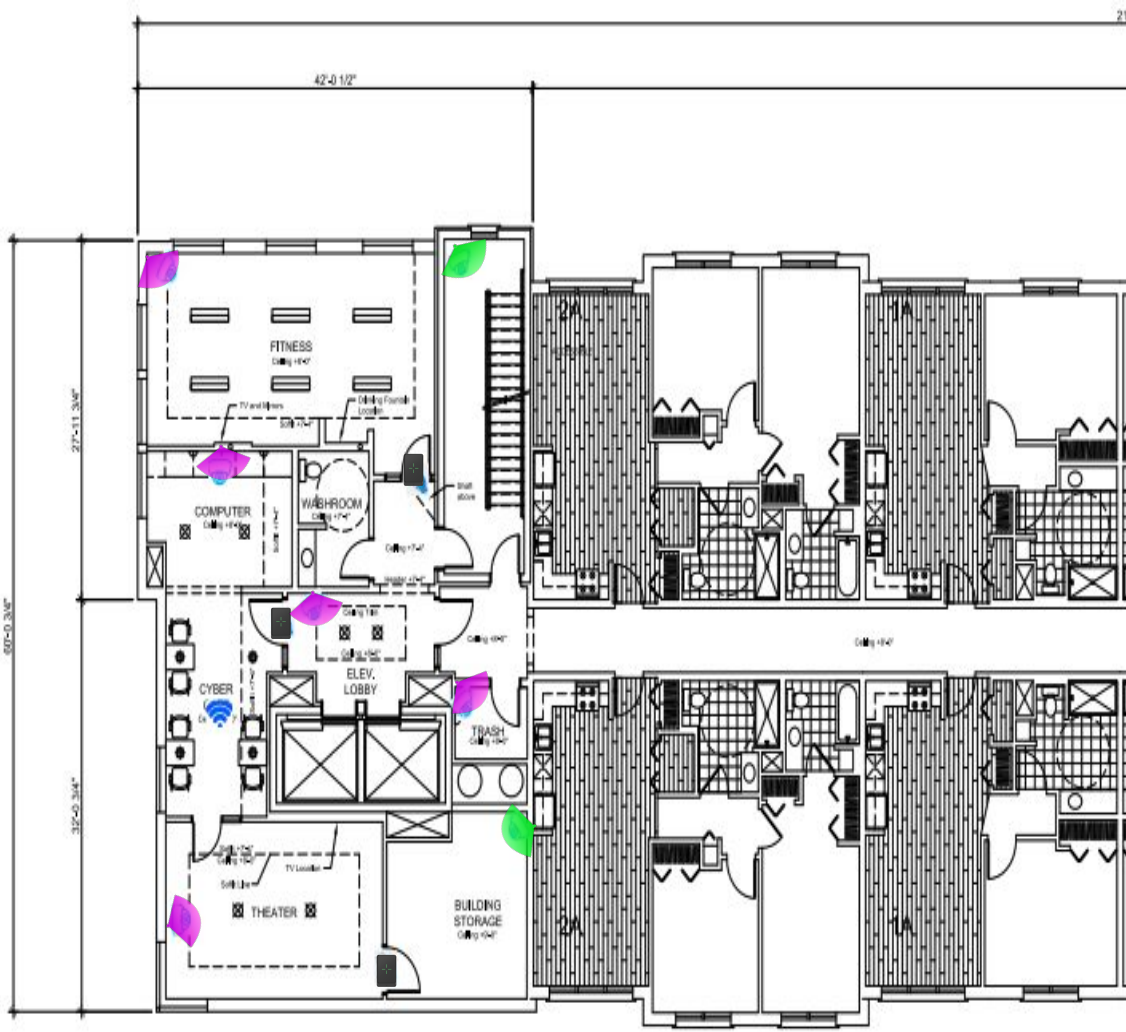
1 1

Camera Accessories

1 2 3 4 5 6 7 8 9 10

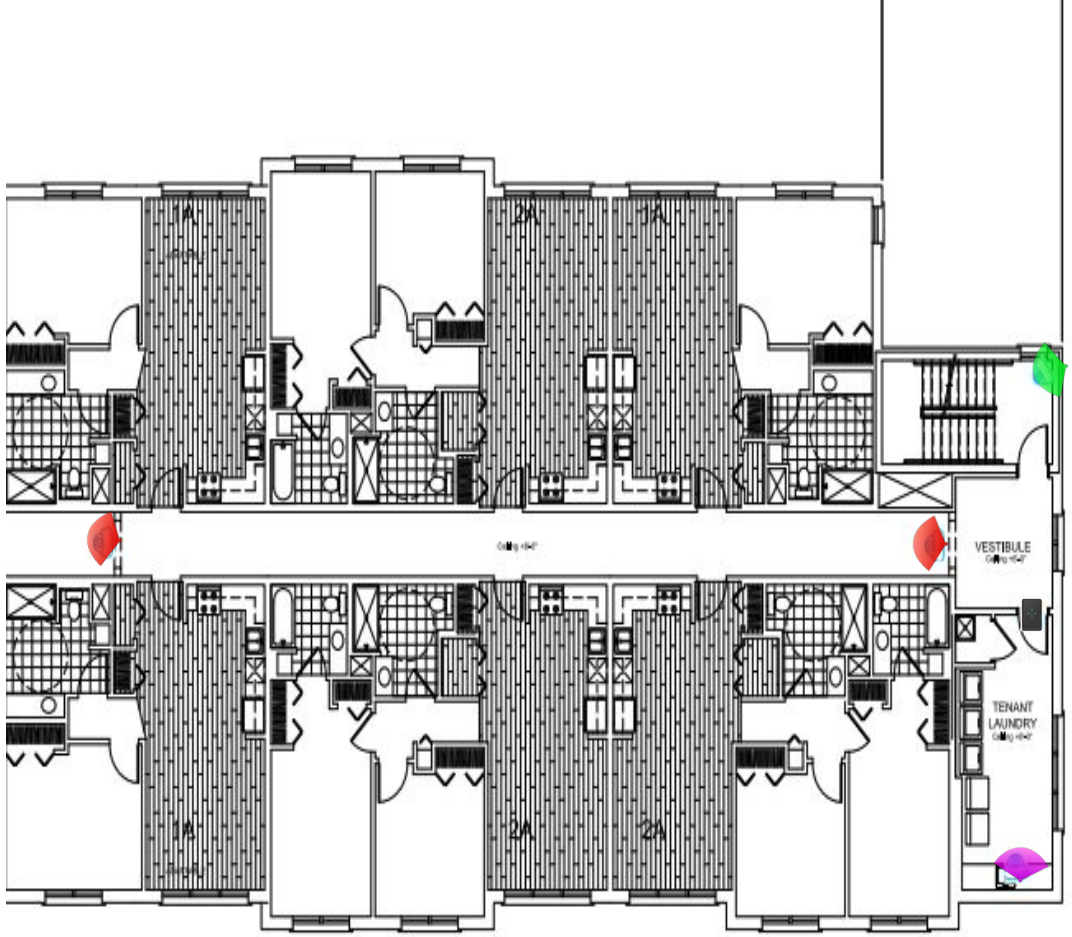
Combo

1 2



Cameras			
Model	**Total**	**Model**	**Total**
CD41	1	CB51-E	
CD41/E		CB61-E	
CD51	2	CB51-TE	
CD51/E		CB61-TE	
CM41/E		CF81-E	1
CM41	1	VX51	
Total Cameras			

Access Control		Environmental Sensors	
Model	**Total**	**Model**	**Total**
AC41		SV11	
AD31	1	**Total Sensors**	
Total Doors			



Camera / Door Number

1 1

Camera Accessories

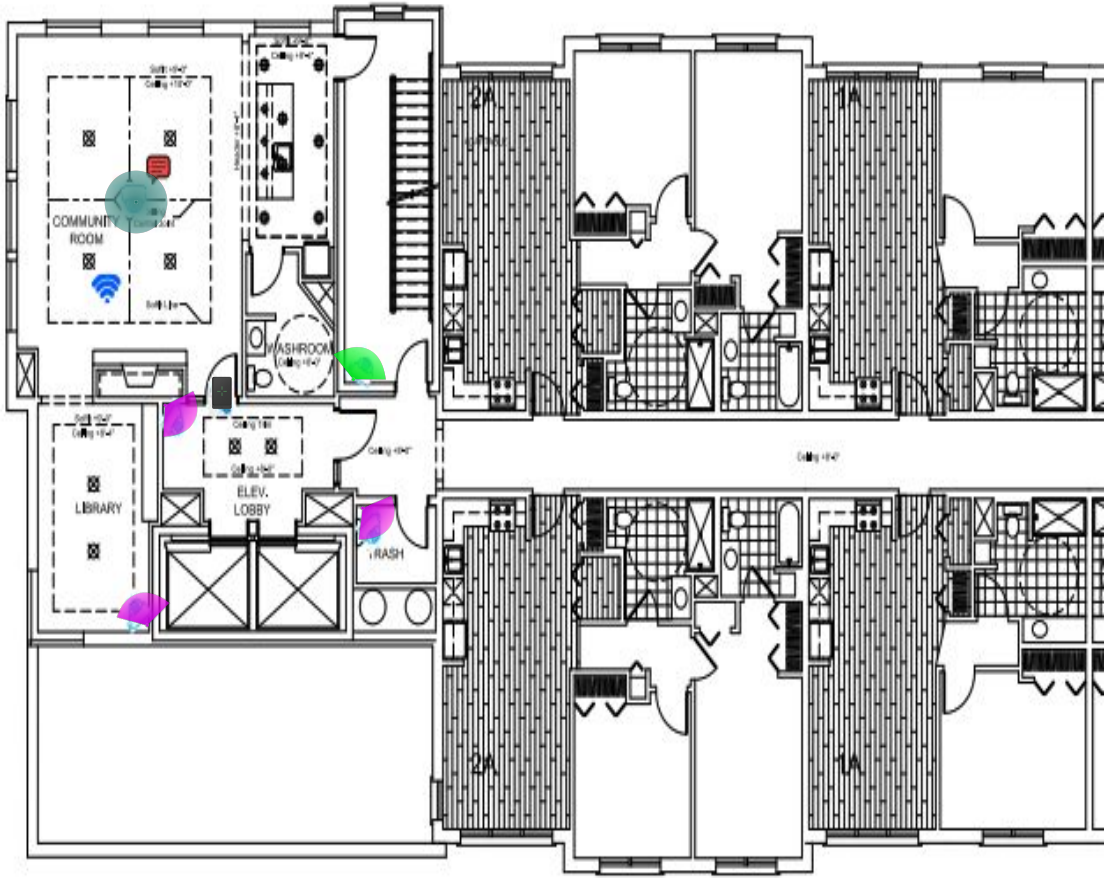
1 2 3 4 5 6 7 8 9 10

Combo

1 2

Cameras			
Model	**Total**	**Model**	**Total**
CD41	1	CB51-E	
CD41/E		CB61-E	
CD51		CB51-TE	
CD51/E		CB61-TE	
CM41/E		CF81-E	1
CM41	3	VX51	
Total Cameras			

Access Control		Environmental Sensors	
Model	**Total**	**Model**	**Total**
AC41		SV11	
AD31	1	**Total Sensors**	
Total Doors			



Camera / Door Number

1 1

Camera Accessories

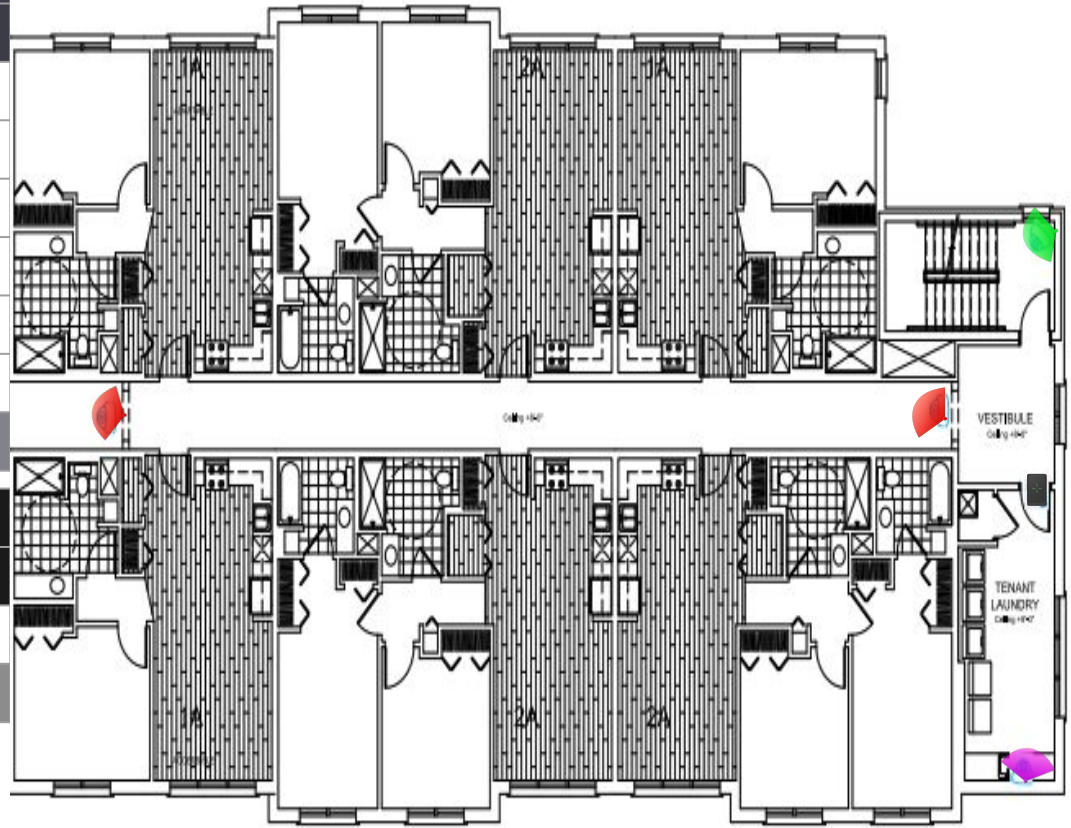
1 2 3 4 5 6 7 8 9 10

Combo

1 2

Cameras			
Model	**Total**	**Model**	**Total**
CD41	1	CB51-E	
CD41/E		CB61-E	
CD51	2	CB51-TE	
CD51/E		CB61-TE	
CM41/E		CF81-E	
CM41	1	VX51	
Total Cameras			

Access Control		Environmental Sensors	
Model	**Total**	**Model**	**Total**
AC41		SV11	
AD31	1	**Total Sensors**	
Total Doors			



Camera / Door Number

1 1

Camera Accessories

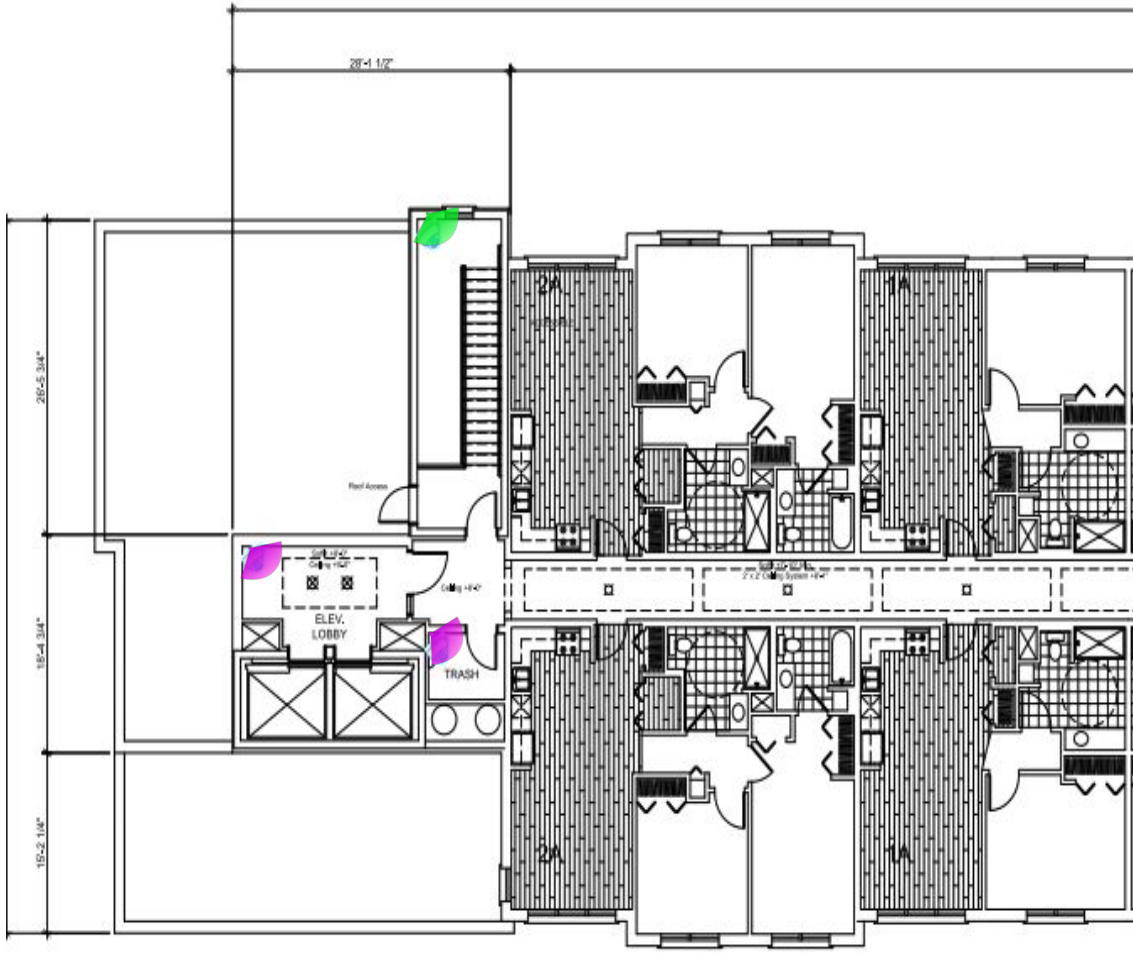
1 2 3 4 5 6 7 8 9 10

Combo

1 2

Cameras			
Model	**Total**	**Model**	**Total**
CD41	1	CB51-E	
CD41/E		CB61-E	
CD51		CB51-TE	
CD51/E		CB61-TE	
CM41/E		CF81-E	
CM61	2	VX51	
Total Cameras			

Access Control		Environmental Sensors	
Model	**Total**	**Model**	**Total**
AC41		SV11	
AD31		**Total Sensors**	
Total Doors			



Camera / Door Number

1 1

Camera Accessories

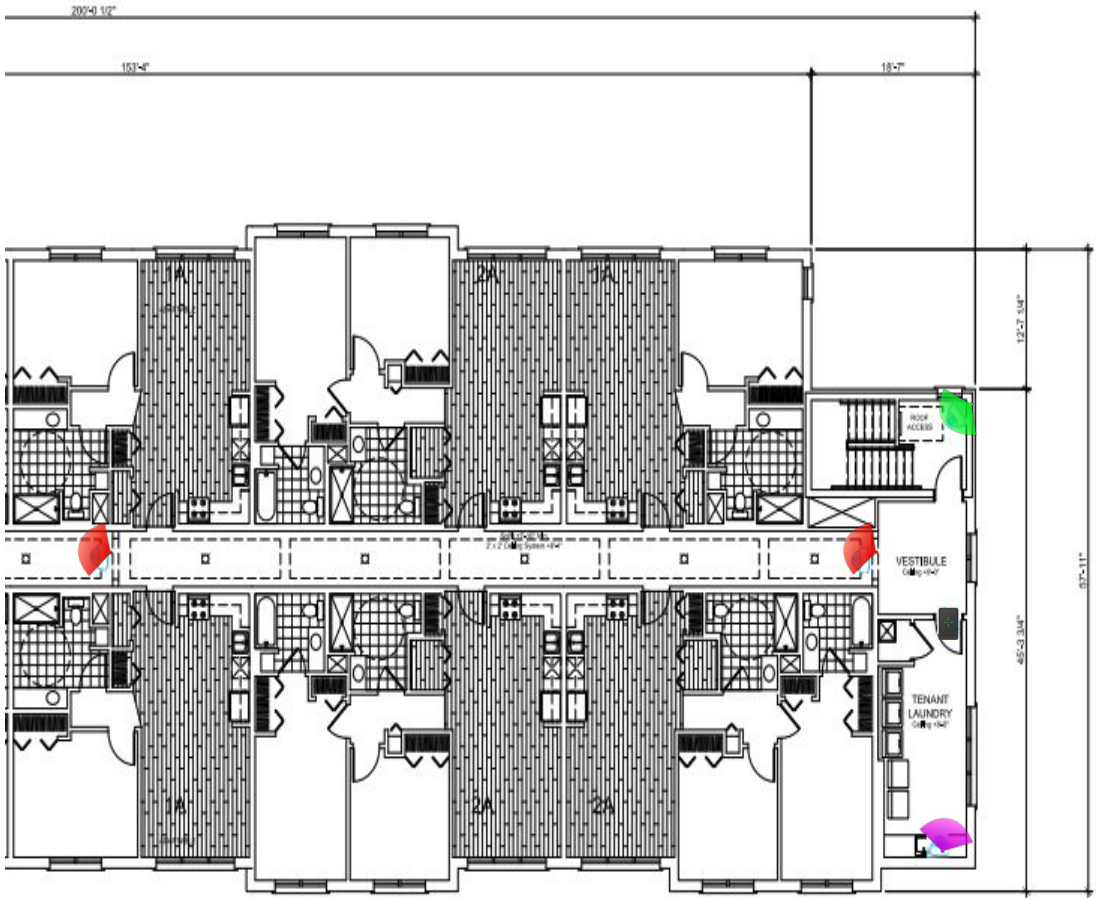
1 2 3 4 5 6 7 8 9 10

Combo

1 2

Cameras			
Model	**Total**	**Model**	**Total**
CD41	1	CB51-E	
CD41/E		CB61-E	
CD51	2	CB51-TE	
CD51/E		CB61-TE	
CM41/E		CF81-E	
CM41	1	VX51	
Total Cameras			

Access Control		Environmental Sensors	
Model	**Total**	**Model**	**Total**
AC41		SV11	
AD31	1	**Total Sensors**	
Total Doors			



Camera / Door Number

1 1

Camera Accessories

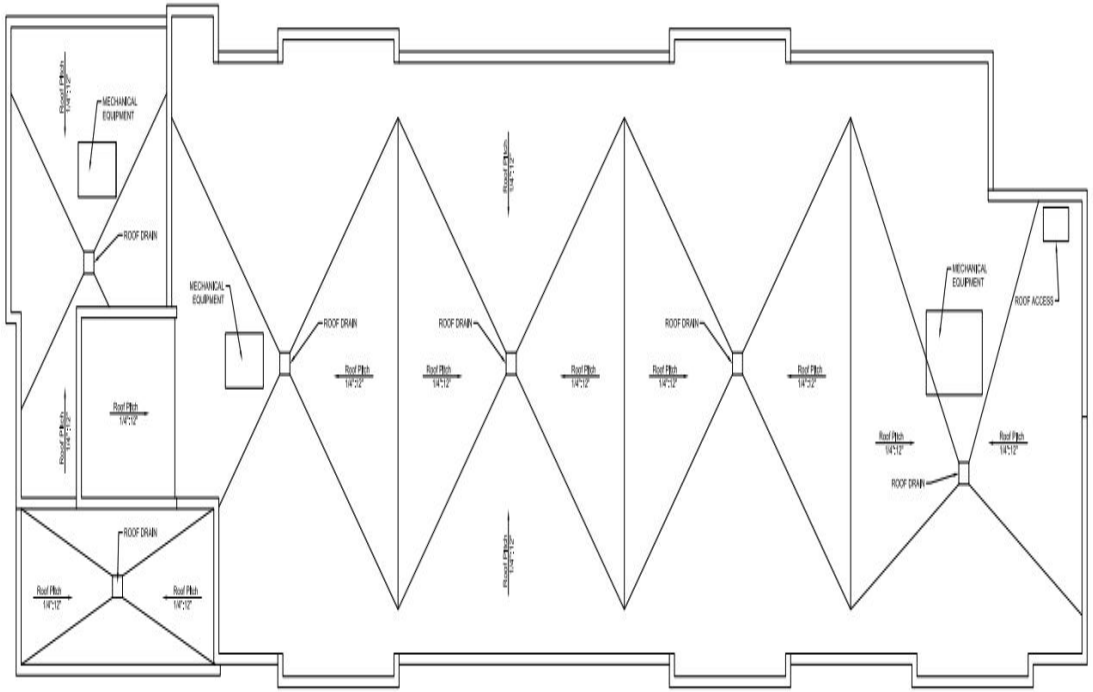
1 2 3 4 5 6 7 8 9 10

Combo

1 2

Cameras			
Model	**Total**	**Model**	**Total**
CD41		CB51-E	
CD41/E		CB61-E	
CD51		CB51-TE	
CD51/E		CB61-TE	
CM41/E		CF81-E	
CM41		VX51	
Total Cameras			

Access Control		Environmental Sensors	
Model	**Total**	**Model**	**Total**
AC41		SV11	
AD31		**Total Sensors**	
Total Doors			



Camera / Door Number

Camera Accessories

Combo

Breakdown of Deployment

Camera #	Description	Notes
12x	CD41	Indoor dome camera
3x	CD41E	Outdoor Dome camera
8x	CD51	Indoor camera with optical zoom
17x	CM41	Indoor mini dome
2x	CB51TE	Bullet camera for license plate recognition
10x	CF81E	Indoor/Outdoor fisheye camera
11x	AD31	Door readers
3x	AC41	Verkada access Control panel
6x	MNT-7	Pairs with CF81E for 180 degree view
1x	MNT-2	Pairs with MNT 8 & 9 for pole
1x	MNT-8	Pairs with MNT 2 & 9 for pole
1x	MNT-9	Pairs with MNT 2 & 9 for pole
52x	5 year camera license	
11x	5 year door license	

Cameras			
Model	**Total**	**Model**	**Total**
CD31/E		CB51-E	
CD41/E		CB61-E	
CD51/E		CB51-TE	
CD61/E		CB61-TE	
CM41/E		CF81-E	
CM61		VX51	
Total Cameras			

Access Control		Environmental Sensors	
Model	**Total**	**Model**	**Total**
AC41		SV11	
AD31		**Total Sensors**	
Total Doors			

Camera / Door Number

1 1

Camera Accessories

1 2 3 4 5 6 7 8 9 10

Combo

1 2

Drop Floor Plan Here

ILLINOIS HOUSING DEVELOPMENT AUTHORITY
WWW.IHDA.ORG

111 E. Wacker Drive
Suite 1000
Chicago, IL 60601
312.836.5200

TENANT SELECTION PLAN

(For Other Non-Section 8 Program Developments)

DEVELOPMENT NAME

IHDA PROJECT IDENTIFICATION NUMBER (PID)

DEVELOPMENT ADDRESS, CITY, STATE AND ZIP CODE

TABLE OF CONTENTS

I. INTRODUCTION

A. Development Description…….. 5

B. Tenant Type……6

C. Unit Distribution……7

D. Rent Structure……..9

E. Civil Rights and Non-Discrimination Requirements……...9

Fair Housing Act……..9

Title IV of the Civil Rights Act of 1964…….. 10

Age Discrimination Act of 1975……10

Section 504 of the Rehabilitation Act of 1973……11

Equal Access to Housing in HUD Programs Regardless of Sexual Orientation and or Gender Identity……12

Policies to Comply with Limited English Proficiency and Violence Against Women Act……12

II. PREFERENCES

A. Establishing Preferences……13

B. Verification of Preferences……15

C. Selection of Families for Participation……..15

D. When a Preference is Denied……15

E. Exceptions to the Preference Rule……...15

III. PRE-APPLICATION CARD PROCESSING

A. Distribution of Pre-Application Cards or Pre-Applications……16

B. Processing Pre-Application Cards or Pre-Applications……..16

IV. WAITING LIST PROCEDURES

A. Creation of the Waiting List……17

B. Changes in Income or Household Composition……18

C. Contacting Persons on the Waiting List…….. 19

D. Updating the Waiting List……20

E. Closing and Re-opening the Waiting List……21

V. THE INTERVIEW AND SCREENING PROCESS

A. Application Requirements……..22

B. Home Visits……..23

C. Completion of Application Process……...24

VI. EGILIBILITY REQUIREMENTS

A. Income…….. 24

B. Certification of Date of Birth…….. 24

C. Certification of Social Security Numbers……24

D. Student Eligibility Requirements……24

VII. OCCUPANCY STANDARDS…….25

VIII. SECURITY DEPOSITS……26

IX. REJECTION CRITERIA

A. Insufficient/Inaccurate Information on Application……26

B. Credit and Financial Standing……...27

C. Criminal Convictions/Current Drug Use…….. 27

D. Household Characteristics……28

E. Unsanitary Housekeeping……..29

F. Exception to Rejection Criteria……..29

X. REJECTION PROCEDURES

A. Written Notification……..29

B. Review of Rejected Applications……..29

XI. SPECIAL OCCUPANCY CATEGORIES

A. Persons with Disabilities…… 30

XII. AMENDING THE TENANT SELECTION PLAN…… 30

XIII. CERTIFICATION……30

TENANT SELECTION PLAN

(For Other Non-Section 8 Programs and Developments)

DEVELOPMENT NAME

IHDA PROJECT IDENTIFICATION NUMBER (PID)

OWNER'S ORGANIZATION NAME (the "Owner")

I. INTRODUCTION

This Tenant Selection Plan ("Plan") outlines the procedures that will be followed in selecting tenants for the Development. Management is responsible for implementing these procedures in accordance with guidelines set forth by the Illinois Housing Development Authority ("IHDA").

A. Development Description

(Check the one that applies)

☐ The Development does not offer subsidized rents.

☐ The Development offers subsidized rents. This means the rent that a tenant pays is based upon the tenant's household income. Therefore, the rent paid by tenants may vary among individual households and other tenants. The rents attached to this Plan as Exhibit A reflect the market or contract rent for the Development and not the typical tenant portion of the rent. (Subsidized rents are usually made available through participation in rental assistance housing programs: (i) the HUD Section 8 Program or (ii) Section 811 PRA. It should be noted that such programs have household income limitations.

In addition, the Development ☐ **does** ☐ **does not** accept Housing Choice Vouchers. *(Check the one that applies)*

B. Tenant Type

The Development is designated as housing for: *(check all that apply)*

☐ Elderly ☐ Near Elderly

☐ Elderly Special Needs ☐ Family

☐ Special Needs

If the "Elderly" and/or "Special Needs" designation is selected, the age restriction, for the units designated Elderly will be: *(check all that apply)*

☐ 55 and above (households whose head or spouse or co-head or sole member is at least 55 years of age) or;

☐ 62 and above (a requirement for **all** household members) or;

☐ 62 and above (households whose head or spouse or co-head or sole member is at least 62 years of age) or;

The age restriction for the units designated "Near Elderly Family" will be: *(check the one that applies)*

☐ 50 but below the age of 62 (households whose head or spouse or co-head, or sole member is a person who is at least 50 years of age) or;

☐ 50 but below the age of 62 (households consisting of one or more persons who are at least 50 years of age but below the age of 62, living with one or more live-in aides).

Identify all applicable special needs population(s) served by the Development: *(Check all that apply)*

☐ Victims of Domestic Violence ☐ Foster Care Families

☐ Disabled ☐ Transient Families

☐ HIV/AIDS ☐ Ex-offenders

☐ Homeless ☐ Substance Abusers

☐ Veterans ☐ Mental Illness

☐ Other

C. Unit Distribution

1. Development

The Development will offer a total of rental units.

This ☐ **includes** ☐ **does not include** a management unit.
(Check the one that applies)

The income limitations of these units are as follows:

Market rate (no income restriction) units

Units at % Median Income

Units at % Median Income

Units at % Median Income

Units at % Median Income

Total Number of Management Units

2. Development (Unit Breakdown per Written Agreement)

Per Regulatory Agreement Program:

Market rate units

Units at % Median Income

Units at % Median Income

Units at % Median Income

Units at % Median Income

Management Units

Per Extended Use Agreement:

Market rate units

Units at % Median Income

Units at % Median Income

Units at % Median Income

Units at % Median Income

Management Units

Per Regulatory Agreement Program:

Market rate units

Units at % Median Income

Units at % Median Income

Units at % Median Income

Units at % Median Income

Management Units

Per Extended Use Agreement:

Market rate units

Units at % Median Income

Units at % Median Income

Units at % Median Income

Units at % Median Income

Management Units

3. **Other Agreements**

Per SRN Written Agreement (if applicable)

Market rate units

Units at % Median Income

Units at % Median Income

Units at % Median Income

Units at % Median Income

Management Units

Per Section 811 PRA Contract (if applicable)

Market rate units

Units at % Median Income

Units at % Median Income

Units at % Median Income

Units at % Median Income

Management Units

Per LTOS Agreement (if applicable)

Market rate units

Units at % Median Income

Units at % Median Income

Units at % Median Income

Units at % Median Income

Management Units

D. Rent Structure

The current rent structure for the Development, by unit size and income distribution, is attached to this Plan **(Exhibit A)**.

E. Civil Rights and Non-Discrimination Requirements

1. General

Federal civil rights laws addressing fair housing prohibit discrimination against applicants or tenants based on race, color, national origin, religion, sex, familial status, and disability. The Illinois Human Rights Act addressing fair housing prohibits discrimination against applicants or tenants on the basis of race, color, religion, sex (including sexual harassment), pregnancy, national origin, ancestry, age (40 and over), order of protection status, marital status, sexual orientation (which includes gender-related identity), unfavorable military discharge, physical and mental disability, and familial status.

HUD's Office of General Counsel issued a memo dated April 4, 2016, providing guidance on the Fair Housing Act and how it applies to the use of criminal history by providers or operators of housing and real estate related transactions.

The remaining paragraphs in this section provide brief descriptions of key federal civil rights laws regarding fair housing and accessibility.

The owner and management shall be familiar and comply with the regulations implementing these applicable federal civil rights laws and any state civil rights laws or local ordinance regarding fair housing and accessibility.

2. Fair Housing Act

The Fair Housing Act Amendment of 1988 ("Fair Housing Act") prohibits discrimination in housing on the basis familial status, disability, religion, race, skin color, nationality (national origin), and sex regardless of any federal financial assistance.

Under the Fair Housing Act, the owner and management shall not take any of the actions listed below based on familial status, disability, religion, race, skin color, nationality (national origin), and sex:

a. Deny anyone the opportunity to apply to rent housing, or deny to any qualified applicant the opportunity to lease housing suitable to his or her needs;

b. Provide anyone housing that is different from that provided to others;
c. Subject anyone to segregation, even if by floor or wing;

d. Restrict anyone's access to any benefit enjoyed by others in connection with the housing program;

e. Treat anyone differently in determining eligibility or other requirements for admission, in use of the housing amenities, facilities or programs, or in the terms and conditions of a lease;

f. Deny anyone access to the same level of services;

g. Deny anyone the opportunity to participate in a planning or advisory group that is an integral part of the housing program;

h. Publish or cause to be published an advertisement or notice indicating the availability of housing that prefers or excludes persons; and

i. Retaliate against, threaten, or act in a manner to intimidate someone because he or she has exercised rights under the Fair Housing Act.

The Fair Housing Act provides additional protections for persons with disabilities. It requires that management make reasonable accommodations in rules, policies, practices, or services as may be necessary to afford handicapped persons equal opportunity to use and enjoy a dwelling. Moreover, it contains specific accessibility requirements that apply to the design and construction of new multi-unit housing.

Owners of federal assisted housing programs shall display the Fair Housing Poster as required by the Fair Housing Act.

3. Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 ("Civil Rights Act") prohibits all recipients of federal financial assistance from discriminating based on race, color, or national origin.

4. Age Discrimination Act of 1975

The Age Discrimination Act of 1975 ("Age Discrimination Act") prohibits discrimination based upon age in federally funded and assisted programs, except in limited circumstances. It is not a violation of the Age Discrimination Act to use age as screening criteria in a particular program if age distinctions are permitted by statute for that program, or if age

distinctions are a factor necessary for the normal operation of the program, or the achievement of a statutory objective of the program or activity.

5. Section 504 of the Rehabilitation Act of 1973 (for Federal Programs)

Section 504 of the Rehabilitation Act of 1973 ("Section 504") prohibits discrimination based upon disability in all programs or activities operated by recipients of federal financial assistance. Although Section 504 often overlaps with the disability discrimination prohibitions of the Fair Housing Act, it differs in that it also imposes broader affirmative obligations on the owner to make their programs, accessible to persons with disabilities. Section 504 obligations include the following:

a. Making and paying for reasonable structural modifications to units and/or common areas that are needed by applicants and tenants with disabilities, unless these modifications would change the fundamental nature of the project or result in undue financial and administrative burdens;

b. Operating housing that is not segregated based upon disability or type of disability, unless authorized by federal statute or executive order;

c. Providing auxiliary aids and services necessary for effective communication with persons with disabilities;

d. Performing a self-evaluation of Management's programs and policies to ensure that they do not discriminate based on disability; and

e. Developing a transition plan to ensure that structural changed are properly implemented to meet program accessibility requirements.

f. Section 504 also establishes accessibility requirements for newly constructed or rehabilitated housing, including providing a minimum percentage or accessible units.

If the owner, management agent and/or development company employ 15 or more persons, regardless of their location or duties, a Section 504 Coordinator must be designated.

Does the Section 504 Coordinator requirement apply?
(Check the one that applies)

☐ Yes ☐ No

If “Yes” was checked, provide the name of the Section 504 Coordinator:

Name:

Telephone Number:

TDD Number:

6. **Equal Access to Housing in HUD Programs Regardless of Sexual Orientation or Gender Identity (for Federal Programs)**

   Effective March 5, 2012, HUD implemented new regulations intended to ensure that their core housing programs are open to all eligible persons regardless of actual or perceived sexual orientation, gender identity or marital status (HUD Notice 2015-01).

   Owners and operators of HUD-assisted housing, or housing whose financing is insured by HUD, must make housing available without regard to sexual orientation, gender identity, or marital status.

   All otherwise eligible families, regardless of marital status, sexual orientation, or gender identity, will have the equal opportunity to participate in HUD programs.

   Owners and operators of HUD-assisted housing or housing financially insured by HUD are prohibited from asking about an applicant or occupant’s sexual orientation and gender identity for the purpose of determining eligibility or otherwise making housing available.

7. **Executive Order 13166 – Limited English Proficiency (for Federal Programs)**

   Executive Order 13166 requires the owner and/or management to take reasonable steps to ensure meaningful access to the information and services they provide for persons with Limited English Proficiency. This may include interpreter services and/or written materials translated into other languages.

8. **Violence Against Women and Justice Department Reauthorization Act of 2005 and 2013 (for Federal Programs and LIHTC Developments ONLY)**

   The Violence Against Women and Justice Department Reauthorization Act of 2005 (VAWA 2005, and reinstated in the HUD Reauthorization Act of 2013 and 2019) protects victims of domestic violence, sexual assault, dating violence or stalking, as well as their immediate family members

generally, from being evicted or being denied housing assistance if an incident of violence is reported and confirmed. In accordance with federal and IRS guidelines, owners and agents must obtain tenant signatures on the Violence Against Women's Act Lease Addendum.

Owners and managers responding to an incident of actual or threatened domestic violence, dating violence or stalking that could potentially have an impact on an tenant's participation in the housing program may request in writing that an individual complete, sign and submit within 14 business day of the request, the HUD-approved certification form (HUD-5382).

Alternatively, in lieu of the certification form or in addition to it, the owner or manager may accept (i) a federal, state, tribal, territorial, or local police record or court record or (ii) documentation signed and attested to by a professional (employee, agent or volunteer of a victim service provider, an attorney, medical personnel, etc.) from whom the victim has sought assistance.

The owner or manager is encouraged to carefully evaluate abuse claims to avoid conducting an eviction based upon false or unsubstantiated accusations.

II. PREFERENCES

A. Establishing Preferences

Preferences are not permitted if they in any way negate affirmative marketing efforts or fair housing requirements. The following preferences apply to the Development:

1. Existing Tenant Preferences

The following actions are always given priority if applicable. If not, State Mandated Preferences take precedence.

a. A unit transfer based on household size.

b. A unit transfer based on the need for an accessible unit.

c. A unit transfer must occur for a tenant who actively occupies but does not require the features of an accessible unit to accommodate a physically disabled applicant on the Waiting List. To ensure a full and complete understanding of this requirement, a Lease Addendum **(Exhibit B)** will be entered into with non-physically disabled tenants living in an accessible unit.

2. State Mandated Preferences

The Development must comply with the three Illinois mandatory preferences required in Section 11 and 12 of 20 ILCS 3805 as described below:

a. Displaced from an urban renewal area.

b. Displaced as a result of a governmental action.

c. Displaced as a result of a major disaster.

3. Optional Preferences

In addition to the preferences mandated by the State of Illinois and the Existing Tenant Preferences listed above, the Development may establish the following preferences. The preferences listed below are subordinate to State Mandated Preferences and Existing Tenant Preferences.
(Check all that apply and rank in the order of highest preferences (1) to lowest preference):

a. Pre-Approved Preferences

i. Preference for Working Families ☐ Order #

ii. Preference for Persons with Disabilities including SRN or 811 ☐ Order #

iii. Preference for Victims of Domestic Violence ☐ Order #

iv. Preference for elderly, displaced, homeless, or disabled single person over other single persons ☐ Order #

b. Residency Preferences (with HUD approval) ☐ Order #

c. Local Preference – Public Housing Agency governing the jurisdiction in which a property is located (as established by HUD) ☐ Order #

d. Veterans Preference ☐ Order #

e. Existing Tenant Transfers (other) – A deeper rent subsidy ☐ Order #

B. Verification of Preferences

The State Mandated Preferences will be verified by third-party verification **(Exhibit C)**. Third party verification will also be utilized if the owner has adopted any of the Former Federal Preferences. If management has selected any of the optional preferences and will not be using third-party verification the following means of verification will be utilized:

C. Selection of Families for Program Participation based upon Preference

1. An eligible applicant who qualifies for a preference will receive housing before any other applicant who is not so qualified. These preferences take precedence over other applicant's placed on the Waiting List, or date of submission of application.

2. Applicants will be informed of the availability of preferences and will be given an opportunity to certify that they qualify for a preference. Applicants may claim a preference at any time during the application process.

D. When a Preference is Denied

1. If it is determined that an applicant does not meet the criteria for receiving a preference, the applicant will promptly receive written notice of this determination from Management **(Exhibit D)**. The notice will contain a brief statement of the reasons for the determination, further informing the applicant of their right to meet with the Management's designee to review this decision. If the applicant requests a meeting, it will be conducted by a person or persons designated by Management.

2. Denial of a preference does not prevent the applicant from exercising any legal rights the applicant may have against Management and/or the Owner.

E. Exceptions to the Preference Rule

1. Relocation and/or Unit Transfers - Management must give priority to current households:

    a. When their units are designated for rehabilitation and/or;

b. For current households residing in a unit within the Development that has been designated as uninhabitable by federal, state, local municipalities, or Management due to fire, flood, or other natural disaster.

III. PRE-APPLICATION CARD PROCESSING

Application Intake

Owners must accommodate persons with disabilities who cannot utilize the owner's preferred application process, by providing alternative methods of application intake (e.g. accepting mailed or on-line applications).
(Please check which method will be used)

☐ The Development will use Pre-Application Cards or;

☐ The Development will use Pre-Applications

A. Distribution of Pre-Application or Pre-Application Cards

1. A letter will be sent to households who respond to the marketing efforts **(Exhibit E)**. This letter will include a Pre-Application Card or Pre-Application **(Exhibit F)** to be completed and mailed to Management. This letter will also inform persons about the Development's preferences and will indicate that all applicants will be given an opportunity to show that they qualify for a preference.

2. The letter will state that those persons qualifying for a preference will receive housing any other applicant who is not so qualified.

3. In addition, the letter will inform all applicants that for those persons not claiming a preference, screening will be conducted according to the order in which the Pre-Application Cards or Pre-Applications are received.

4. All returned Pre-Application Cards or Pre-Applications will be logged in, indicating the time and date received **(Exhibit G).** The Pre-Application log will indicate whether the applicant has claimed a preference or has requested an accessible unit.

B. Processing Pre-Application Cards or Pre-Applications

1. Pre-Application Cards or Pre-Applications will be filed in the order of receipt. In addition, Pre-Application Cards or Pre-Applications will also be categorized according to preferences, unit size and Special Occupancy Categories (as described in **Section X**).

2. All persons making inquiries will be provided a Pre-Application Card or Pre-Application with instructions to mail the Pre-Application Card or Pre-Application to Management. Pre-Application Cards or Pre-Applications received after initial sorting will be categorized in accordance with the process stated above.

3. For Developments beginning their initial marketing efforts (start-up), no Pre-Application Cards or Pre-Applications will be accepted after the date on which 95% occupancy of the Development has been reached and the applicable Waiting List has been closed.

4. For Developments, which have completed their initial marketing efforts (Up and Running), no Pre-Application Cards or Pre-Applications will be accepted after the date on which the applicable Waiting List has been closed.

5. All Pre-Application Cards or Pre-Applications **will** be retained on-site permanently and must not be purged, destroyed nor discarded.

IV. WAITING LIST PROCEDURES

A. Creation of Waiting List

If an applicant is eligible for tenancy, but no appropriately sized unit is available (as referred to in **Section VII**), Management will place the applicant on a waiting list (the "Waiting List") for the Development (**Exhibit H**). The Waiting List will be maintained in either:
(Check the one that applies)

☐ Basic File Management System

☐ Digitally in electronic systems or tools

The Waiting List will contain the following information for each applicant listed:

1. Applicant Name

2. Household unit size (number of bedrooms household qualifies for based upon the developments occupancy standards. *(*Note: Applicant may qualify for multiple unit sizes).*

3. Date and time application received

4. Qualification for any preferences and ranking

5. Annual income level

6. Targeted program qualifications

7. Accessibility requirements

8. Number of persons in the household

The Waiting List will be maintained in accordance with the following guidelines:

1. The Pre-Application Card or Pre-Application will remain on file permanently.

2. All applicants will be maintained in the order of preference. Applications of equal preference will be maintained by date and time sequence.

B. Changes to Income or Household Composition

Once placed upon the Waiting List, applicants will be informed to notify Management when the following change occurs:

- Address and/or phone number
- Household composition
- Preference status
- Income

If an applicant's income changes to an amount which is no longer eligible, written notice will be given advising the applicant that: (1) they are not presently eligible; (2) the applicant could be eligible if the household income decreases, the number of household member changes, or the Income Limit changes; and (3) they may choose to remain or not remain on the Waiting List.

If an applicant's household composition changes resulting in a need for a different apartment size, Management will, upon notification by applicant, place the applicant on the appropriate Waiting List. Management's policy for handling changes in household composition are indicated below: (*check the one that applies*)

☐ Applicant will maintain the original application date. (*Note: Applicant will be placed on a new bedroom list according to the original application date)

☐ Applicant will receive a new application based on redetermination. (*Note: Applicant will be placed at the bottom of the new bedroom list.)

C. Contacting Persons on the Waiting List

1. Applicants on the Waiting List will be contacted as follows:

   When a unit becomes or will become available within days, Management will select the next applicant who meets applicable preference criteria or whose name is chronologically at the top of the appropriate Waiting List. Management will contact the selected applicant utilizing the following procedure: (*i.e. certified mail, regular mail, telephone or other*.) Modifications will be made to reasonably accommodate persons with disabilities who request or require such modifications.

   Describe process:

   a. If Management does not receive a response within days, the applicant will forfeit the opportunity to apply for the offered unit: *(Check the one that applies)*

      ☐ and will be removed from the applicable Waiting List.

      ☐ but will remain at the top of the applicable Waiting List. When a second unit becomes available, Management will again attempt to contact the applicant and will explain that if the applicant does not respond within days or fails to accept the second unit, the applicant's name will be removed from the applicable Waiting List.

      ☐ Other

   b. If Management receives a timely response but the applicant rejects the first offered unit, the applicant: (*Check the one that applies*)

      ☐ will be removed from the applicable Waiting List.

      ☐ will remain at the top of the applicable Waiting List. When a second unit becomes available, Management will again attempt

to contact the applicant and will explain that if the applicant does not respond within days, or fails to accept the second unit, the applicant's name will be removed from the applicable Waiting List.

☐ (Other)

2. If after an interview has been scheduled, the applicant fails to attend or to contact Management to reschedule the interview, the policy regarding how applicants will be addressed is: (Indicate Management's policy below)

3. If applicable, SRN/811 Applicants: Management must request a referral of an applicant from IL Housing Search Wait List Manager (Emphasys).

   a. If Management does not receive a response within **5 business days** as stated in the SRN Agreement, the applicant will forfeit the opportunity to apply for the offered unit.

   b. Management will send an email to the Wait List Manager that the applicant did not respond and will remain on the IL Housing Search Pre-Screening, Assessment, Intake, and Referral (PAIR) Module Wait List.

D. Updating the Waiting List

1. The Waiting List will be updated at least one every twelve months in the following manner:

   ☐ A letter will be sent via regular/certified mail to each applicant on the Waiting List(s) (**Exhibit I**). The letter will include a Reply Card (**Exhibit J**) to be returned if the applicant is still interested in living at the Development. The applicant will be given days (excluding weekends and designated federal holidays) from the date the letter was mailed in which to respond. If no response is received, the applicant's Pre-Application Card will be removed from the Waiting List and a letter will be sent informing the applicant of this action. If the letter is returned with a forwarding

address, it will be re-sent to the mailing address provided and a new response time as outlined above will begin.

☐ (Other)

2. After each of the Waiting List(s) is updated based upon the Reply Cards received, an acknowledgement letter (**Exhibit K**) ☐ will ☐ will not (Check the one that applies) be sent to each applicant. It is the applicant's responsibility to notify the Management office of any change in Address, Telephone Number or Telecommunications Device for the Deaf (TDD) number (if applicable).

3. If it is determined an applicant failed to respond to a Waiting List update due to a disability and as such, the applicant was either removed or lowered on the Waiting List, the applicant must be reinstated at the original place on the Waiting List.

E. Closing and Re-opening the Waiting List

1. Closing the Waiting List

The Waiting List for the Development will be closed when the following occurs:

i.

ii.

iii.

iv.

When Management decides to close the Waiting List, future applicants will be advised that the Waiting List is closed, and additional applicants will not be taken. Once Management decides to no longer accept applications, a notice to that effect will be published in the following publication(s):

i.

ii.

iii.

iv.

The notice must state the reasons for Management's refusal to accept additional applications.

2. Re-opening the Waiting List

Prior to each re-opening of the Waiting List, a notice announcing the re-opening and providing information on the rules regarding how, when, and where to apply, will be placed in the advertisements/publications listed below:

Note: IHDA now requires all Tenant Selection Plans to include ILHousingSearch.org, a housing locator resource for marketing purposes. Include a screen shot of the "Property Profile" with the Tenant Selection Plan as evidence of enrollment.

The Waiting List will be re-opened once the following occurs:

i.

ii.

iii.

iv.

3. Affirmative Marketing Plan Requirements

Management will affirmatively market the Development in its outreach efforts during the re-opening of the Waiting List. Management will provide a copy of the Affirmative Fair Housing Marketing Plan to applicants upon request for review.

V. THE (INTERVIEW) SCREENING PROCESS

A. Application Requirements

The following information will be used to determine program eligibility for anyone who is seeking housing at the Development.

Live-in aides, new household members and police officers, security personnel or managers residing in HUD subsidized units will be subject to the same screening for drug abuse and other criminal activity applied to other applicants.

1. The head of household must complete a written application certifying the accuracy of all information that is provided. The applicant will be provided with the appropriate disclosures concerning the Privacy Act (5 U.S.C. § 552a). In addition to providing applicant(s) the opportunity to complete applications at the Development, Management may also send out and receive applications by mail. Management shall accommodate persons with disabilities who, because of their disabilities, cannot utilize the Management's preferred application process by providing alternative methods of taking applications.

2. ☐ A credit report will be ordered.

   ☐ A credit report will not be ordered.

3. ☐ A criminal background search will be obtained.

   ☐ A criminal background search will not be obtained.

4. Verification of employment, income, bank accounts, and other assets, etc. is required as applicable for each applicant.

5. Verification of previous housing for years is required. This will include references from previous landlords. If applicable, it will also include verification for those who were homeowners or lived with parents or guardians. Applicants will not be rejected solely for a lack of rental history.

6. Verification of Social Security Numbers **for all members** of the household is required.

7. **Section 811 PRA ONLY** – All household member(s) 18 and older will be screened using the Enterprise Income Verification (EIV) Existing Tenant Search to determine if any household member is currently receiving rental assistance. The EIV & You Brochure further explains this requirement.

8. Other:

B. Home Visits

☐ Home Visits will be conducted to inspect the current dwelling of the applicant to determine that the housekeeping practices

are acceptable. Details of this process are outlined in (**Exhibit L**). Home Visits will be conducted for all applicants who reside within miles of the Development. Home Visits will be conducted for every applicant household reaching the final stages of the approval process.

☐ Home Visits will not be conducted.

C. Completion of Application Process

All applications will be processed within thirty (30) days after the date of the applicant's initial interview or within five business days of receipt of all required documentation, whichever is later (*excluding weekends and designated federal holidays*).

VI. ELIGIBILITY REQUIREMENTS

A. Income

The annual gross income of the applicant(s) must be equal to or less than the Income Limit established by the applicable program's administrative rules for the appropriate household size.

B. Date of Birth

Dates of birth must be disclosed for all household members.

C. Social Security Numbers

The head of household/spouse/co-head must disclose Social Security Numbers (SSN) for all household members. An explanation of acceptable documentation is provided in Addendum 1.

*Note: For household members without a SSN living in properties that do not require tenants to be citizens, you should enter the 9-digit code "000-00-0000" in place of a SSN.

D. Student Eligibility Requirements (Tax Credit Only)

Households consisting entirely of full-time students are not eligible for Tax Credits unless the household is income eligible and one or more of the following exceptions applies to the household:

1. All members of the household are married (they do not need to be married to each other) and are entitled to file a joint return.

2. The household consists of single parent(s) and their child/ren, and no other household member is a dependent of a third-party.

3. At least one member of the household receives assistance under Title IV of the Social Security Act (i.e. TANF).

4. At least one member of the household is participating in an officially sanctioned job training program.

5. At least one member of the household was formerly in foster care.

*Note: Full-time student status for the purpose of the LIHTC program include regular attendance at such facilities for five or more months during the calendar year in which the taxable year for the taxpayer begins.

In 2013, HUD revised regulations governing the HOME program and decided that HOME funded properties should follow HUD's student restrictions.

E. Student Restrictions for HUD/HOME Programs

A household is not eligible for occupancy if the household contains a full or part-time student at an institution of higher education and each of the following statements are true for the student:

1. Is under the age of 24
2. Is not a veteran of the United States military
3. Is unmarried (if married, the couple cannot live apart from each other)
4. Does not have a dependent child who resides with the household member at least 50% of the time.
5. Is not a person with disabilities receiving Section 8 assistance as of November 30, 2005
6. Is not otherwise individually eligible or has parents who (individually or jointly) are not income-eligible to receive Section 8 assistance, unless the student can demonstrate his or her independence from his/her parents
7. Not residing with parents who are receiving or applying for Section 8 assistance

VII. OCCUPANCY STANDARDS

The unit must have enough space to accommodate the household. Occupancy standards must comply with federal, state, and local occupancy standards, and/or laws in connection with occupancy requirements, fair housing, and civil rights laws, as well as landlord-tenant laws and zoning restrictions.

1. To determine the unit size for which a household may be eligible, the following will be counted as members of the household:

a. Full-time household members
b. Unborn children
c. Children in the process of being adopted
d. Children whose custody is being determined
e. Foster children
f. Children temporarily in a foster home
g. Children in joint custody 50% of the year or more
h. Children away at school but home for recess
i. Live-in aides
j. Foster adults

The Occupancy Standards for the development are:

2. Upon request, an applicant or tenant may be placed on as many of the Development's Waiting List that the household size qualifies.

3. A household may be required to provide proof of custody of related or unrelated occupants to be considered for a change in unit size.

VIII. SECURITY DEPOSITS

If applicable, a security deposit equal to one month's total tenant payment or tenant rent will be collected. The security deposit must be paid upon signing the lease for the unit. The amount of the security deposit established at move-in does not change when a tenant's rent changes.
A security deposit equal to one month's rent will be required.
***Note**: The Owner may collect the security deposit on an installment basis (HUD Handbook 4350.3, rev.1 Chapter 6, Section 2).

IX. REJECTION CRITERIA

The ability of the applicant to fulfill Lease obligations will be considered. An applicant may be rejected for one or more of the following reasons:

A. Insufficient/Inaccurate Information on Application

Refusing to cooperate fully in all aspects of the application process or supplying false information will be grounds for rejection.

B. Credit and Financial Standing

1. Unsatisfactory history of meeting financial obligations (including, but not limited to timely payment of rent, outstanding judgements, or a history of late payment of bills) will be considered. If an applicant is rejected based on the credit report, they will be provided with the reasons for rejection and given the name of the credit bureau that performed the credit check. Applicants will also be given the name of the credit bureau that performed the credit check. Applicants will also be given two weeks to dispute any information on the credit report.

2. The inability to verify credit references may result in rejection of an applicant. Special circumstances will be considered in which credit has not been established (income, age, marital status, etc.) and lack of credit history will not cause an applicant to be rejected. In such circumstances, a person with a history of creditworthiness may be required to guarantee the Lease.

3. The applicant's financial inability to pay his/her monthly contribution toward the rent of the unit may be assessed. Ordinarily, the total of the applicant's monthly contributions plus other long-term obligations (payments extending more than twelve months) should be less than 50 % of their monthly gross income. Income ratios may be considered in the context of the applicant's credit and employment history and potential for increases in income.

C. Criminal Convictions/Current Drug Use

1. Applicants who fall into the following categories <u>will</u> be rejected:

    a. any household in which any member uses marijuana, or whose use of marijuana, or current addiction to or engagement in the illegal use of a controlled substance interferes with the health, safety or right to peaceful enjoyment of the premises by other residents will be denied admission and, if an occupant, will be subject to termination of tenancy. ***See note at the bottom of this paragraph**.

    b. any household containing a member(s) who was evicted in the last three years from housing for drug-related criminal activity. Exception: if the evicted household member has successfully completed an approved supervised drug rehabilitation or the circumstances leading to the eviction no longer exist (e.g. the household member no longer resides with the applicant household).

    c. any household member that is subject to a state sex offender lifetime requirement. In order to comply with this provision, a criminal

background check will be conducted on all applicants over the age of 18 that includes a check of all state sex offender registration program lists, or a national registration list that includes the information from all states.

d. any household member for whom there is a reasonable cause to believe that the member's behavior, from abuse or pattern of abuse of alcohol, may interfere with the health, safety, and right to peaceful enjoyment by other tenants. The screening standards must be based on behavior, not the condition of alcoholism or alcohol abuse.

2. Applicants who fall into the following categories may be rejected. In addition, if other persons that will be living in the unit fall into these categories, the applicant may be rejected.

   The Owner shall ensure that the relevant "reasonable" time- period is uniformly applied to all applicants in a non-discriminatory manner and in accordance with applicable local fair housing and civil rights laws.

   a. criminal convictions that involved physical violence to persons or property or endangered the health and safety of other persons within the last year(s).

   b. criminal convictions in connection with the manufacture or distribution of a controlled substance within the last year(s); or

   c. Other:

***Note:** Developments with federal funding must adhere to the 2014 HUD Memorandum for Multifamily Assisted Properties titled, Use of Marijuana in Multifamily Assisted Properties, which "categorizes marijuana as a Schedule 1 substance and therefore the manufacture, distribution, or possession of marijuana is a federal criminal offense. Because the CSA prohibits all forms of marijuana use, the use of "medical marijuana" is illegal under federal law even if is permitted under state law."

D. Household Characteristics

Household size or household characteristics were not appropriate for the specific type of unit available at the time of application.

E. Unsanitary Housekeeping

☐ Housekeeping will be considered because Home Visits are conducted. Housekeeping criteria is not intended to exclude households whose housekeeping is only superficially unclean or disorderly if such conditions do not appear to affect the health, safety, or welfare of other tenants.

☐ Housekeeping will not be considered because Home Visits are not conducted.

F. Exception to Rejection Criteria

The Development has adapted the following policy regarding Extenuating Circumstances:

Extenuating circumstances will be considered in cases when applicants would normally be rejected. The applicants will have to provide in writing, the circumstances under which they would be considered an acceptable tenant in the future.

If the applicant is a person with disabilities, Management must consider extenuating circumstances in matters involving Reasonable Accommodation.

Note: Additional references include the Guidance for PHA's and Owners of Federally Assisted Housing on Excluding the Use of Arrest Records in Housing Decisions, HUD Notice H-2015-10 dated November 2, 2015. Additionally, HUD Memo dated April 4, 2016, Office of General Counsel Guidance on Application of Fair Housing Act Standards to the Use of Criminal Records by Providers of Housing and Real Estate Related Transactions.

X. REJECTION PROCEDURES

A. Written Notification

Each rejected applicant will be promptly notified in writing of the reason(s) for rejection (Exhibit M). This notice will advise the applicant that they may, within 14 days of receipt of the notice (excluding weekends and designated federal holidays), respond in writing or request to meet with Management to discuss the notice.

B. Review of Rejected Applications

Meeting with the applicant or review of the applicant's written response will be conducted by a member of Management's staff who did not participate

in the initial decision to reject the applicant.

If the applicant appeals the rejection, the applicant will be given a final written decision from Management within five-days (*excluding weekends and designated federal holidays)* of the applicant's written response if it does not change the outcome of the rejection. If the response needs further discussion, a meeting will be scheduled, and the applicant will be notified within five-days. If the decision is reversed, the applicant will be offered a suitable vacant unit. If no such unit is available, the applicant will be offered the next appropriate unit.

XI. SPECIAL OCCUPANCY CATEGORIES

Applicants will be interviewed and processed as authorized in Sections V through VIII, with exceptions made as follows:

A. **Persons with Disabilities**

An applicant with disabilities will be given priority for an accessible unit if such applicant deems that this type of unit is appropriate for their household.

If the household determines that the accessible unit is not appropriate for the household's needs, the household's name will be returned to its place on the Development's Waiting List, as applicable.

XII. AMENDING THE TENANT SELECTION PLAN

This Plan may be amended only with the prior written approval of the Illinois Housing Development Authority.

XIII. CERTIFICATION

By signing this Plan, Management certifies that the contents of this Plan will be followed as written, and that no other Tenant Selection Plan has been executed for the Development at this time, or will be executed in the future without written approval from the Illinois Housing Development Authority.

Counterparts and Electronic Signatures. This Plan may be executed in counterparts, each of which shall be deemed an original, and all which together shall constitute one and the same instrument. A signed copy of this Plan transmitted by facsimile, email, or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Plan.

This Plan is acknowledged and agreed to.

MANAGEMENT:

Organization Name:

Signature:

Print Name:

Title:

Dated:

OWNER:

Organization Name:

Signature:

Print Name:

Title:

Dated:

This Plan has been reviewed by IHDA as of this day of , 20 .

ILLINOIS HOUSING DEVELOPMENT AUTHORITY:

Signature:

Print Name:

Title:

EXHIBIT A

INITIAL RENT STRUCTURE

# of Units		60% Units	30% Units	Utility Allowance
20	1 Bedroom	12	8	$101
20	2 Bedroom	20	0	$120

NOTE: The rents shown above are the initial rents for the development. After the initial rents, this Exhibit will be replaced with a copy of the most recently approved Rent Schedule for the Development.

EXHIBIT B

LEASE ADDENDUM FOR ACCESSIBLE UNIT AVAILABILITY

This addendum to the Lease Agreement between HTG Arlington, LP (Lessor) and

_____ (Lessee) entered into a lease agreement

on_____(date).

In order to comply with Section 8.27 of Section 504 of the Rehabilitation Act of 1973, the landlord or its agent must first lease vacant accessible units to current occupants requiring accessibility features of the vacant unit and occupying a unit not having such features. If no such occupants exist, the unit would be leased to an eligible qualified applicant on the waiting list, who requires the accessibility features of the vacant unit. When offering an accessible unit to an applicant not having handicaps requiring the accessibility features of the unit, the landlord must require the applicant to agree to move to a non-accessible unit when available.

The resident noted above has been offered an accessible unit and does not have handicaps requiring such a unit. The resident noted above hereby agrees, upon request of the landlord to transfer to a non-handicapped accessible unit to accommodate a person or person(s) on the wait list who have required such an accessible unit.

I (we) have read and understand the terms of this lease addendum and agree to be bound by its provisions and conditions as written.

_____ _____

Signature of Resident Date

_____ _____

Signature of Resident Date

_____ _____

Signature of Owner/Agent Date

EXHIBIT C

VERIFICATION OF PREFERENCE STATUS

Dear_____:

_____ (Applicant) SSN#_____,

has applied for housing at Crescent Place and has indicated that they are eligible for a housing preference given the following circumstance:

1. **State Preferences**

A. ❒ Displaced from an urban renewal area.

B. ❒ Displaced by a disaster, such as a fire or flood, that resulted in extensive damage or has destroyed the unit.

C. ❒ Displaced by an activity carried on by an agency of the United States or by any State or local government body or agency.

2. **Additional Preferences**

A. ❒ Elderly, displaced, homeless, or disabled single person.

In order to determine the preference status, we are required to verify the preference. Therefore, we would appreciate your completing the certification below and returning this form in the enclosed envelope. This information will be used only for purpose of determining the preference for this applicant.

Sincerely,

I hereby authorize the release of the requested information.

Property Manager

Signature of Applicant

(Please complete items below, sign and date).

I verify that _____ (Applicant's) current living situation meets

_____ preference(s) as cited on the previous page.

Firm or Agency Name _____

Signature

Print Name _____

Title _____

Firm or Agency Address _____

Phone Number _____ Date _____

EXHIBIT D

RE: VERIFICATION OF PREFERENCE - RESPONSE

Dear _____:

In your recent application, you indicated that you qualify for the following preference(s):

- Displaced from an urban renewal area.
- Displaced by a disaster, such as a fire or flood, that resulted in extensive damage or has destroyed the unit.
- Displaced by an activity carried on by an agency of the United States or by any State or local government body or agency.
- Elderly, displaced, homeless, or disabled single person

After reviewing the documentation, which you submitted, we regret to inform you that you do not meet the criteria for receiving a preference based on the following reason(s):

_____

_____

_____

If you feel this decision has been made in error and wish to provide additional documentation , please contact the rental office at (xxx) xxx-xxxx.

Sincerely,

Property Manager

EXHIBIT E

Date: _____

Dear Prospective Resident:

Thank you for your inquiry regarding housing at Crescent Place. We are pleased to enclose a brochure and Pre-Application for residency. Residents will be selected only from those eligible persons who submit a formal application. We are now accepting pre-applications and invite you to fill out the enclosed form and mail it back to us as soon as possible to the following address:

Attn: Crescent Place
Management Office
310 West Rand Road
Arlington Heights, IL 60004

You may be eligible for a preference if one of the following conditions applies to you: you have been displaced from an urban renewal area; displaced by a disaster, such as a fire or flood; displaced by an activity carried on by an agency of the United States or by any State or local government body or agency; or a resident of Arlington Heights. Households qualifying for a preference will receive housing before any other applicant households that are not so qualified. If you feel you qualify for a housing preference, complete the appropriate certification form attached to this letter and return it along with your pre-application by mail. For households not claiming a housing preference, screening will be conducted according to the order in which the pre-application was received.

For more information or to schedule a tour, please call our office at (xxx) xxx-xxxx.

Thank you for your interest in Crescent Place. We look forward to hearing from you soon.

Sincerely,

Property Manager

EXHIBIT F

CRESCENT PLACE PRE-APPLICATION

APPLICANT REQUESTS: □ 1 Bedroom □ 2 Bedroom □ Parking

FULL NAME: _____
(Last) (First) (Middle)

PRESENT ADDRESS: _____

PHONE: _____ EMAIL: _____

DATE OF BIRTH _____

Would you be interested in an accessible unit? ☐ Yes ☐ No

Do you feel you qualify for a housing preference? ☐ Yes ☐ No

Gross Annual Household Income: $ _____

PLEASE LIST ANY ADDITIONAL PERSONS WHO WILL OCCUPY THE UNIT

NAME	AGE	RELATIONSHIP

TO BE COMPLETED BY MANAGEMENT:

TIME RECEIVED _____

DATE RECEIVED_____

EQUAL HOUSING OPPORTUNITY

EXHIBIT G

Crescent Place Pre-Application Log

Date Application Received	Time Application Received	Applicant	Unit Type	# in Household	Accessible Unit	Income	Income Level	Preference Claimed

EXHIBIT H

OneSite Leasing & Rents Affordable

Crescent Place

5/10/2021 12:27:08 PM

Waiting List Report

As of xx/xx/xxxx

Bed - room	Household Count	Name Phone	Waitlist position	Application date/time	Income status	Accessible	Status	Move-in date/time Unit	Status inactive date/time	# of times unit refusal	Preference type
1	1	Joe Smith (123) 456-7890	1	04/30/2021 6:09 PM	EL	No	A			0	N/A

Income status - EL (Extremely Low), VL (Very Low), L (Low), B (BMIR), UQ (Unqualified), UD (Undetermined), NA (Not Applicable), M(Moderate)
Status - A (Active), O (Active with offer), C (Canceled), F (Failed to Respond), M (Moved in), R (Rejected), W (Voluntarily withdrew), P (Pending move-in)
Accessible - M (Mobility), H (Hearing), V (Vision), No (Standard)

EXHIBIT M

APPLICANT
REJECTION

Date: _____

Dear_____:

Thank you for your interest in renting at Crescent Place. After careful consideration and review of your application, we regret to inform you that we are not able to accept your application for tenancy at this time for the following reason(s):

_____

_____

If you wish to appeal this decision, please do so within 14 days of the date of this letter (excluding weekends and designated federal holidays) to schedule an appointment. The management office is open Monday-Friday and the contact phone number is (xxx) xxx-xxxx.

Any meeting with the applicant to discuss the applicant's rejection must be conducted by a member of the owner's staff who was not involved in the initial decision to deny admission or assistance.

Sincerely,

Property Manager

SOCIAL SECURITY NUMBER REQUIREMENTS

The head of household/spouse/co-head must disclose social security numbers (SSN's) for all household members. In addition, applicants must provide adequate documentation or acceptable evidence of the SSN including any of those listed below:

- Original Social Security card
- Driver's license with SSN
- Identification card issued by a federal, state or local agency, a medical insurance provider, or an employer or trade union
- Earnings statements on payroll stubs
- Bank statement
- Form 1099
- Benefit award letter
- Retirement benefit letter
- Life insurance policy
- Court records

Applicants do not need to disclose or provide verification of a SSN to be placed on the waiting list; however applicants must disclose a SSN and provide adequate documentation to verify each SSN for all non-exempt household members before they can be housed.

If household members have not disclosed and/or provided verification of the SSN at the time a unit becomes available, the next eligible applicant must be offered the available unit.

The applicant who has not provided required SSN has 90 days from the date they are first offered an available unit to disclose/verify the SSN. During this 90-day period, the applicant may retain its place on the waiting list. After 90 days, if the applicant has been unable to supply the SSN documentation the applicant will be determined ineligible and removed from the waiting list. An additional 90 days will be granted if the failure to provide documentation of a SSN is due to circumstances that are outside the control of the applicant.

Individuals who have applied for legalization under the Immigration and Reform Control Act of 1986 will be able to disclose their SSN, but unable to supply the cards for documentation. SSN are assigned to these persons when they apply for amnesty. The cards are forwarded to the Department of Homeland Security (DHS) until the persons are granted temporary lawful resident status. Until that time, their acceptable documentation is a letter from the DHS indicating social security numbers have been assigned.

Crescent Place

Proposed Family Apartment Development

310 Rand, Arlington Heights, IL

NEIGHBOR MEETING #2 SUMMARY NOTES

Meeting Date: July 22, 2021
Time: 7:30 – 9:00PM
Location: The Arboretum Club, 401 Half Day Road, Buffalo Grove, IL

Presenters:	**Mr. Jake Zunamon**	Housing Trust Group (HTG) Senior Vice President of Development
	Mr. Quinn Gormley	Housing Trust Group (HTG) Executive Vice President
	Ms. Kate Cutler	Housing Trust Group (HTG) Development Manager
	Ms. Sue Wiemer	Turnstone Development Chief Operating Officer
	Mr. Larry Freedman	Ash, Anos, Freedman & Logan, Atty
	Mr. Luay Aboona	KLOA, Traffic Consultant
	Mr. John P Green	Groundwork, LTD Architects/Planners/Engineers

Number of attendees: 82 Based on RSVPs & Head Count at meeting (Excludes Project Development Team members)

Documents Utilized: HTG Power Point Presentation; Aerial Photo; Current Site Plan; Building Renderings; Building Overall Floor Plans; Site Survey

Presentations: **7:35 – 8:00PM**

Following introduction by Mr. Freedman, Mr. Zunamon provided a short bio of both HTG and Turnstone Development including experience in development of affordable housing as well as an overview of the public process to date and description of the project program (Power Point information attached). This we followed by a short overview of the plan and building proposal as well as the three(3) items for consideration requested of the Village.

Public Comments: **8:00 – 9:20PM**

Mr. Freedman entertained and fielded questions from attendees from Attendees. Approximately 30 individuals offered comments and/or questions. The vast majority of those present expressed concerns or dislike for the proposal relative to one or more general topic area including, but not specifically limited to: resident income requirements;

traffic/vehicle cut-through; property management; affordable housing-neighborhood impact; affordability need/demographics; population projections; ; security/screening/management enforcement; One individual spoke in favor of the proposed development. Questions and comments were directed for response by Mr. Freedman to the Project Team individual(s) based on their field of expertise

Topics: A general outline of topics raised included:

(Ranked approximately by volume of questions/comments)

Concerns / issues regarding existing traffic along Rand Rd
Concerns / issues regarding vehicle wait times at Chestnut
Concerns / issues regarding cut-through traffic from and to Rand
Questions relative to management and operations of facility
Questions relative to tenant screening and eviction policies
Questions relative to Traffic Study methodology and conclusions
Questions relative to traffic signalization / IDOT warrants
Questions relative to facility population and demographic projections
Questions relative to school-age children numbers and impacts
Questions relative to interior/exterior security and facility monitoring
Clarification requests relative to low-income vs affordable housing
Clarifications relative to imposed impact fees and breakdowns
Concerns / questions regarding the Housing Trust Group organization
Questions / concerns about the amount of need for affordable housing
Questions relative to property management staffing/hours/residency
Concerns / issues relative to tax cost/impacts to existing homeowners
Questions about marketing/outreach relative to local vs non-local renters
Questions relative to funding sources and the IHDA tax credit program
Questions relative to the status and standing of the public process

Post Meeting: Based upon neighbor feedback and an additional Village request:

- The developer (HTG) is willing to commit to having one unit exempted from the affordable housing count within the property to house either a property manager or maintenance supervisor (determination by HTG) in order to provide an extra layer of on-site security and contact for the residents
- At the Village's request, an additional traffic count will be undertaken by KLOA immediately and the resultant information provided to the Village staff.

At 9:20PM it was necessary to return the space to the facility and the meeting was ended.

Respectfully offered:
John P Green, Groundwork, LTD (Copies of the documents utilized are attached)

Crescent Place
310
310
HTG
Turnstone
DEVELOPMENT

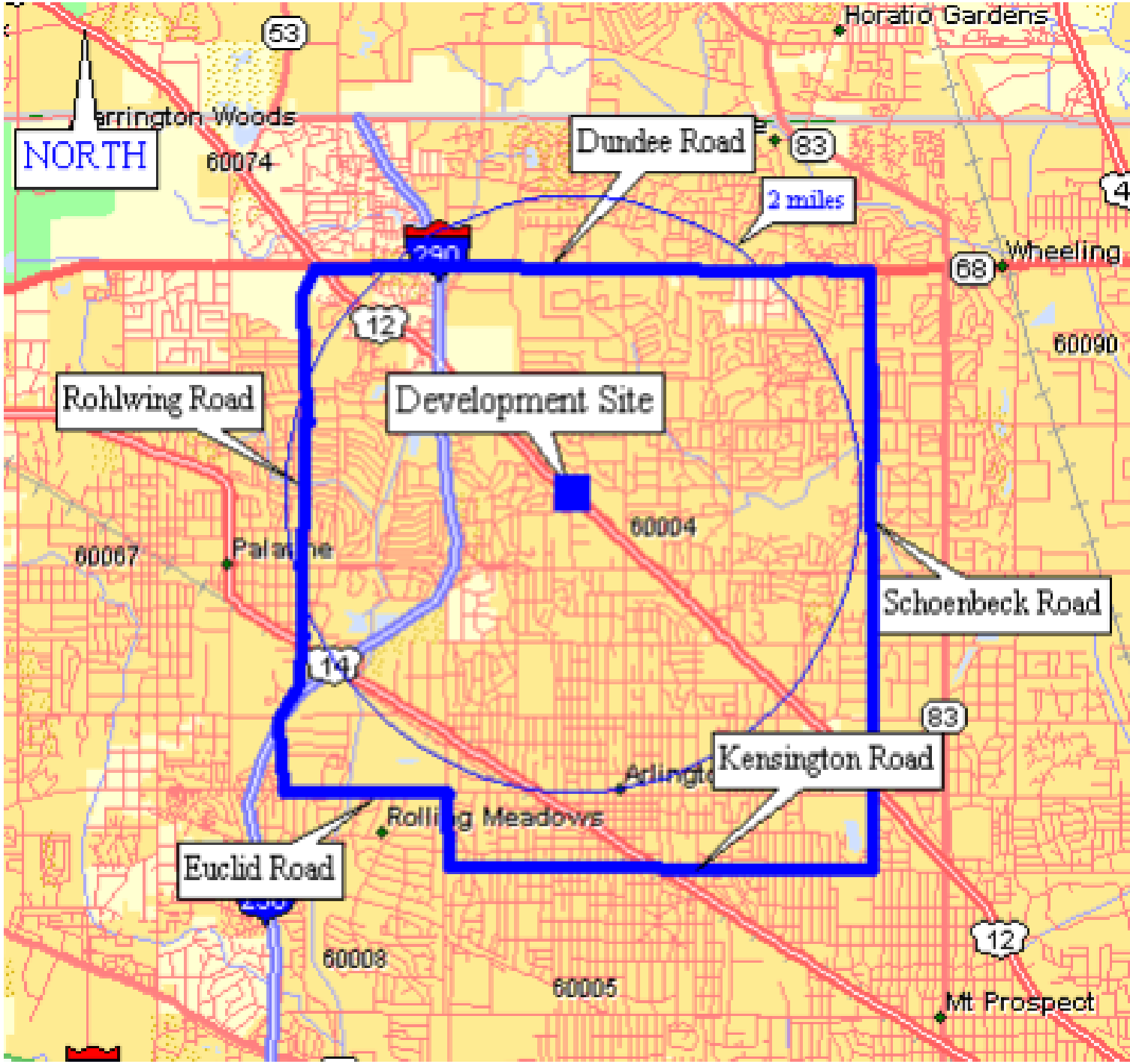
#19 Affordable Housing Developer in the Country

Over 1,800 Units developed and managed in Illinois

Who Are We?

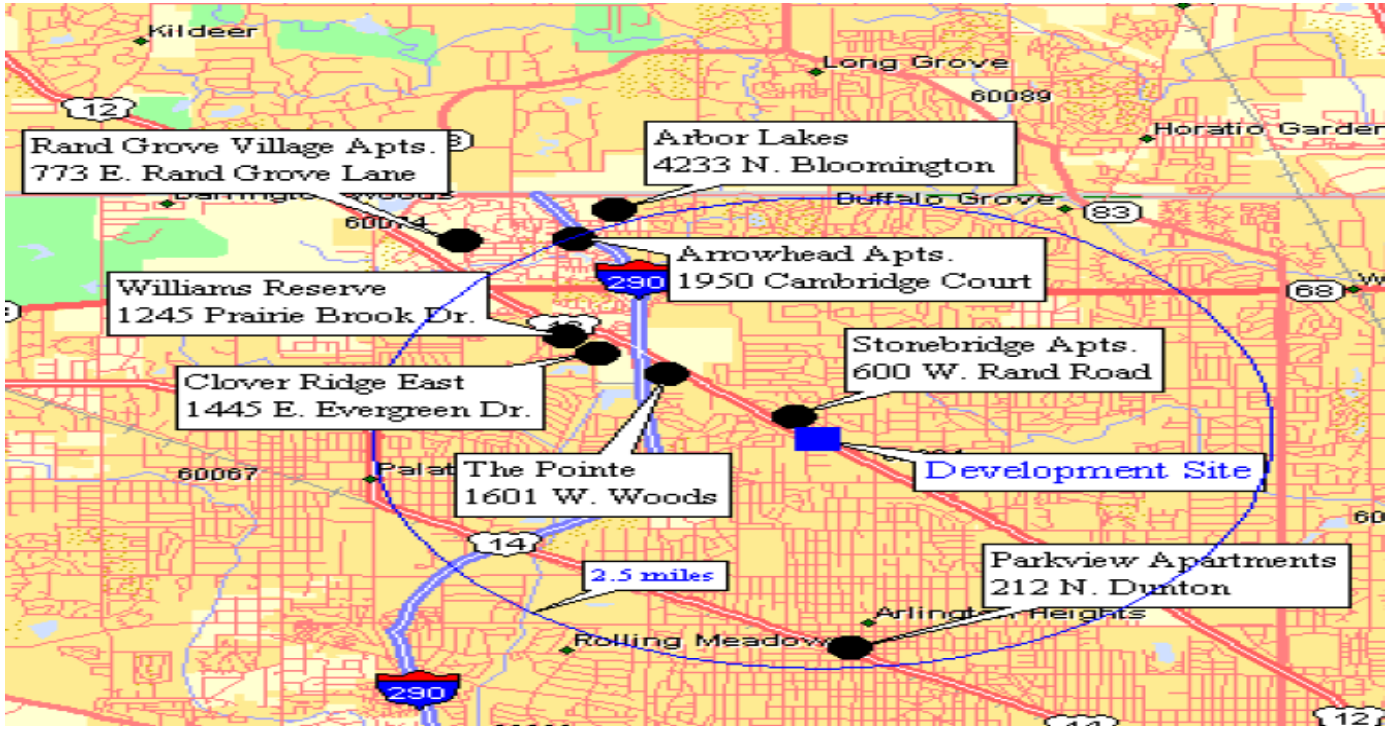
Why Arlington Heights?

- Primary Market Area Defined
- Central and Northern Arlington Heights
- Small Area of Palatine
- Total of 1,904 rental units in PMA
- Only 126 total Affordable family units in PMA

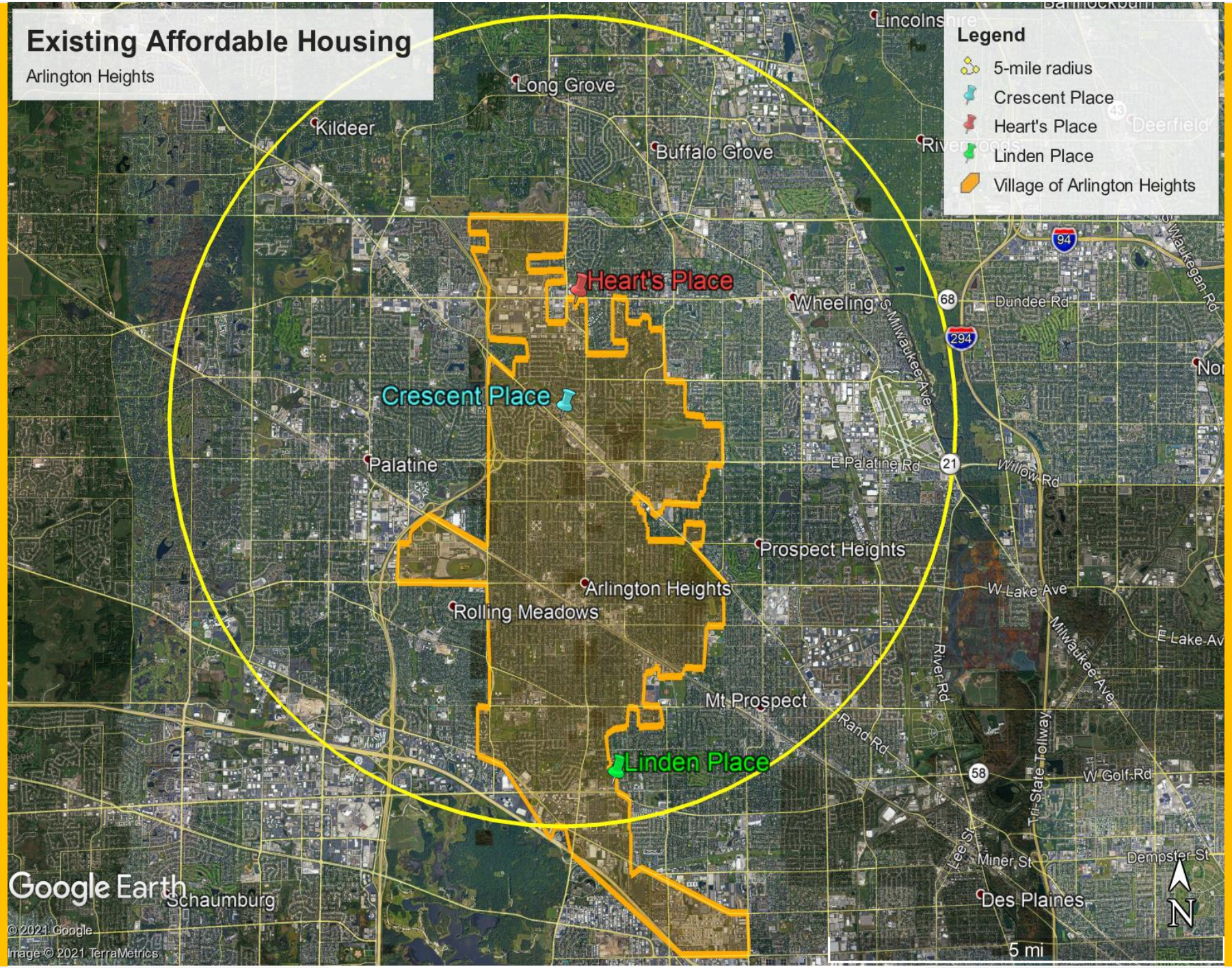


Market Study Meeting a Need

- Existing Affordable Properties – 100% Occupied
- 2,309 rent burdened households in PMA (30.2%)
- 2022 Demand outweigh supply by 2,082 units
- Capture and Penetration Rates: approx. 1%
- 25% of PMA make less than $50K



	30% AMI	*60% AMI*
Proposed Units	8	32
Gross Potential Market (households)	668	3,727
Capture Rate	1.2%	0.9%


Existing Affordable Housing
Arlington Heights
Legend
5-mile radius
Crescent Place
Heart's Place
Linden Place
Village of Arlington Heights
Heart's Place
Crescent Place
Linden Place
Long Grove
Kildeer
Buffalo Grove
Wheeling
Palatine
Prospect Heights
Arlington Heights
Rolling Meadows
Mt Prospect
Des Plaines
Schaumburg
Dundee Rd
E Palatine Rd
W Lake Ave
W Golf Rd
Miner St
Dempster St
Willow Rd
Rand Rd
River Rd
Milwaukee Ave
Waukegan Rd
Tri-State Tollway
Google Earth
© 2021 Google
Image © 2021 TerraMetrics
5 mi
N

Timeline – 11 Months

1. September 2020 – Contact Seller and City
2. Oct 2020 – IHDA preliminary submission
3. January 2020 – Cook County $1 MM
4. January 27, 2021 – Conceptual plan review
5. March 2, 2021 – Housing Commission
6. March 10, 2021 – Neighborhood meeting
7. May 11, 2021 – Design Commission
8. June 23, 2021 – Plan Commission

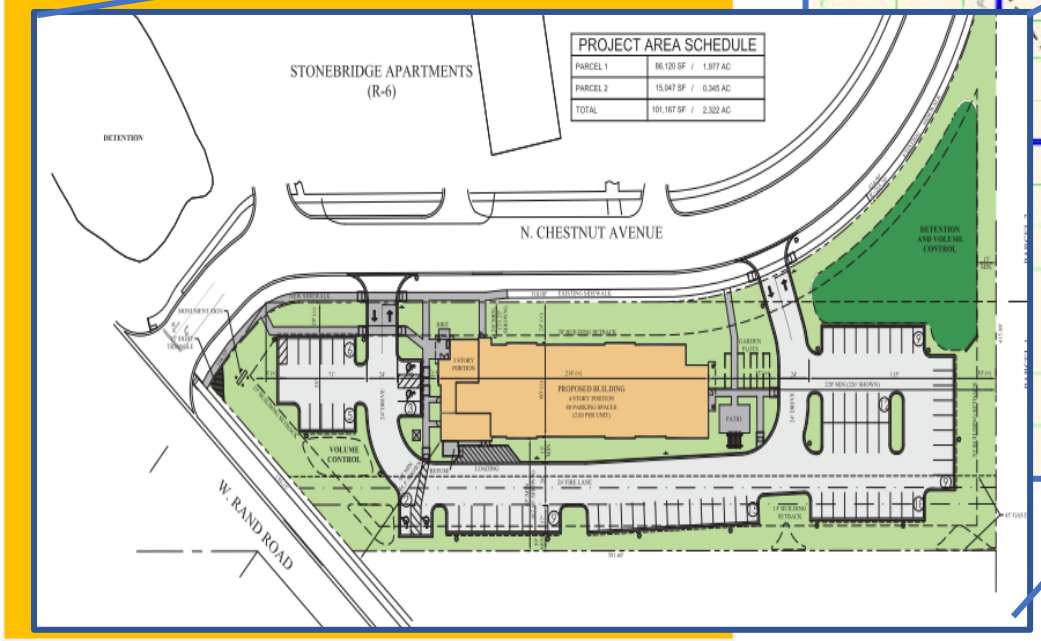
Village of Arlington Heights Illinois

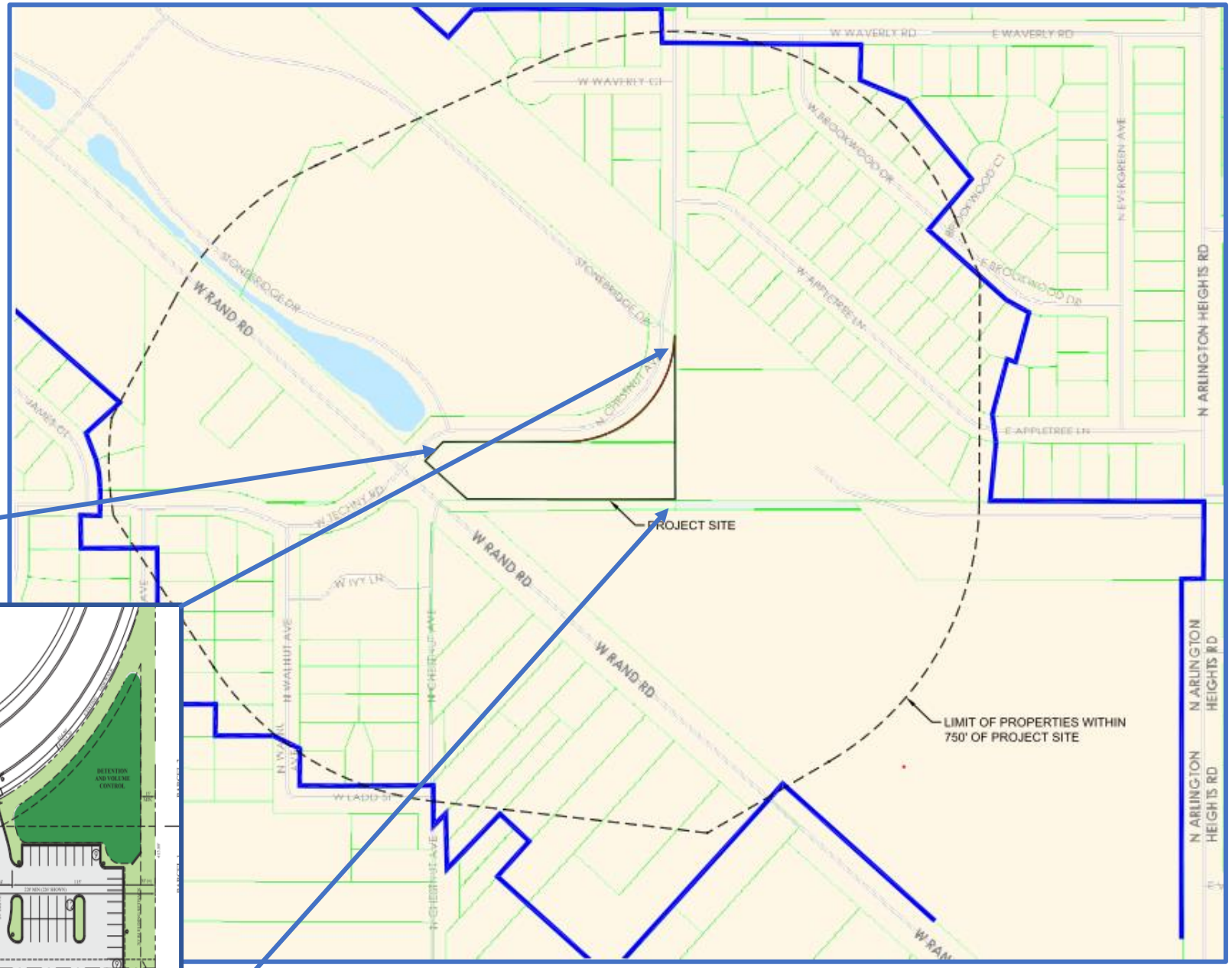
Illinois Housing Development Authority

Seal of Cook County Illinois January 1831

Cook County Government

Public Notice





Crescent Place

- 40-units, 4-stories
- New construction
- Family residential
- (20) 1-Bedroom/1-Bathroom
- (20) 2-Bedroom/2-Bathroom
- (80) parking spaces

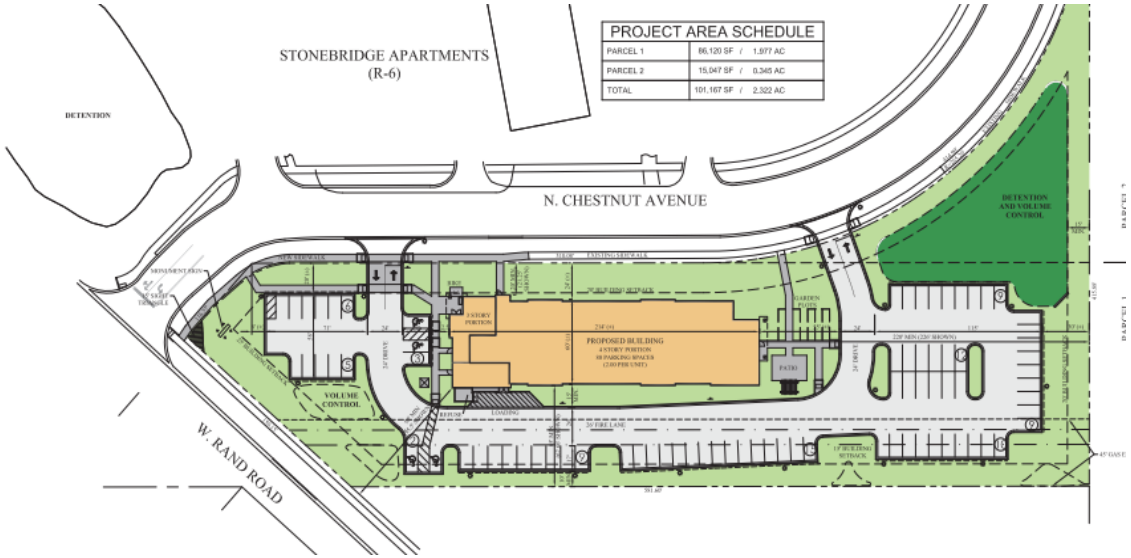
In-Unit & Community Amenities

- Community Room
- Library/Reading Room
- Computer/ Media Center
- Fitness Center
- Common Laundry
- Secure Bike Storage
- Game Room
- Garden Plot Area
- Amazon Package locker

Property Management

- Headquarters Forest Park, IL
- Experience Managing over 2,500 Affordable Units
- Manages 800 Affordable Units in the Chicagoland area
- Experience in affordable, mixed use and market rate

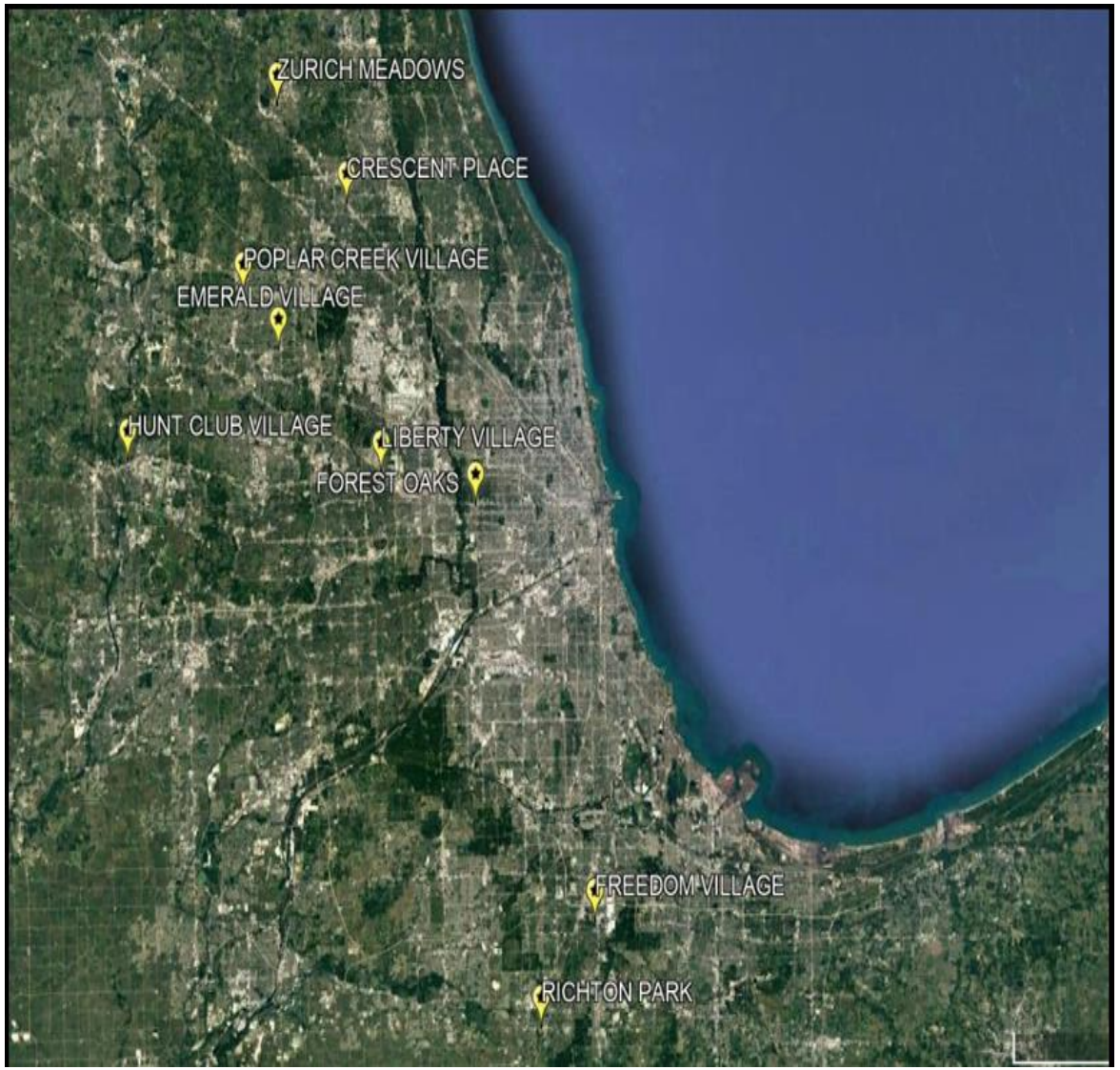
CAREFREE MANAGEMENT, LLC



Properties Currently Managed

- FOREST OAKS – 25 Elgin Avenue, Forest Park
- ZURICH MEADOWS – 250 Mohawk Trail, Lake Zurich
- EMERALD VILLAGE – 150 West Wise Road, Schaumburg
- LIBERTY VILLAGE – 415 North York Street, Elmhurst
- HUNT CLUB VILLAGE – 200 Hunt Club Drive, St. Charles
- FREEDOM VILLAGE – 935 Maple Avenue, Homewood
- RICHTON PARK – 4121 Sauk Trail, Richton Park
- POPLAR CREEK VILLAGE – 2250 Golf Road, Hoffman Estates

CAREFREE MANAGEMENT, LLC



Application Process

- PRE-APPLICATION PROCESS
- INCOME VERIFICATION
- CRIMINAL BACKGROUND AND CREDIT
- VERIFICATION OF EMPLOYMENT AND ASSETS
- VERIFICATION OF PREVIOUS RENTAL HISTORY
- 3rd Party Compliance Review
- Financial Partner Compliance Review

CAREFREE MANAGEMENT, LLC

Cook		Regular	
	Studio	1 Bedroom	2 Bedrooms
120%	$1,959	$2,098	$2,517
80%	$1,305	$1,398	$1,677
70%	$1,142	$1,224	$1,468
60%	$979	$1,049	$1,258
50%	$816	$874	$1,048
40%	$653	$699	$839
30%	$489	$524	$629

Standard Lease

- 12 month lease
- No more than 2 people per bedroom
- No subletting
- Security Deposit
- Termination of Lease – damage unit, illegal activities, non payment, etc

CAREFREE MANAGEMENT, LLC

Typical Tenants

	Cook		Regular	
	1 Person	2 People	3 People	4 People
120%	$78,360	$89,520	$100,680	$111,840
80%	$52,200	$59,650	$67,100	$74,550
70%	$45,710	$52,220	$58,730	$65,240
60%	$39,180	$44,760	$50,340	$55,920
50%	$32,650	$37,300	$41,950	$46,600
40%	$26,120	$29,840	$33,560	$37,280
30%	$19,590	$22,380	$25,170	$27,960

Top 5 industries - retail, hospitality, public service, medical and education fields

ELI tenants – fixed income senior, part time student and service industry

Average resident Stay: 3-4 years

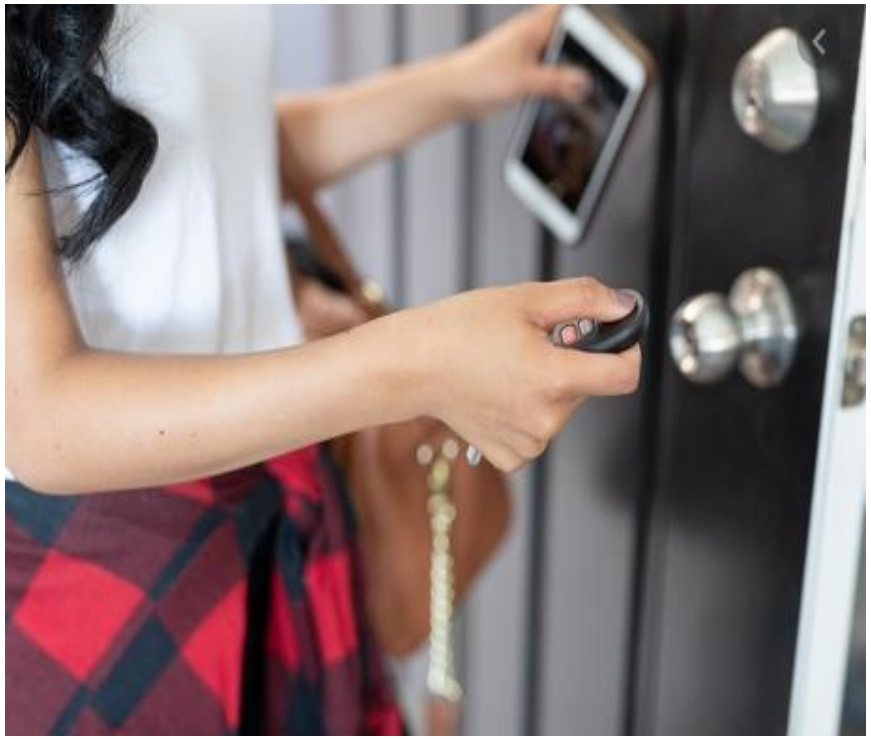
Senior tenants stay – 5-10 years

Annual turnover – 10% year over year

Security

- State-of-the-art key fob system
- Ample security cameras
- Eyes on the Street
- Experienced Property management team

CAREFREE MANAGEMENT, LLC



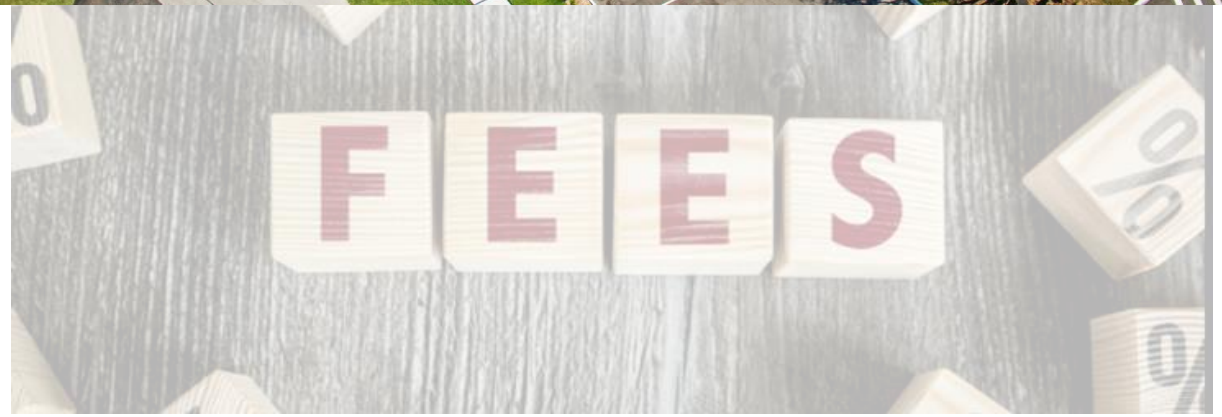
Traffic

- KLOA – respected traffic engineer hired
- Restaurant more traffic than residential
- 80 Spaces for 60 cars
- IDOT contacted about potential streetlight, does not meet threshold
- If streetlight not warranted, we do not have ability to impose

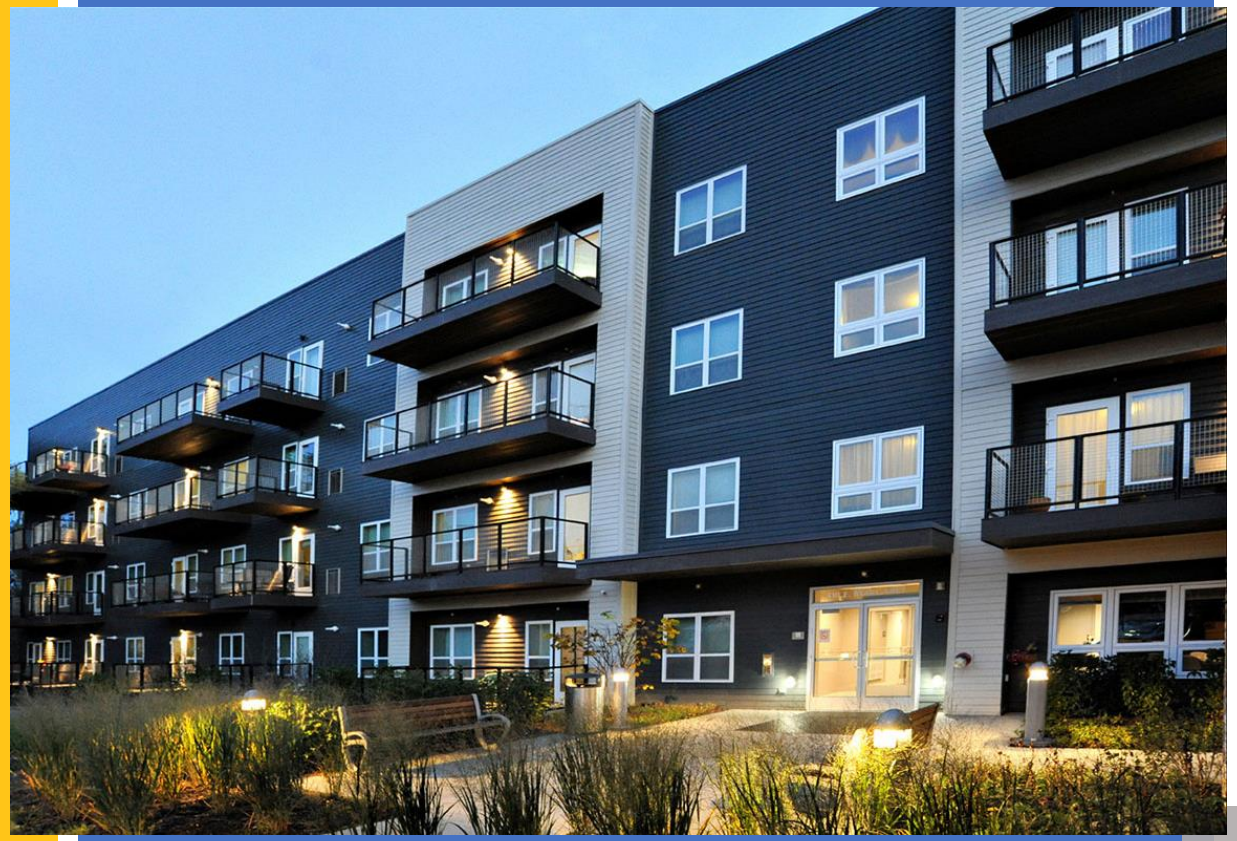
Economic Impact Study

- Taxes: $65-80K
  - Existing roughly $10K
- Permit and Utility Fees: $150K +
- Impact Fees Schools, Library and Parks: $125K

$80,000	$275,000
TAXES	IN FEES PAID



What HTG brings to your Neighborhood?



Affordable Housing

(Not Section 8)

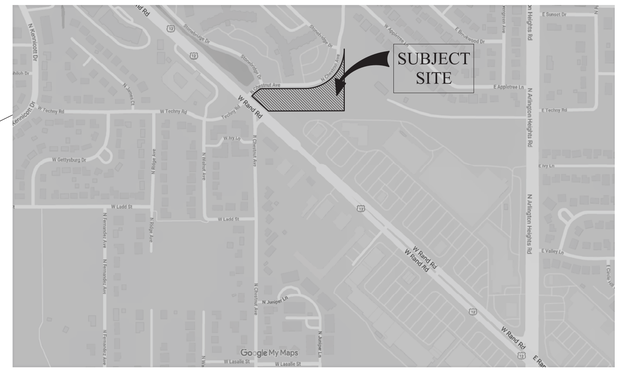
In Illinois

What Turnstone brings to your Neighborhood?

QUESTIONS?

Preliminary Site Plan
Crescent Place

PROPOSED FAMILY APARTMENT
DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
JUNE 3, 2021



LOCATION MAP 0 500' 1000'

PROJECT AREA SCHEDULE	
PARCEL 1	86,120 SF / 1.977 AC
PARCEL 2	15,047 SF / 0.345 AC
TOTAL	101,167 SF / 2.322 AC

STONEBRIDGE APARTMENTS
(R-6)

DETENTION

N. CHESTNUT AVENUE

EXISTING SIDEWALK

414.90'
R=265.20'

DETENTION AND VOLUME CONTROL

15' MIN.

PARCEL 2
(R-6)

COMED
(R-1)

PARCEL 1
(B-2)

415.88'

NEW SIDEWALK

310.08'

MONUMENT SIGN

15' SIGHT TRIANGLE

116.97'

20' (±)

BIKE

20' MIN (21.25' SHOWN)

24' (±)

20' BUILDING SETBACK

GARDEN PLOTS

3 STORY PORTION

214' (±)

PROPOSED BUILDING
4 STORY PORTION
80 PARKING SPACES
(2.00 PER UNIT)

60' (±)

55' (±)

24'

115'

220' MIN (226' SHOWN)

30' (±)

8' (±)

71'

24'

20'

2.5'

58'

24' DRIVE

PATIO

24' DRIVE

20' BUILDING SETBACK

25' BUILDING SETBACK

VOLUME CONTROL

95' MIN (95.5' SHOWN)

LOADING

REFUSE
TRELLIS
TRANSFORMER

15' MIN.

26'

26' FIRE LANE

65' MIN (67.96' SHOWN)

17'

10' MIN.

15' BUILDING SETBACK

45' GAS EASEMENT

150.15'

W. RAND ROAD

581.60'

TOWNHOME
(R-6)

ARLINGTON PLAZA
(B-2)

RESTAURANT

RESTAURANT

N

0 15' 30' 60'

Groundwork, Ltd.
Architects / Planners / Engineers
Ph. (847) 541-4151 © 2021
www.groundworkltd.com
DD57 0521

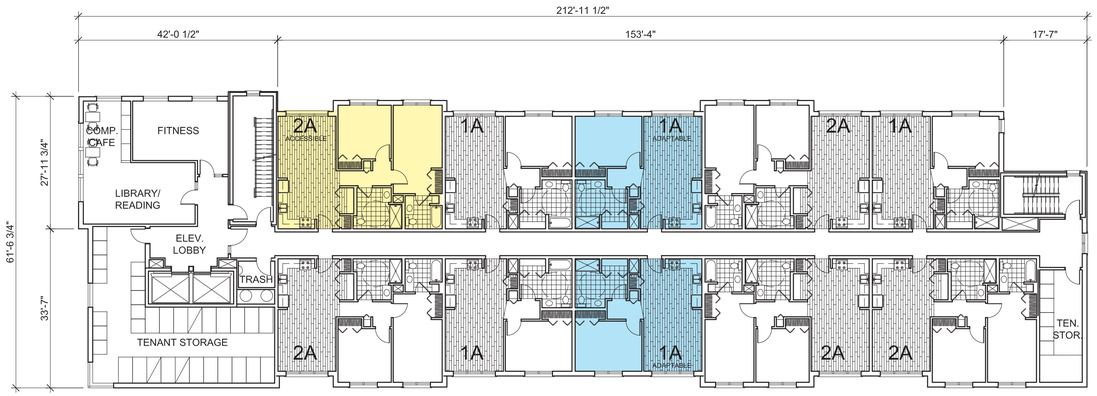
Preliminary Floor Plans
Crescent Place

PROPOSED FAMILY APARTMENT
DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
MAY 18, 2021

UNIT MIX

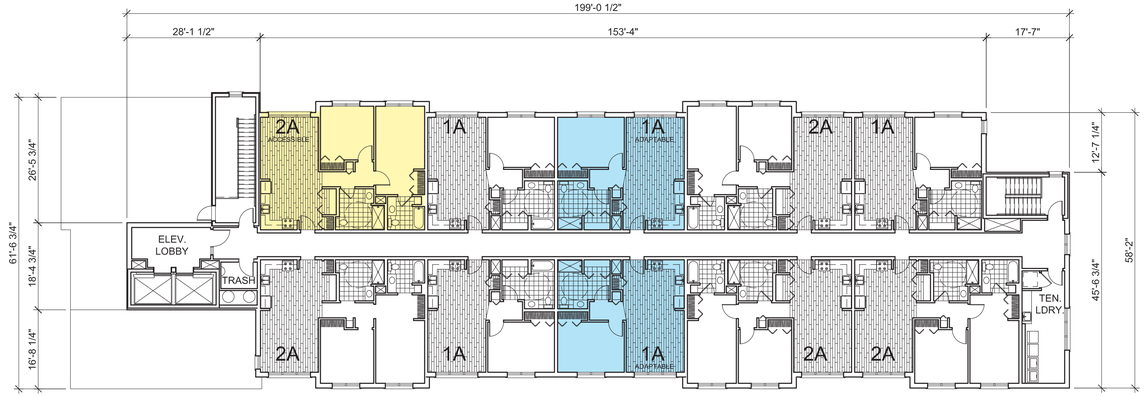
ONE BEDROOM - 20
TWO BEDROOM - 20
TOTAL UNITS - 40

ACCESSIBLE 4 TOTAL
ADAPTIVE 8 TOTAL
SENSORY 1 TOTAL



SECOND FLOOR

12,155 SF



FOURTH FLOOR

10,435 SF

FIRST FLOOR

12,045 SF

N

0 8' 16' 32'

THIRD FLOOR

11,500 SF

Groundwork, Ltd.
Architects / Planners / Engineers
Ph. (847) 541-4151

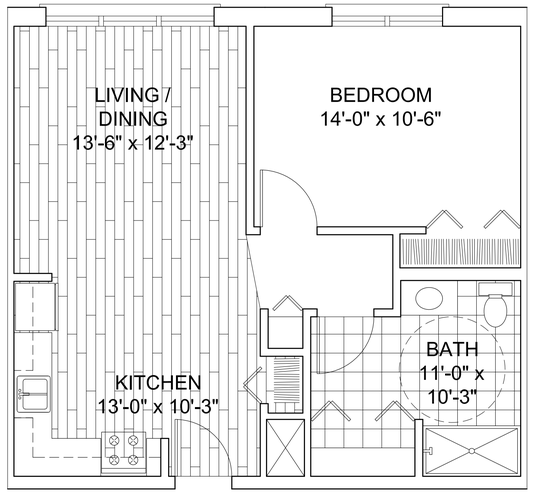
© 2021

www.groundworkltd.com

DD57 0521

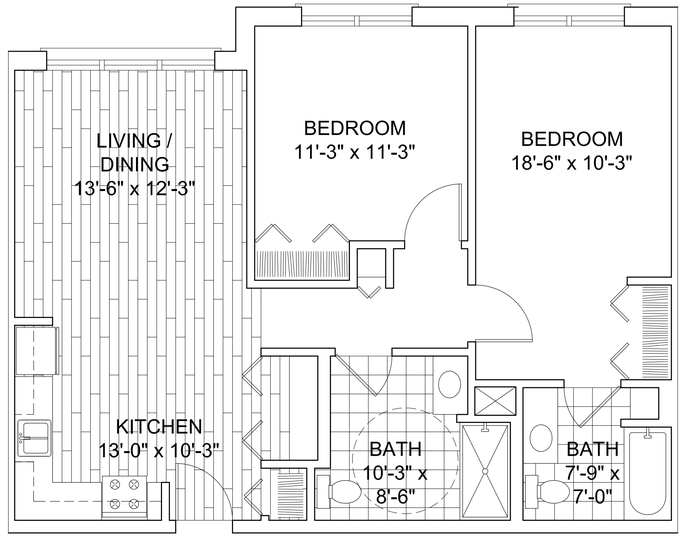
Preliminary Unit Plans
Crescent Place

PROPOSED FAMILY APARTMENT
DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
MAY 18, 2021



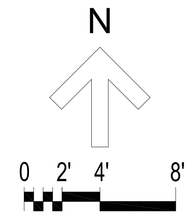
ONE BEDROOM

690 SF GROSS
635 SF NET



TWO BEDROOM

940 SF GROSS
875 SF NET



Groundwork, Ltd.
Architects / Planners / Engineers
Ph. (847) 541-4151 © 2021
www.groundworkltd.com

Lot Consolidation Survey

VICINITY MAP

~ NO SCALE ~

PRELIMINARY PLAT OF SUBDIVISION

CRESCENT PLACE SUBDIVISION

OF

PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

SCALE: 1" = 30'

PERMANENT TAX INDEX NUMBER
03-18-204-008
03-18-204-024

PLAN COMMISSION AND VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

UNDER THE AUTHORITY PROVIDED BY 65 ILCS 5/11-12, AS AMENDED BY THE STATE LEGISLATURE OF THE STATE OF ILLINOIS AND ORDINANCE ADOPTED BY THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, THIS PLAT WAS GIVEN APPROVAL BY THE VILLAGE OF ARLINGTON HEIGHTS AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED BY THE PLAN COMMISSION AT A MEETING HELD_____

_____
CHAIRMAN

_____
SECRETARY

APPROVED BY THE VILLAGE BOARD OF TRUSTEES AT A MEETING HELD _____

_____
PRESIDENT

_____
VILLAGE CLERK

VEHICULAR ACCESS NOTES:

1. THERE SHALL BE NO VEHICULAR ACCESS TO US 12 (RAND ROAD) FROM LOT 1

2. ALL VEHICULAR ACCESS SHALL BE VIA INTERNAL CIRCULATION

SURVEYOR'S NOTES

IRON PIPES OR SURVEYOR'S NAIL ARE SET AT ALL LOT CORNERS UNLESS OTHERWISE NOTED.

ALL MEASUREMENTS AND DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

ALL EASEMENTS ARE HERETOFORE DEDICATED UNLESS OTHERWISE NOTED.

ALL EASEMENTS DEPICTED ON THE PLAT MAP ARE FOR PUBLIC UTILITIES UNLESS OTHERWISE NOTED.

BEARINGS SHOWN HEREON ARE BASED ON AN ASSUMED COORDINATE SYSTEM AND ARE INTENDED ONLY TO SHOW THE ANGULAR RELATIONSHIP BETWEEN LINES.

R=RECORD
M=MEASURED
D=DEED

AREA OF SURVEY

LOT 1	= 101,166 ± S.F.	= 2.322 ACRES
IDOT DEDICATION	= 6,142 ± S.F.	= 0.141 ACRES
TOTAL	= 107,308 ± S.F.	= 2.463 ACRES

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF DU PAGE)

THIS IS TO CERTIFY THAT I, JEFFREY R. PANKOW, ILLINOIS PROFESSIONAL LAND SURVEYOR #3483 HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY AS SHOWN BY THIS PLAT, WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION; ALL DIMENSIONS ARE IN FEET OR DECIMALS THEREOF:

PARCEL 1:

THAT PART OF THE SOUTH 150 FEET OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTHEASTERLY OF THE CENTERLINE OF RAND ROAD AND SOUTHEASTERLY OF A LINE DRAWN AT RIGHT ANGLES TO SAID CENTERLINE OF RAND ROAD 94.89 FEET NORTHWESTERLY (AS MEASURED ALONG SAID CENTERLINE) OF THE INTERSECTION OF SAID CENTERLINE AND THE SOUTH LINE OF THE NORTHEAST 1/4 OF SECTION 18, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

LOT D IN FIRST ADDITION TO STONEBRIDGE HILL APARTMENTS BEING A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

(FIRST ADDITION TO STONEBRIDGE HILL APARTMENTS PLAT RECORDED MARCH 16, 1972 AS DOCUMENT 21837755)

I FURTHER CERTIFY THAT THE PROPERTY SHOWN ON THE PLAT HEREON DRAWN IS SITUATED WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF ARLINGTON HEIGHTS WHICH HAS ADOPTED A COMPREHENSIVE PLAN AND WHICH IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF ILLINOIS MUNICIPAL CODE AS HERETOFORE AND HEREAFTER AMENDED.

I, FURTHER STATE THAT THE PROPERTY IN THIS SUBDIVISION IS IN ZONE 'X' AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, AS SET FORTH ON THE FLOOD INSURANCE RATE MAP FOR THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS, COMMUNITY PANEL NUMBER 17031C0201J EFFECTIVE DATE OF AUGUST 19, 2008.

DATED THIS _____ DAY OF _____, A.D., 2021.

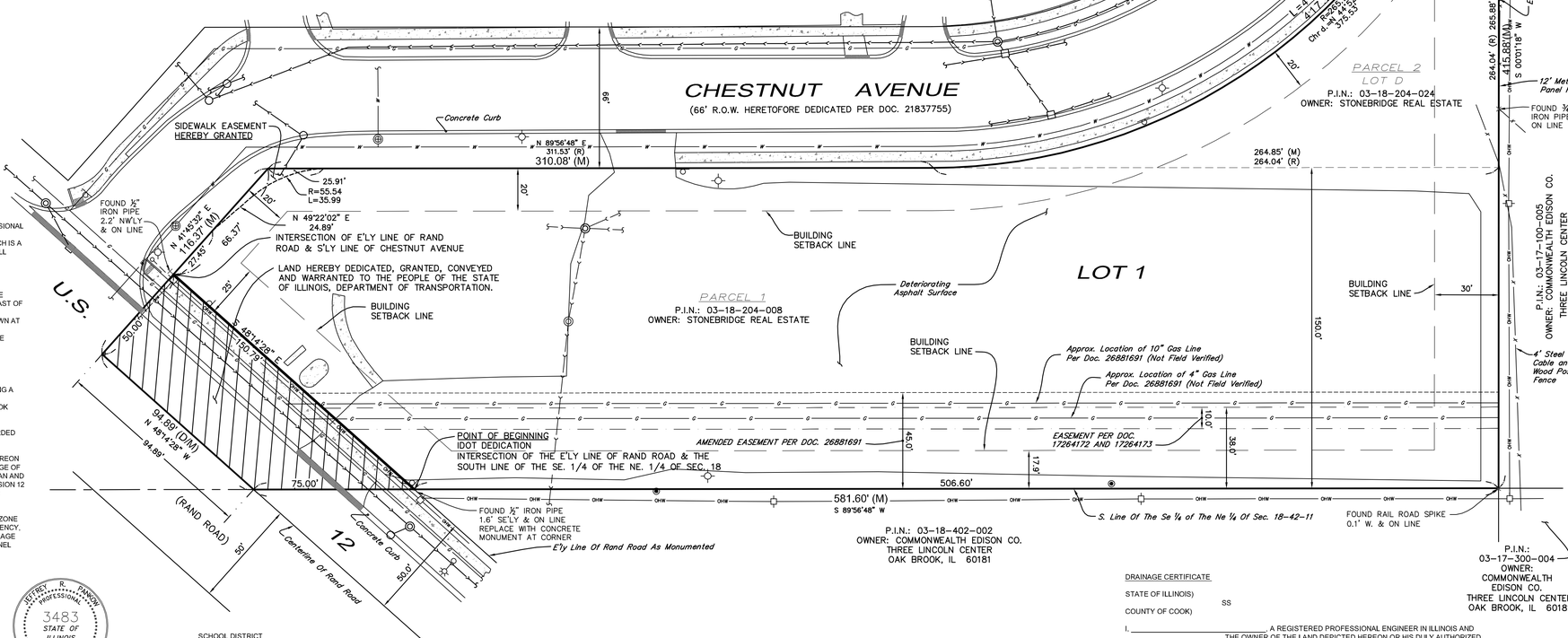
_____
ILLINOIS PROFESSIONAL LAND SURVEYOR #3483
LICENSE EXPIRATION/RENEWAL DATE: NOVEMBER 30, 2022

JEFFREY R. PANKOW PROFESSIONAL 3483 STATE OF ILLINOIS LAND SURVEYOR LISLE, ILLINOIS

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

PROFESSIONAL LAND SURVEYING, INC.
3080 OGDEN AVENUE SUITE 307
LISLE, ILLINOIS 60532
PHONE: 630-778-1757
PROF. DESIGN FIRM # 184-004196
E-MAIL: info@plslisle.com

PREPARED FOR: HTG ILLINOIS DEVELOPER, L.L.C.
ADDRESS: 310 W. RAND ROAD ARLINGTON HEIGHTS, IL
BOOK & PG: 245/38 DATE: 4/8/21 JOB NO.: 2019018
DRAWN BY: SMR CHECK BY: GLK
REVISED: 4/14/2021 GLK PER CLIENT REVIEW
5/12/2021/SMR PER VILLAGE REVIEW
5/18/2021/JRP PER IDOT REVIEW
6/3/2021/GLK PER CLIENT REVIEW



SCHOOL DISTRICT

TO THE BEST OF OUR KNOWLEDGE, THE SCHOOL DISTRICT IN WHICH EACH TRACK, PARCEL, LOT OF BLOCK OF THE PROPOSED SUBDIVISION LIES IS:

ELEMENTARY: CONSOLIDATED COMMUNITY SCHOOL DISTRICT #25

HIGH SCHOOL: TOWNSHIP HIGH SCHOOL DISTRICT #214

COLLEGE: HARPER COMMUNITY COLLEGE DISTRICT #512

_____
_____
OWNERS/OWNERS

COUNTY RECORDER CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

THIS INSTRUMENT NO. _____ WAS FILED FOR RECORD IN THE RECORDER OF DEEDS OFFICE OF COOK COUNTY, ILLINOIS, AFORESAID, ON THE _____ DAY OF _____, A.D.,20____ AT _____ O'CLOCK ____ M.

_____
COOK COUNTY RECORDER

VILLAGE COLLECTOR

I DO HEREBY CERTIFY THAT THERE ARE NO DEFERRED SPECIAL ASSESSMENTS OR UNPAID CURRENT ASSESSMENTS DUE AGAINST THE LAND INCLUDED IN THE ABOVE PLAT.

DATED THIS_____DAY OF_____ , A.D., 20____.

_____
VILLAGE COLLECTOR

VILLAGE ENGINEER

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

ILLINOIS, THIS _____ DAY OF _____ A.D. 20___.
APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY

_____
VILLAGE ENGINEER

DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

I, _____, A REGISTERED PROFESSIONAL ENGINEER IN ILLINOIS AND _____, THE OWNER OF THE LAND DEPICTED HEREON OR HIS DULY AUTHORIZED ATTORNEY, DO HEREBY STATE, THAT TO THE BEST OF OUR KNOWLEDGE AND BELIEF, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS AND PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION. FURTHER, AS ENGINEER, I HEREBY CERTIFY THAT THE PROPERTY WHICH IS THE SUBJECT OF THIS SUBDIVISION OR ANY PART THEREOF IS NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

DATED THIS_____DAY OF _____, A.D., 20____.

_____
ILLINOIS REGISTERED
PROFESSIONAL ENGINEER

_____
STATE REGISTRATION NUMBER

_____
REGISTRATION EXPIRATION DATE

PROPERTY OWNER'S SIGNATURES

BY: _____ BY: _____
OWNER OR ATTORNEY OWNER OR ATTORNEY

_____ _____
PRINT NAME PRINT NAME

IDOT DEDICATION LEGAL DESCRIPTION

ILLINOIS STATE ROUTE 12 DEDICATION

THAT PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE NORTHEASTERLY LINE OF RAND ROAD (ALSO KNOWN AS ILLINOIS STATE ROUTE 12), AS MONUMENTED, AND THE SOUTH LINE OF THE SAID SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 18; THENCE SOUTH 89 DEGREES 56 MINUTES 48 SECONDS WEST, ALONG SAID SOUTH LINE, A DISTANCE OF 75.00 FEET TO A POINT ON THE CENTERLINE OF RAND ROAD; THENCE NORTH 48 DEGREES 14 MINUTES 28 SECONDS WEST, ALONG SAID CENTERLINE, A DISTANCE OF 94.89 FEET TO THE SOUTHWESTERLY EXTENSION OF THE SOUTHEASTERLY LINE OF CHESTNUT AVENUE AS DEDICATED BY THE FIRST ADDITION TO STONEBRIDGE HILL APARTMENTS ACCORDING TO THE PLAT THEREOF RECORDED MARCH 16, 1972 AS DOCUMENT 21837755; THENCE NORTH 41 DEGREES 45 MINUTES 32 SECONDS EAST, ALONG SAID EXTENSION, A DISTANCE OF 50.00 FEET TO THE AFOREMENTIONED NORTHEASTERLY LINE OF RAND ROAD; THENCE SOUTH 48 DEGREES 14 MINUTES 28 SECONDS EAST, ALONG SAID NORTHEASTERLY LINE, A DISTANCE OF150.79 FEET TO THE POINT OF BEGINNING, ALL LYING IN COOK COUNTY, ILLINOIS.

ILLINOIS DEPARTMENT OF TRANSPORTATION ACCEPTANCE

THE PROPOSED DEDICATION TO THE PEOPLE OF THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION IS HEREBY ACCEPTED.

BY: _____ DATE: _____, 20___
P.E.
REGION ONE ENGINEER

DEED OF DEDICATION

WE, THE UNDERSIGNED, _____, OWNERS OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY LAY OFF, PLAT AND SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THE WITHIN PLAT. THIS SUBDIVISION SHALL BE KNOWN AND DESIGNATED AS _____, AN ADDITION TO THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY. ALL STREETS AND ALLEYS AND PUBLIC OPEN SPACES SHOWN AND NOT HERETOFORE DEDICATED ARE HEREBY DEDICATED TO THE PUBLIC. FRONT AND SIDE YARD BUILDING SETBACK LINES ARE ESTABLISHED AS SHOWN ON THIS PLAT, BETWEEN WHICH LINES AND THE PROPERTY LINES OF THE STREETS, THERE SHALL BE ERECTED OR MAINTAINED NO BUILDING OR STRUCTURE. THERE ARE STRIPS OF GROUND, _____FEET IN WIDTH, AS SHOWN ON THIS PLAT AND MARKED 'EASEMENT' RESERVED FOR THE USE OF PUBLIC UTILITIES FOR THE INSTALLATION OF WATER AND SEWER MAINS, POLES, DUCTS, LINES AND WIRES, SUBJECT AT ALL TIMES TO THE PROPER AUTHORITIES AND TO THE EASEMENT HEREIN RESERVED. NO PERMANENT OR OTHER STRUCTURES ARE TO BE ERECTED OR MAINTAINED UPON THESE STRIPS OF LAND, BUT OWNERS OF LOTS IN THIS SUBDIVISION SHALL TAKE THEIR TITLES SUBJECT TO THE RIGHTS OF THE PUBLIC UTILITIES, AND TO THE RIGHTS OF THE OWNERS OF OTHER LOTS IN THIS SUBDIVISION.

THE FOREGOING COVENANTS (OR RESTRICTIONS), ARE TO RUN WITH THE LAND AND SHALL BE BINDING ON ALL PARTIES AND ALL PERSONS CLAIMING UNDER THEM UNTIL JANUARY 1, 2046, AT WHICH TIME SAID COVENANTS (OR RESTRICTIONS) SHALL BE AUTOMATICALLY EXTENDED FOR SUCCESSIVE PERIODS OF TEN YEARS UNLESS INDICATED OTHERWISE BY NEGATIVE VOTE OF A MAJORITY OF THE THEN OWNERS OF THE BUILDING SITES COVERED BY THESE COVENANTS (OR RESTRICTIONS), IN WHOLE OR IN PART, WHICH SAID VOTE WILL BE EVIDENCED BY A PETITION IN WRITING SIGNED BY THE OWNERS AND DULY RECORDED. INVALIDATION OF ANY ONE OF THE FOREGOING COVENANTS (OR RESTRICTIONS) BY JUDGMENT OR COURT ORDER SHALL IN NO WAY AFFECT ANY OF THE OTHER VARIOUS COVENANTS (OR RESTRICTIONS), WHICH SHALL REMAIN IN FULL FORCE AND EFFECT.

THE RIGHT TO ENFORCE THESE PROVISIONS BY INJUNCTION, TOGETHER WITH THE RIGHT TO CAUSE THE REMOVAL BY DUE PROCESS OF LAW, OF ANY STRUCTURE OR PART THEREOF ERECTED OR MAINTAINED IN VIOLATION, IS HEREBY DEDICATED TO THE PUBLIC, AND RESERVED TO THE SEVERAL OWNERS OF THE SEVERAL LOTS IN THIS SUBDIVISION AND TO THEIR HEIRS AND ASSIGNS.

WITNESS OUR HANDS AND SEALS THIS ___ DAY OF _____ 20____.

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE LEGAL OWNER OF THE LAND DESCRIBED ON THE ATTACHED PLAT, AND HAS CAUSED THE SAME TO BE SURVEYED AND CONSOLIDATED AND PLATTED AS SHOWN BY THE PLAT FOR THE USES AND PURPOSES AS INDICATED THEREON AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

WE FURTHER CERTIFY THAT TO THE BEST OF OUR KNOWLEDGE AND BELIEF, PURSUANT TO PUBLIC ACT 765 ICLS 205/1.005, THAT THE PROPERTY IS LOCATED IN
_____

DATED THIS _____ DAY OF _____ A.D., 20__.

OWNER: _____
ADDRESS: _____
OWNER: _____
ADDRESS: _____

NOTARY CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

I HEREBY CERTIFY THAT THE PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING CERTIFICATE ARE KNOWN TO ME AS SUCH OWNERS.

GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF _____, A.D., 20____.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

©2021 PLS INC., ALL RIGHTS RESERVED

Crescent Place

Proposed Family Apartment Development

310 Rand, Arlington Heights, IL

NEIGHBOR MEETING #3 SUMMARY NOTES

Meeting Date: August 24, 2021
Time: 7:30 – 9:15PM
Location: The Arboretum Club, 401 Half Day Road, Buffalo Grove, IL

Presenters:	**Mr. Jake Zunamon**	Housing Trust Group (HTG) Senior Vice President of Development
	Mr. Bill Schneider	Turnstone Development Chief Executive Officer
	Ms. Sue Wiemer	Turnstone Development Chief Operating Officer
	Mr. John P Green	Groundwork, LTD Architects/Planners/Engineers

Number of attendees: 49 Based on Head Count at meeting (Excludes Project Development Team members)

Documents Utilized: HTG Power Point Presentation (Attached)

Presentations: **7:35 – 8:00PM**

Mr. Zunamon presented an overview of status on the project program and plan based on input received from neighbors who attended the meeting of 7/22/21.

General topics covered included:

- Both the Village Staff and Groundwork contacted IDOT regarding warrants to seek a traffic signal at the intersection of Rand Road with Techny/Chestnut where IDOT indicated to both that the intersection did not meet warrants for providing a traffic light.
- HTG has retained KLOA to do an additional traffic count when school is in session as well as to do localized studies as requested by the Village. These will be provided to the Village when completed and available.
- HTG is exploring the possibility of assigning one apartment unit to either the property manager or the property maintenance engineer to have a 24/7 presence at the building.
- Based on previous comments, HTG has decided to "vet" several local property management companies to ultimately retain that is well-regarded and familiar with Arlington Heights.

- Mr. Zunamon visited and toured Parkview apartments (another IHDA-funded facility in Arlington Heights with 45 units) that includes affordable housing. Parkview indicated that they had a total of 13 school-age children currently living in their facility.
- HTG contacted local school district (#25). They provided data about district enrollment projections which is included in the attached presentation items.
- The anticipated number of school-aged children from the proposed development is Between 8 to 13.
- HTG provided an update about the security and monitoring programs planned for the development. Some of this program data is included in the attached presentation items.

Public Comments: **8:00 – 9:15PM**

Approximately 30 individuals offered comments and/or questions.

Approximately ten of those who commented voiced support for the proposed affordable housing development. Statement topics presented included: the value of inclusivity in housing options; benefits of affordable housing for persons living in the local area with limited incomes; enhancing population diversity; and ability to provide local housing choices for those who work locally.

Approximately twenty expressed concerns or objections to the proposal. These items generally included: traffic cut-through; traffic signal at Chestnut/Techny with Rand; costs to school district relative to property tax contribution projections; impact on existing home values; current flooding issues that exist along portions of Chestnut; density; security/screening/management enforcement; continued traffic growth along Rand Road; limited public transportation options for proposed residents; timing on traffic counts performed; potential safety impact to residents relative to EMF exposure from ComEd site.

During the discussion portion, Mr. Zunamon advised those present that HTG has requested to be on the Trustee Meeting schedule for 9/20/21 and that, to be consistent with everyone, he suggested that those seeking additional information or copies of reports, etc., should probably contact the Village (Sam Hubbard). At 9:15PM it was necessary to return the space to the facility and the meeting was ended.

Respectfully offered:
John P Green, Groundwork, LTD

(Copies of presentation documents utilized are attached)

Crescent Place

HTG
Turnstone
DEVELOPMENT

Crescent Place

- 40-units, 4-stories
- New construction
- Family residential
- (20) 1-Bedroom/1-Bathroom
- (20) 2-Bedroom/2-Bathroom
- (80) parking spaces
- Community Room, Fitness Center, Library/Reading Room, Computer Café, Common Laundry, Secure Bike Storage, Theater, Garden Plots

Traffic

- IDOT – Not warranted
- KLOA – Updated Counts
- VAH – Neighborhood Study

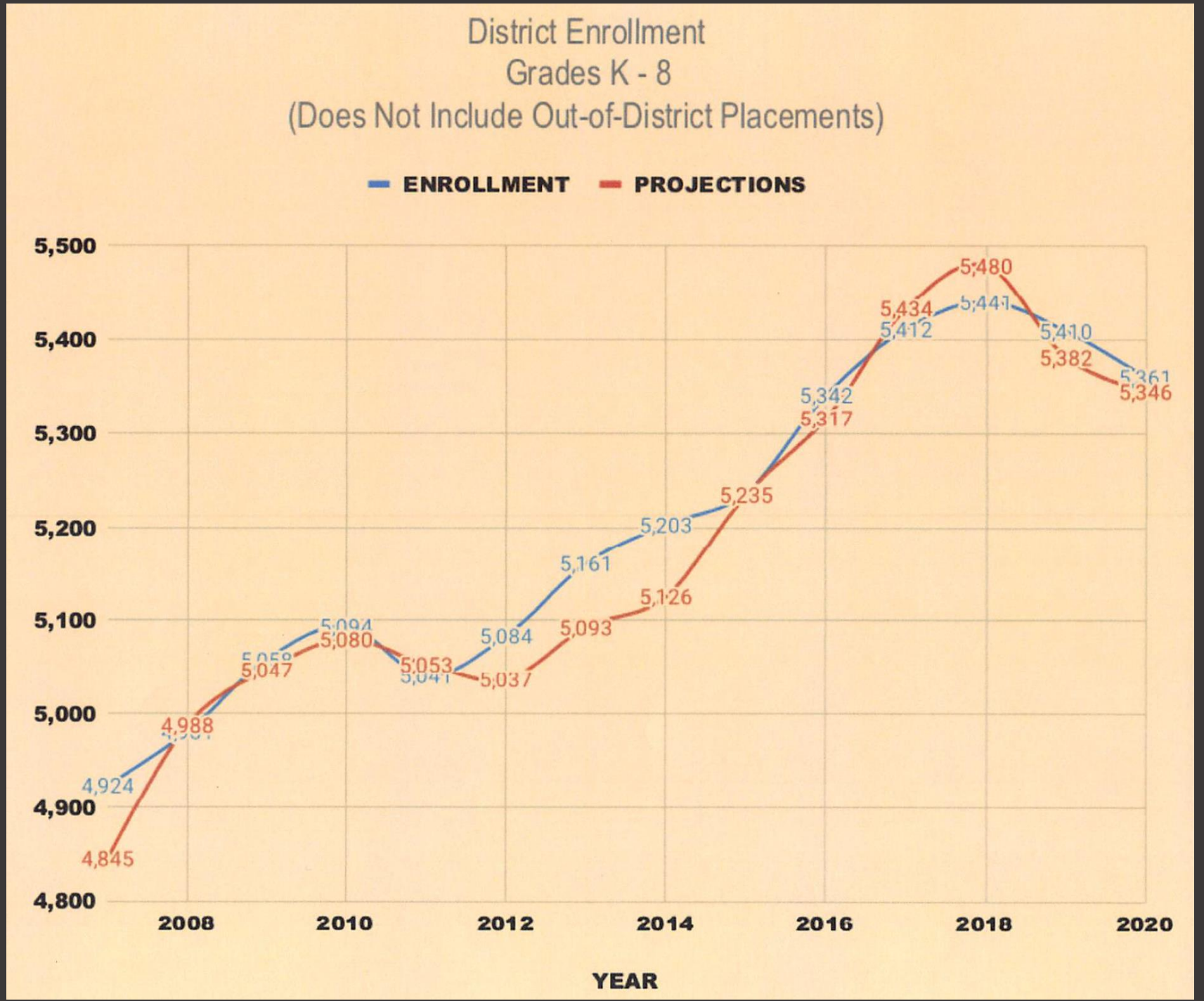
VAH Schools

- District 25 Projection report
- Parkview Apartments
  - 13 School Age Children
  - 45 units
- NAHB Study

2020 Sixth Day Total Enrollment By School

September 9, 2020

	Dryden	Greenbrier	Ivy Hill	Olive	Patton	South	Thomas	Westgate	Windsor
2014	496	373	548	598	446	868	909	620	475
2015	504	391	558	580	438	832	946	621	491
2016	487	419	596	587	430	897	957	603	509
2017	498	396	629	607	435	900	976	581	517
2018	499	405	682	632	445	882	930	571	521
2019	487	420	654	660	409	849	937	594	531
2020	474	424	562	615	421	825	938	567	494
DIFFERENCE 2019-2020	(-13)	(+4)	(-92)	(-45)	(+12)	(-24)	(+1)	(-27)	(-37)


District Enrollment
Grades K - 8
(Does Not Include Out-of-District Placements)
ENROLLMENT
PROJECTIONS
5,500
5,400
5,300
5,200
5,100
5,000
4,900
4,800
2008
2010
2012
2014
2016
2018
2020
YEAR
4,924
4,845
4,988
5,047
5,080
5,053
5,084
5,037
5,161
5,093
5,203
5,126
5,235
5,342
5,317
5,412
5,434
5,480
5,441
5,410
5,382
5,346

Property Management

- Live-in Management Staff
- Local 3rd Party Management
- HTG Asset Management & Compliance

Marketing

- Unique Property Website
- Rendered Unit Plans
- Local VAH Groups

Unit Plans

1-bedrooms

Unit Plans

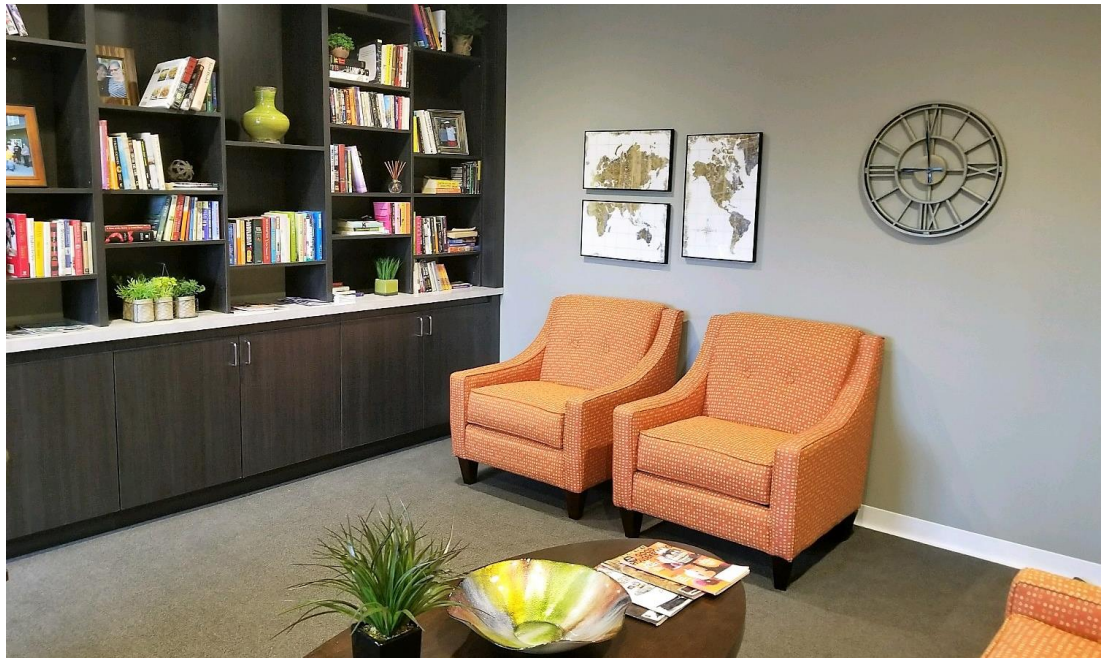
2-bedrooms

Unit Plans

2-bedrooms

Supportive Services vs. Social Services

- Health Fair
- Financial Literacy Training
- Computer Training
- Employment & Resume Building
- Social Events – movie night, board game night, gardening club
- Community Builder Position



Security

- VAH Police Department
- Cloud Based Camera System
- Internal Key Fob Software
- License Plate Reader

Dome Series

Durable and versatile, Verkada's Dome Series provides a wide-range of indoor and outdoor enterprise cameras.

CD41

- 5MP
- Fixed Lens
- 30, 60, 90, 120, 365 Days Retention
- 128° FOV (Diagonal)

CD41E - Outdoor

- 5MP
- Fixed Lens
- 30, 60, 90, 120, 365 Days Retention
- 128° FOV (Diagonal)

CD51

- 5MP
- Zoom Lens
- 30, 60, 90, 120, 365 Days Retention
- 126° FOV (Diagonal)

CD51E - Outdoor

- 5MP
- Zoom Lens
- 30, 60, 90, 120, 365 Days Retention
- 126° FOV (Diagonal)

Fisheye Series

Choose from a panoramic view of 180°, a four-way split or an immersive 360° of any environment with digital pan-tilt-zoom.

CF81-E

- 12MP
- Fixed Lens
- 30, 60, 90 Days Retention
- 180° Pano / 360° PTZ / Quad Box

Cameras			
Model	Total	Model	Total
CD41		CB51-E	
CD41/E	2	CB61-E	
CD51		CB51-TE	2
CD51E		CB61-TE	
CM41/E		CF81-E	7
CM41		VX51	
Total Cameras			

Access Control	
Model	Total
AC41	
AD31	
Total Doors	

Camera / Door Number

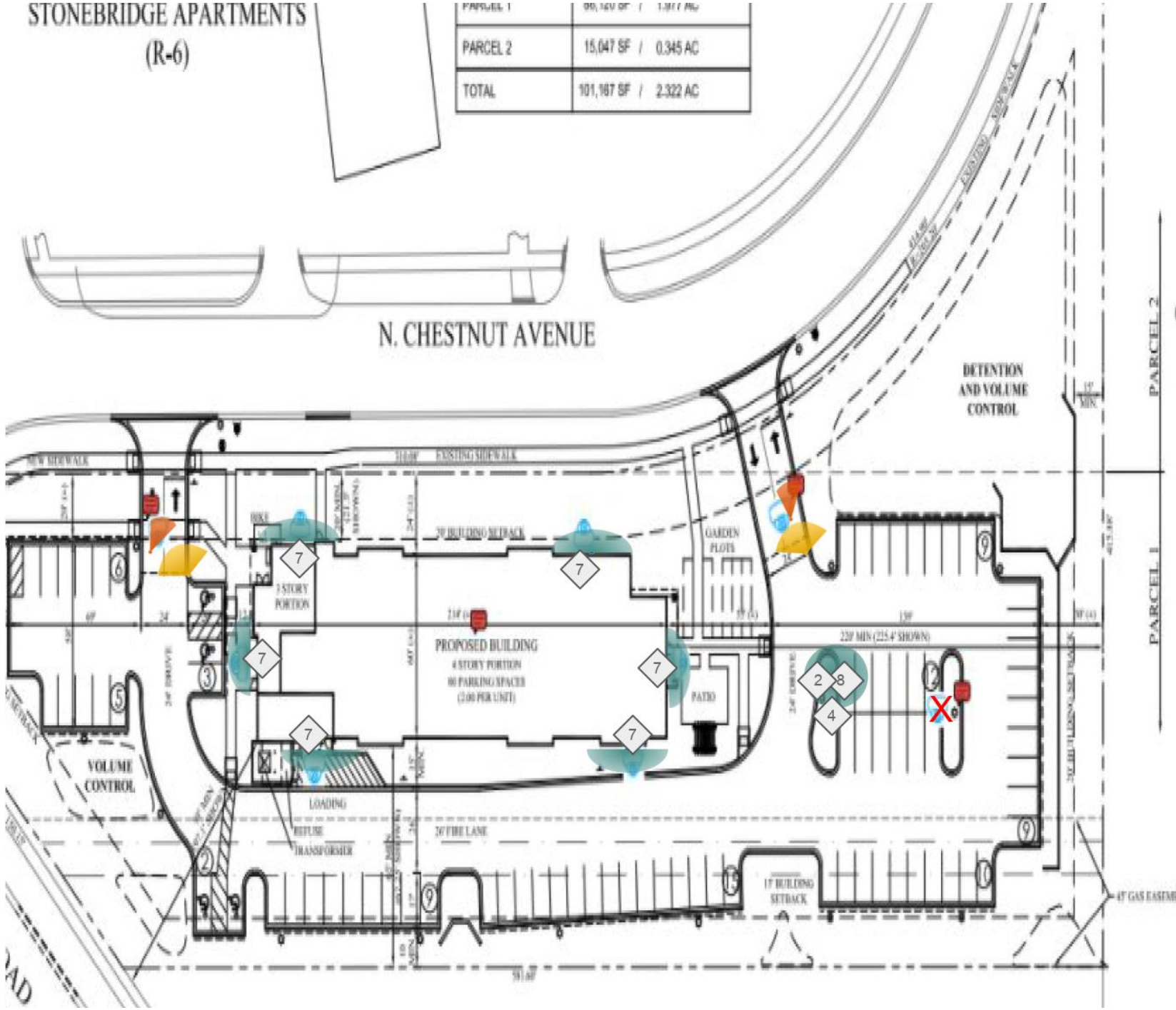
1 1

Camera Accessories

1 2 3 4 5 6 7 8 9 10

Combo

2 8



Economic Impact

- House existing workforce
- Putting land on tax roll
- Create local construction jobs
  - Union wages

Who Are We?

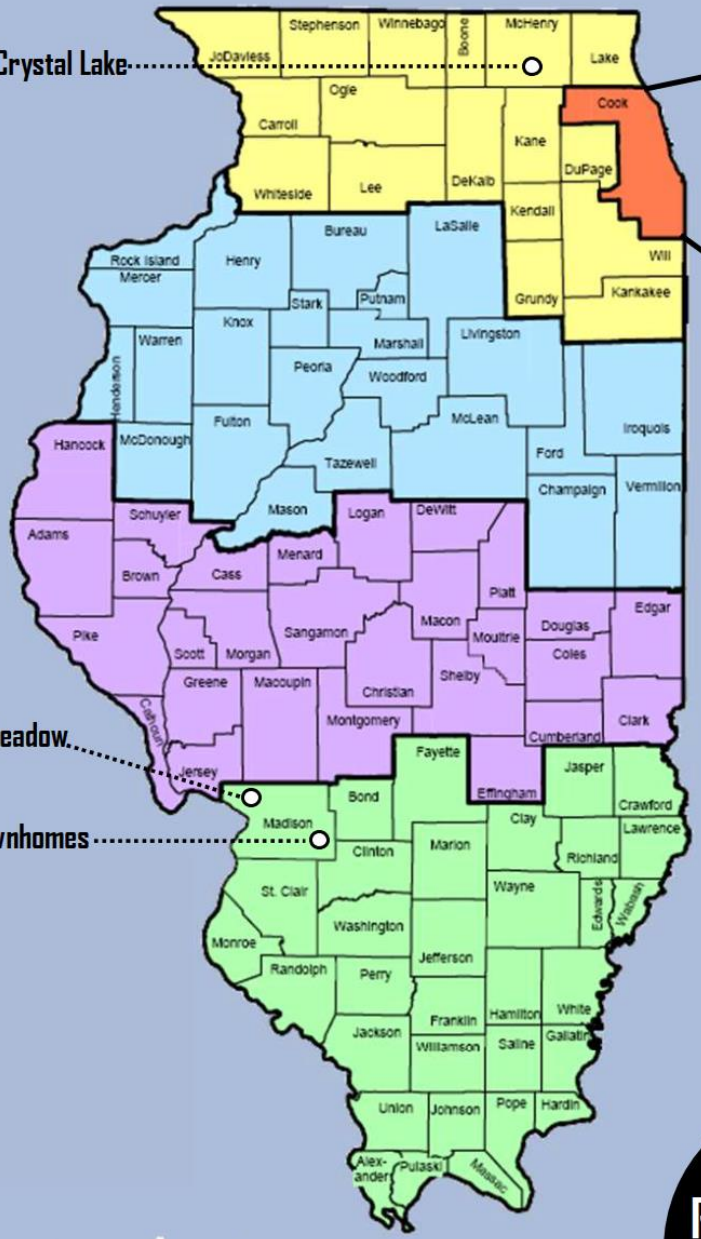
Top Ranked Affordable Housing Developer by *Affordable Housing Finance*

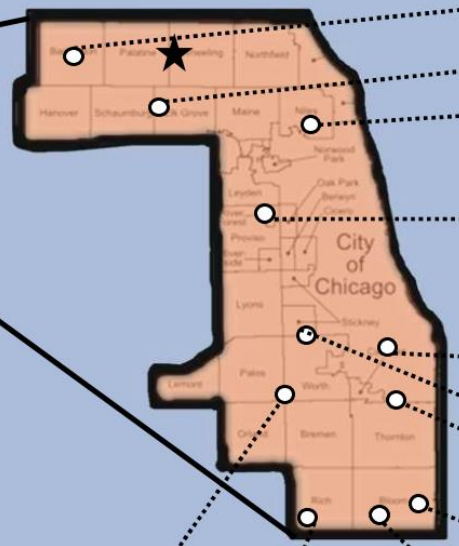
- #20 in 2020 (807 started/651 completed units)
- #29 in 2019 (426 started/587 completed units)
- #19 in 2018 (673 started/464 completed units)
- #32 in 2017(254 started/279 completed units)
- #22 in 2016 (416 started/301 completed units)
- #25 in 2015 (301 started/63 completed units)

The Residences of Crystal Lake
Crystal Lake, IL

Landings at Belle Meadow
Alton, IL

Flax Meadow Townhomes
Highland, IL





Barrington Horizon, *Barrington, IL*
Poplar Creek Village, *Hoffman Estates, IL*
Morton Grove Senior Apartments, *Morton Grove, IL*
Thomas Place, *Glenview, IL*
Wisdom Village Northlake, *Northlake, IL*
Wisdom Village Northlake II, *Northlake, IL*
Riverdale Senior Apartments, *Riverdale, IL*
Whistler Crossing, *Riverdale, IL*
Wisdom Village, *Calmuet Park, IL*
Summit Senior Villas, *Summit, IL*
Country Club Hills Wellness Center, *Country Club Hills, IL*
Victory Centre of River Oaks , *Calmuet City, IL*
Thornwood Apartments, *Chicago Heights, IL*
Victory Centre of Park Forest, *Park Forest, IL*
The Residences of Carriage Creek, *Richton Park, IL*
Matteson Apartments, *Matteson, IL*
Pheasant Ridge Apartments, *Orland Hills, IL*
ThornCreek Senior, *Thornton, IL*

Residences of Crystal Lake

Wisdom Village of Northlake

Turnstone DEVELOPMENT

Questions?

Hubbard, Sam

From: Planning
Sent: Friday, June 25, 2021 10:51 AM
To: Hubbard, Sam
Subject: FW: Rand & Chestnut Development

Follow Up Flag: Follow up
Flag Status: Flagged

Public comment received. Not sure if she is referring to the 1821 N Verde Ave Subdivision project or Crescent Place?

-----Original Message-----
From: Christine Fontanetta [redacted]
Sent: Friday, June 25, 2021 10:31 AM
To: Planning <Planningmail@vah.com>
Subject: Rand & Chestnut Development

[NOTICE: This message originated outside of Village of Arlington Heights email system -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Hello,
As a resident of the Greenbrier area, which is right across Rand Road from the development being proposed, I wanted to voice my opinion. I am NOT in favor of building more residential units at that location. It is not a large piece of land, would cause more traffic congestion than already there, and this could mean more students attending Ivy Hill School. Ivy Hill already has a large amount of students attending it due to the numerous apartment buildings feeding into that school.

This is not the best use of the space for our community. Please reconsider the use of this smaller property on Rand Road and Chestnut to something that would benefit the area.

Chris Fontanetta

Sent from my iPhone

Hubbard, Sam

From: Nichole Wolverton [redacted]
Sent: Monday, June 28, 2021 3:08 PM
To: Hayes, Thomas; Baldino, Richard; Bertucci, James; Canty, Mary Beth; Grasse, Nicolle; LaBedz, Robin; Scaletta, John; [redacted] Tinaglia, Jim; Hubbard, Sam
Cc: Ray Wolverton
Subject: Need Update on Community Meeting with Developer in Regards to proposed Affordable Housing Complex at Rand and Chestnut Ave

Follow Up Flag: Follow up
Flag Status: Flagged

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Good afternoon everyone.

My name Nikki Wolverton and I live at [redacted], Arlington Heights. We have been residents since 2011. We were unable to attend the meeting last week in regards to the proposed location. We are opposed to this proposal and I will be getting back to you as I collect my thoughts and information. Today I am reaching out as I called the Developer, Groundwork Ltd, and spoke to Mary this morning. She said they are working with the Village of Arlington Heights to coordinate a date and time for when this next meeting will take place. She said notices will go out in the mail to advise the community. I asked her if this notice will be made public on a sign for people to read and she said she didn't have an answer for me. She took my name, and when I asked why she didn't take my number, she said it was because she was not going to be calling me back. I asked if I should call daily or weekly then to find out about the meeting and she said I could call back weekly if I want. I want you to know that NO notice was sent to me ever in regards to the project. I spoke to Sam Hubbard last week and he advised me that Illinois statue states that only property owners within 250 feet of the property have to get notice. According to my map app, I am approximately 700 feet from this location. That being said I did not meet the criteria to obtain notice. I am hoping I fall into the next round of mailings but I wanted to reach out to you to find out if there is a way for you to share this information with me and the community. I am happy to pass this information on to others.

Thank you for your time.

Nikki Wolverton

Hubbard, Sam

From: [redacted]
Sent: Monday, July 5, 2021 9:24 PM
To: Hubbard, Sam
Subject: 310 W Rand Rd / Affordable Housing
Attachments: 20210705_153124.jpg

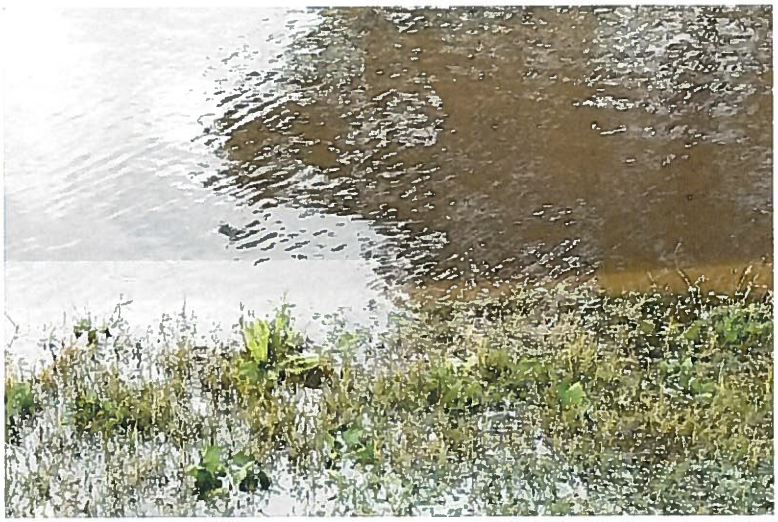
Follow Up Flag: Follow up
Flag Status: Flagged

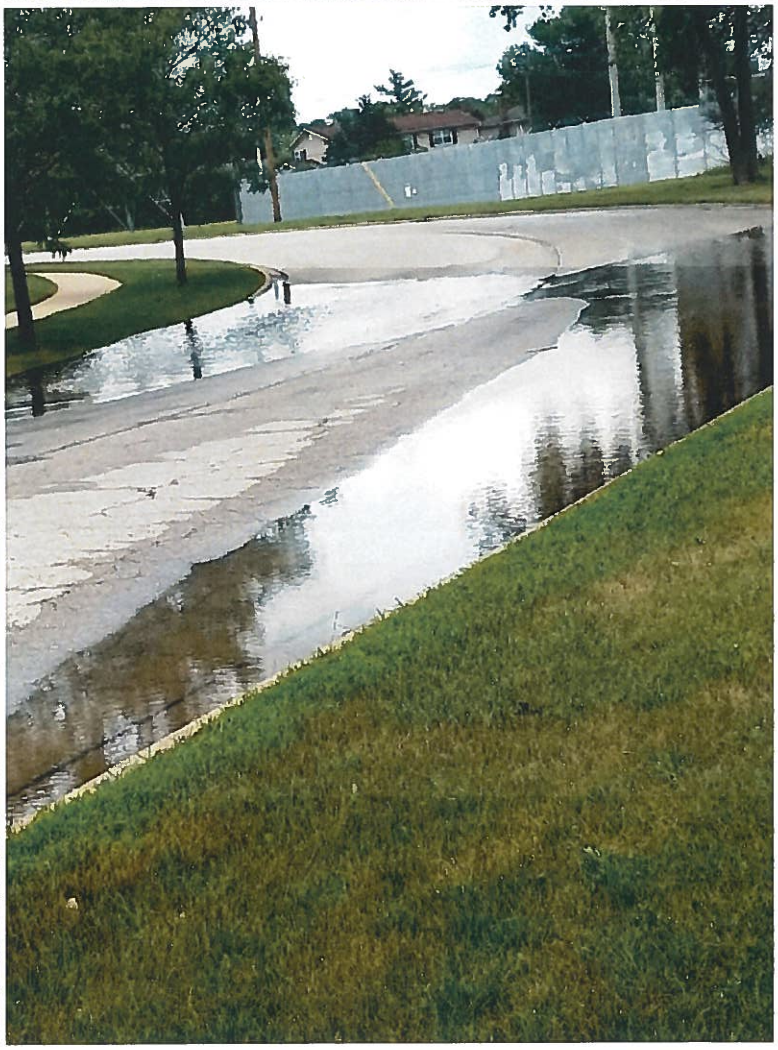
[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Hi Sam,

I just want to forward you some pictures of N Chestnut Ave by the site where the Affordable Housing project is proposed to be built.
This is to show you how this curve in the Road by the sit floods after a heavy rainfall. This particular part of the road is very dangerous without the road being flooded. People tend not to slow down while coming in to the curve, this means they end up having to take a wide turn and end up in the middle of the road. This is very dangerous when road conditions are like those in the picture, it can mean a car needing the whole road.
Please consider the danger in this when considering this housing application.

Joan Heveran





Hubbard, Sam

From: Nikki Wolverton [redacted]
Sent: Wednesday, July 7, 2021 12:03 PM
To: Hayes, Thomas; Baldino, Richard; Bertucci, James; Canty, Mary Beth; Grasse, Nicolle; LaBedz, Robin; Scaletta, John; Schwingbeck, Tom; Tinaglia, Jim; Hubbard, Sam
Subject: Housing Trust Group Integrity concerns -

Follow Up Flag: Follow up
Flag Status: Flagged

[NOTICE: This message originated outside of Village of Arlington Heights email system -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Good Afternoon,

These articles have come to my attention.

https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffloridapolitics.com%2Farchives%2F348977-state-alleges-miami-developer-cheated-to-get-federal-housing-funds%2F&data=04%7C01%7Cshubbard%40vah.com%7C6947b5aef06b4edcddf008d941692373%7Cdadc730e173642b8b5775874cf194623%7C0%7C0%7C637612742974810104%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=TMfOe1qcj8r7%2FytsEgDukYtU1bD7dMoRWVj2inVEik0%3D&reserved=0

https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.pbcgov.com%2Foig%2Fdocs%2Freports%2F04-09-18-PBC-DES-Improprieties-2016-0005.pdf&data=04%7C01%7Cshubbard%40vah.com%7C6947b5aef06b4edcddf008d941692373%7Cdadc730e173642b8b5775874cf194623%7C0%7C0%7C637612742974810104%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=ppHMuyOYEaPrUT0sfPkaduQYzB3OtXcxq6JAEkWZuzY%3D&reserved=0

They are not accredited by the Better Business Bureau.

In my opinion, this company needs to be carefully watched.

Thank you for your time.

Nikki Wolverton

Sent from my iPhone

Hubbard, Sam

From: Paddack, Elizabeth R. [redacted]
Sent: Wednesday, July 7, 2021 9:04 PM
To: Hayes, Thomas; Baldino, Richard; Bertucci, James; Canty, Mary Beth; Grasse, Nicolle; LaBedz, Robin; Scaletta, John; Schwingbeck, Tom; Tinaglia, Jim; Hubbard, Sam
Cc: Elizabeth Paddack
Subject: Rezone of Rand and Chestnut

Follow Up Flag: Follow up
Flag Status: Flagged

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Village Board Members,

I am extremely concerned about this proposed development regarding the rezone of Rand and Chestnut after reading these articles. Please vote no!" I have resided in Arlington Heights since I was 10 years of age and continue to choose to live here and now raise my children in this wonderful town. I have voted in every election and will continue to vote in all upcoming elections.

These articles have come to my attention.

https://floridapolitics.com/archives/348977-state-alleges-miami-developer-cheated-to-get-federal-housing-funds/

http://www.pbcgov.com/oig/docs/reports/04-09-18-PBC-DES-Improprieties-2016-0005.pdf

They are not accredited by the Better Business Bureau.

In my opinion, this company needs to be carefully watched.

Please consider all the facts of this proposed plan and do what is right for our community and our children of Arlington Heights.

Sincerely,

Elizabeth Paddack
Arlington Heights Resident

Get Outlook for iOS

Hubbard, Sam

From: Glenn Paddack [redacted]
Sent: Wednesday, July 7, 2021 10:07 PM
To: Hubbard, Sam; Hayes, Thomas; Baldino, Richard; Bertucci, James; Canty, Mary Beth; Grasse, Nicolle; LaBedz, Robin; Scaletta, John; Schwingbeck, Tom; Tinaglia, Jim
Subject: Rand and Chestnut - Affordable Housing Development - VOTE NO

Follow Up Flag: Follow up
Flag Status: Flagged

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Village Board Members

As a proud 40 year lifelong Village of Arlington Heights resident who currently lives near the proposed Rand and Chestnut Affordable Housing Development, I wanted to express my concern related to the project and its impact on the community. The concern revolves around both what such a development means to the investment in my residence as well as some concerning information on the developer that has been shared within the community:

https://floridapolitics.com/archives/348977-state-alleges-miami-developer-cheated-to-get-federal-housing-funds/

http://www.pbcgov.com/oig/docs/reports/04-09-18-PBC-DES-Improprieties-2016-0005.pdf

We ask that you give the utmost consideration to all aspects of this proposal and VOTE NO.

Thanks and have great rest of the week.

Glenn Paddack | [redacted]

*****
Warning! This message, including any attachments, is confidential and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the intended recipient or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of the communication is strictly prohibited. If you have received this communication in error, please notify us immediately via return email. Please note that we, due to the nature of email transmissions, cannot be liable for the improper or incomplete transmission of the information contained in this communication nor for any delay in its receipt or damage to your system. We cannot guarantee the integrity of this communication or that it is free of viruses, interceptions or interference. Any other use of this e-mail by you is prohibited.
*****

[redacted]

Hubbard, Sam

From: Elizabeth Paddack [redacted]
Sent: Monday, July 12, 2021 7:28 PM
To: Hubbard, Sam
Subject: Rand and Chestnut rezone

Follow Up Flag: Follow up
Flag Status: Flagged

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Mr. Hubbard,

I am writing to help clarify my concerns with the proposed Rand and Chestnut Affordable Housing Development. As a lifelong resident of Arlington Heights, I feel the need to continue to express and voice my concerns related to the project and it's impact on the community.

The concern revolves around both what such a development means to the investment in my residence as well as some concerning information on the developer that has been shared within the community. The company is first of all not established in the Better Business Bureau and the articles regarding their business is very alarming.

Such an idea also of building another muti-unit housing facility presents in itself multiple other issues. District 25 schools are full enough, where do you plan for the children in these units to attend school? We actually send our daughter already to a private school in Arlington Heights as opposed to Ivy Hill due to this reason already, over crowding of the classroom even though we pay our generous taxes for schools we do not use. This will create more issues for people to remain hesitant to want to live in Arlington Heights if you keep building housing like this. Also, home values in the area will depreciate given close proximity of low income housing next to our valued homes. Our children play at the park and ride their bikes around the neighborhood. I have extreme concerns regarding the safety of our neighborhood. If this proposal does in fact pass and you all decide to make a poor judgement for the well being of our wonderful town, we will have to consider moving out of Arlington Heights.

We ask that you give the utmost consideration to all aspects of this proposal and VOTE NO.

I know myself, along with many other Arlington Heights residents share the same concerns and truly wish for the best of our prided community.

Best regards,

Elizabeth Paddack
Arlington Heights resident

Sent from Yahoo Mail for iPhone

Hubbard, Sam

From: Nichole Wolverton [redacted]
Sent: Friday, July 16, 2021 11:19 AM
To: Hubbard, Sam; Bertucci, James; Scaletta, John; Tinaglia, Jim; Canty, Mary Beth; Grasse, Nicolle; Baldino, Richard; LaBedz, Robin; Hayes, Thomas; Schwingbeck, Tom
Subject: Proposed Rezone of Property at Rand and Chestnut

Follow Up Flag: Follow up
Flag Status: Flagged

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Good Morning,

I have researched some data to share. The proposed affordable housing complex will have 40 units. According to the United States Census Bureau, Table FM-3, the average number of own children under 18 per family is 1.93. While I know not every unit will have children in it, we are still going to use the 1.93 as the number of children per unit. So this proposed complex can possibly have up to 77.2 children living in it. I am also aware not all of the guesstimated children will attend the same school. However, it should be brought to the Villages attention that Ivy Hill Elementary may have capacity issues. In 2016 Ivy Hill students entered into their newly renovated school that added 10 additional classrooms as well as other updates. The renovations to Ivy Hill cost $9,000,000. The Illinois Report card reported the number of students attending Ivy Hill as 577 in 2016, 612 in 2017, 639 in 2018, 668 in 2019, and 651 in 2020. The Chicago Tribune stated that Ivy Hill's number of students was 371 in 2005-06 school year. Assuming Ivy Hill Elementary can handle this large influx of students, who is going to pay for these additional students to attend school? According to the Illinois Report Card the school spending per student is $11,000 at Ivy Hill. Assuming 75 children at a cost of $11,000, where is the $825,000 going to come from to pay for this. Increases in our Property Taxes? I do not support higher taxes. I do not support larger teacher to student ratios as it is not in the best interest of the students.

The property would be better financially for the community to remain zoned as Commercial.

Thank you for your time.

Nikki Wolverton

https://www.illinoisreportcard.com/School.aspx?schoolid=050160250022005

https://www.census.gov/data/tables/time-series/demo/families/families.html

https://www.chicagotribune.com/suburbs/arlington-heights/ct-ahp-olive-school-ribbon-cutting-tl-0901-20160829-story.html

https://www.illinoisreportcard.com/school.aspx?source=studentcharacteristics&source2=enrollment&Schoolid=050160250022005

Hubbard, Sam

From: Nikki Wolverton [redacted]
Sent: Monday, July 19, 2021 1:33 PM
To: Hubbard, Sam; Bertucci, James; Scaletta, John; Tinaglia, Jim; Canty, Mary Beth; Grasse, Nicolle; Baldino, Richard; LaBedz, Robin; Hayes, Thomas; Schwingbeck, Tom
Subject: Traffic at Proposed Rezone of Property at Rand and Chestnut

Follow Up Flag: Follow up
Flag Status: Flagged

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Good afternoon,

In regards to the Traffic Study that was conducted in early April, I am questioning why it is acceptable to find this report creditable as people and children were still at home. While schools offered in person learning, we need to take into account those number of students who remained home, men and woman who were working remotely as we were not yet in Phase 5 until June. The high school did not offer its full normal bus route to its students this year. Also we need to take into consideration the opening of the new church and what additional traffic that adds to the day.

I live on Chestnut within 750 if this location. There is already a lot of traffic going past my house. Stonebridge apartments (586 apartment units) has an exit on Chestnut, Holy Nation Church, Holy Nation Preschool, Futabakai School, Rand Berkeley Park, Rand Berkeley Soccer and Baseball fields, and Chestnut Ave serves as a cut thru to Rand, Hintz, and Arlington Heights Road.

I took the following photos at 4:19pm on Friday July 16th, 2021. If you look at the intersection there are 6 cars on my side of the road and at least 3 on the otherside. Adding 80 parking spots at this proposed location with road access only to Chestnut means 80 more cars driving down our street daily. To say that adding this proposed complex will not make traffic worse is obviously incorrect.

Please vote NO to the rezone.

Thank you for your time.

Nikki Wolverton

STOP
FIRST POINT
HVAC MECHANICAL SERVICES
847.483.8080

STOP
FIRST POINT
847.483.8080
Stonebridge
LUXURY APARTMENTS

STOP
FIRST POINT
847.483.8080
ADW-3166

STOP
FIRST POINT

Sent from my iPhone

Sent from my iPhone

On Jul 16, 2021, at 11:19 AM, Nichole Wolverton [redacted] wrote:

Good Morning,

I have researched some data to share. The proposed affordable housing complex will have 40 units. According to the United States Census Bureau, Table FM-3, the average number of own children under 18 per family is 1.93. While I know not every

unit will have children in it, we are still going to use the 1.93 as the number of children per unit. So this proposed complex can possibly have up to 77.2 children living in it. I am also aware not all of the guesstimated children will attend the same school. However, it should be brought to the Villages attention that Ivy Hill Elementary may have capacity issues. In 2016 Ivy Hill students entered into their newly renovated school that added 10 additional classrooms as well as other updates. The renovations to Ivy Hill cost $9,000,000. The Illinois Report card reported the number of students attending Ivy Hill as 577 in 2016, 612 in 2017, 639 in 2018, 668 in 2019, and 651 in 2020. The Chicago Tribune stated that Ivy Hill's number of students was 371 in 2005-06 school year. Assuming Ivy Hill Elementary can handle this large influx of students, who is going to pay for these additional students to attend school? According to the Illinois Report Card the school spending per student is $11,000 at Ivy Hill. Assuming 75 children at a cost of $11,000, where is the $825,000 going to come from to pay for this. Increases in our Property Taxes? I do not support higher taxes. I do not support larger teacher to student ratios as it is not in the best interest of the students.

The property would be better financially for the community to remain zoned as Commercial.

Thank you for your time.

Nikki Wolverton

https://www.illinoisreportcard.com/School.aspx?schoolid=050160250022005

https://www.census.gov/data/tables/time-series/demo/families/families.html

https://www.chicagotribune.com/suburbs/arlington-heights/ct-ahp-olive-school-ribbon-cutting-tl-0901-20160829-story.html

https://www.illinoisreportcard.com/school.aspx?source=studentcharacteristics&source2=enrollment&Schoolid=050160250022005

•Hubbard, Sam

From: Perkins, Charles
Sent: Friday, July 23, 2021 11:08 AM
To: Enright, Bill; Hubbard, Sam
Subject: FW: The Village's Community Engagement Process Is Patently Unfair!!

Follow Up Flag: Follow up
Flag Status: Flagged

From: Alice Sylvester [redacted]
Sent: Friday, July 23, 2021 10:26 AM
To: Hayes, Thomas <thayes@vah.com>
Subject: The Village's Community Engagement Process Is Patently Unfair!!

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Tom, last night, approximately 100 neighbors of the Berkley Square and Greenbriar communities attended a Neighbor Meeting with the developer of "Crescent Place," or "310 Arlington Project. The affordable housing development proposed at Rand & Chestnut Avenues.

For context, the meeting itself was a do-over to placate neighbors who generally only found out about the development when signage of the Plan Commission's meeting was posted in June. The initial neighbor meeting, held in March, apparently was attended by 3 individuals who live within 250 feet of the proposed site. *That was the only notice required by the village in this relatively early phase of development.*

All of the neighbors questions/comments indicated grave concerns about the project. Topics ranged from the quality/reliability of the management company, the screening process for tenants, the 24/7 supervision/maintenance of the property, the need for a 100% affordable housing project, the impact on Ivy Hill school and the cost of educating additional students being absorbed by Arlington Heights residents, and of course, traffic. I am sure you will hear more viewpoints in the coming days/weeks.

But the reason I am writing to you now, is to bring your attention to the fact that the community involvement phase of development in Arlington Heights is clearly broken and patently unfair.

- It's clear the neighbors are very late to the process. At this point, our objections/concerns have no impact, and will not alter the plan. (This was confirmed by the developer last night.) Of course, that is not to say the Village Board might not vote it down, but the ability to influence the concept or basic footprint of the building, for instance, is nil.

- The developer initially approached the village in September 2020, and met with staff, possibly held a preliminary meeting with the Plan Commission, met with the Housing Commission, the Police Department, the Fire Department, the Design Commission, and finally, the Plan Commission officially last month. That's a lot of meetings, and a lot of feedback. Just think of the man-hours already invested in the project.

- I believe the development's first public notice (sign posted on the site) was for the Design Commission meeting in March. The purpose of that meeting, as we heard last night, was to discuss the shade of blue on the exterior.

- The public simply must be made aware of developments much earlier in the process -- We know the village ordinance calls for notifying neighbors within 250 feet of the development, but in this case, it's amazing they even found anyone living *that* close to the site since it is primarily commercial.

- I recommend that the village's definition of "neighbors impacted by development" must be broadened - and all signs announcing Neighbor Impact Meetings must be posted!

- Re-zoning from commercial to residential sites involves shifting the tax burden from a commercial enterprise to residents. The complete financial burden of developments like this must be made clear to homeowners.

I suspect the Village Board believes that village staff, the Housing Commission, the Design Commission, the Plan Commission, Police and Fire were our representatives in the process. Their input matters and was mandated. But the neighbors' lack of awareness about a project that impacts our property values and daily lives has to change.

The process must change. It is inefficient and unfair. The notification rules must be broadened. Neighborhood feedback must be taken into consideration in early phases – and should be incorporated into the Staff initial assessment. Right now, proposals come to residents far too late to impact anything. The same thing happened to the community with proposed Korean Presbyterian church on Chestnut. No wonder most people believe everything's "A Done Deal!" It is!

The ordinances need changing. And notification must be given. There are modern ways of communicating with residents – from water bill inserts to Facebook posts and street light posters/signs. How about a "Developments Under Staff Consideration" section of the Village website? Prominently featured? There are endless ways of communicating.

Thank you. There is much work to be done here to prevent this kind of catch-up situation from occurring again. Constructive community engagement is essential to the process. We did not delegate our votes to the Housing Commission, the Design Commission, the Plan Commission or the Fire or Police Departments.

Alice

Alice K. Sylvester
2509 N. Walnut Ave.
Arlington Heights Il 60004
[redacted]

• **Hubbard, Sam**

From: Perkins, Charles
Sent: Friday, July 23, 2021 2:14 PM
To: Enright, Bill; Hubbard, Sam
Subject: FW: Affordable Housing Project @ Rand & Chestnut Ave

From: [redacted]
Date: July 23, 2021 at 12:55:07 PM CDT
To: "Scaletta, John" <jscaletta@vah.com>
Subject: Affordable Housing Project @ Rand & Chestnut Ave

[NOTICE: This message originated outside of Village of Arlington Heights email system -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Dear Mr. Scaletta,

I am writing to express my extreme opposition to the proposed affordable housing project at the intersection of Rand and Chestnut Ave. My family and I are deeply concnered about the impact this will have on our community and our home and security. My wife and I made the choice to live in Arlington Heights for a variety of reasons, but one of which was specifically to distance outselves from these types of communities, as having lived in downtown Chicago for over 22 years, and witnessing the impact of these communities first hand. I recently attended the Neighbors Meeting on July 22nd and came away even more concerned given the Developer's inability to provide any meaningful answers to residents' questions. It was clear that in the room of approximately 40-50 residfents there was not a single supporter of the project and more succintly everyone seemed varey passionately opposed. The devleoper's continued obfuscation of their responses made them loose all credibility amongst the audience. Additionally I was disturbed by the almost insignificant Impact Funding requirements put forth by the Village for a project of this size. Lastly, I was appalled that no one from the village board was in attendance to hear from the residents, who put them in office, as they are the most important voices to be heard in this process. Many of the people in attendance have lived in the immediate area for several decades which provides them with a far better prospective of the community and the impact this will have versus an out-of-state developer and some meager studies. I would happy to discuss any of this at any time as again, the residents' voices need to be heard. I can be reached at any time at [redacted]

Best Regards,

Aaron Hein

Hubbard, Sam

From: Gail Galster <[redacted]
Sent: Wednesday, July 28, 2021 9:26 PM
To: Hubbard, Sam
Subject: Fwd: Crescent Place, Re: August 2 Village Board Meeting

Follow Up Flag: Follow up
Flag Status: Flagged

---------- Original Message ----------
From: Gail Galster <[redacted]
To: "Thayes@vah.com" <Thayes@vah.com>, "mbcanty@vah.com" <mbcanty@vah.com>, "ngrasse@vah.com" <ngrasse@vah.com>, "rlabedz@vah.com" <rlabedz@vah.com>, "tschwingbeck@vah.com" <tschwingbeck@vah.com>, "jtynaglia@vah.com" <jtynaglia@vah.com>, "jscaletta@vah.com" <jscaletta@vah.com>, "jbertucci@vah.com" <jbertucci@vah.com>, "rbaldino@vah.com" <rbaldino@vah.com>
Cc: "sdawson@vah.com" <sdawson@vah.com>, "tennes@vah.com" <tennes@vah.com>, "jcherwin@vah.com" <jcherwin@vah.com>, "gdrost@vah.com" <gdrost@vah.com>, "bgreen@vah.com" <bgreen@vah.com>, "ljensen@vah.com" <ljensen@vah.com>, "jlorenzini@vah.com" <jlorenzini@vah.com>, "jsigalos@vah.com" <jsigalos@vah.com>, "mjwarskow@vah.com" <mjwarskow@vah.com>
Date: 07/28/2021 6:42 PM
Subject: Crescent Place, Re: August 2 Village Board Meeting

To the Arlington Heights Village Board of Trustees:

While we support affordable housing, *the corner of Rand and Chestnut in Arlington Heights is NOT the right location* for the proposed Crescent Place, a 40-unit apartment building with 80 parking spaces on less than 2.5 acres of land. This isn't a case of NIMBY (Not in My Back Yard), this is a case that *MY BACK YARD IS CROWDED!!!* The proposed apartments would sit *directly* across Chestnut from Stonebridge Apartments, which houses almost 600 apartments. Behind Stonebridge are 33 townhomes. The triangle bordered by Rand, Hintz and Arlington Heights Road also houses two churches (with child care programs), a large, year-round private school and two group homes. Directly across the street is a memory care center, a large condo building and Northwest Community Hospital doctors' offices. Guided by Waze and other navigation systems, traffic cuts through this area to avoid traffic lights on Rand Road and on Arlington Heights Road. This small, mostly residential triangle has more than enough traffic and population density.

Traffic and population density have been two of the major topics of concern. But there are many areas of concern that were brought up at the *second* Neighbor Meeting for this apartment complex. That meeting had over 80 attendees, of which only one spoke in favor of the proposed complex. The initial lack of transparency regarding this project is what has frustrated the residents of this neighborhood. In early March there was a Neighbor meeting that only 3 residents attended virtually. The developer mailed the requisite notices of the Neighbor meeting which included a few residents on Appletree and many from the other side of Rand Road (NOT residing in this residential triangle). The sign was probably posted about the meeting, but NO ONE, even those who walk regularly, walk by the Com Ed facility and empty lot side of the street during February because it was all snowy and icy! Following that, there was a design meeting in May, also with three attendees. Fortunately, after learning about the Crescent Place proposal, a couple of those attendees alerted neighbors. This all took place shortly before the June 23rd Plan Commission

meeting. Several attendees took the opportunity to speak at the Plan Commission meeting. It was absolutely clear at that point that the neighborhood directly adjacent to this property had a variety of concerns and they hadn't previously been expressed prior to the June 23rd meeting because people weren't even aware of the proposal. The Plan Commission voted to approve the proposal, with the condition (thanks to Terry Ennes) that the developer hold another neighbor meeting. Prior to approving it, THE PLAN COMMISSION SHOULD HAVE REQUIRED THE NEIGHBOR MEETING AND THEN TAKEN A VOTE AT THE JULY 28TH MEETING.

We understand that the (second) Neighbor Meeting summary would be part of your meeting agenda on August 2nd. Although not in depth, it listed the concerns that were brought up at the meeting. You can see there were many, in addition to our more detailed description of traffic and population density concerns from the first paragraph. It is our understanding post-meeting, the Village requested that another traffic study be done. This is a total waste of time and money because the timing is atypical, since school is not in session, people are away on vacation and many have not returned to work due to Covid. We suggest that the traffic study be done once school is back in session or, better yet, after Labor Day. The study should include multiple days, not just a single day.

Before we close, we want to mention that Sam Hubbard has been extremely helpful to many of us, patiently answering questions and providing information as requested. We urge you to table your vote on this proposal until an extensive traffic study can be completed or vote NO to rezoning the property and approving Crescent Place.

Thank you for your consideration in this matter.

Sincerely,

Sheldon and Gail Galster
25 W. Brookwood Drive
Arlington Heights, IL 60004
[redacted]

Hubbard, Sam

From: Perkins, Charles
Sent: Thursday, July 29, 2021 9:24 AM
To: Hubbard, Sam
Subject: FW: Rezoning of 310 rand road

Follow Up Flag: Follow up
Flag Status: Flagged

---------- Forwarded message ---------
From: **pamela Horwath** [redacted]
Date: Wed, Jul 28, 2021 at 8:16 PM
Subject: Rezoning of 310 rand road
To: jbertucci@vah.com

Dear Trustee James Bertucci,

We are emailing you regarding the rezoning of the property at 310 Rand rd. for the proposed Affordable Housing Complex by HTG & Turnstone Development.

We are asking you as our elected official to listen to our concerns & **VOTE NO** to the rezoning & building of the Affordable Housing Complex (Crescent Place) in our neighborhood.

Some of our many concerns are listed below:

- Concerned our taxes will go up (already high)
- Concerned for the impact this could have on our already over crowded schools (student / teacher ratio)
- Concerned about the traffic congestion / safety at this corner (Traffic study was conducted when schools were not in session - bus traffic etc)
- Extremely concerned about the business dealings - non ethical practices / character / credibility of the developers Housing Trust Group (HTG) & Turnstone Development (Matthew Reiger & Elzie Higginbottom past complaints) still researching and finding many bad reviews regarding some of HTG's properties
- Concerned about how many affordable & section 8 developments are already in our community & the impact they have had on our community
- Concerned about the difficulty in getting honest / credible information regarding this proposal - (some misleading information has been given) Example First we were told there would be a property manager on site 24 7 then we were told at the last meeting well they didn't know maybe only 9-5 5 days a week.

We already have a **very large** apartment complex at this corner (Stonebridge Apartments) & don't want more apartments.

Please again we ask you to **VOTE THIS PROPOSAL DOWN**

Thank you!
Dave & Pam Horwath

2611 N. Walnut Ave
Arlington Hts

Hubbard, Sam

From: Paula Pollman [redacted]
Sent: Thursday, July 29, 2021 2:29 PM
To: Hayes, Thomas; Baldino, Richard; Bertucci, James; Canty, Mary Beth; Grasse, Nicolle; LaBedz, Robin; Scaletta, John; Schwingbeck, Tom; jtinglia@vah.com; Hubbard, Sam
Subject: Crescent Place (Rand & Chestnut

Follow Up Flag: Follow up
Flag Status: Flagged

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Good Afternoon ladies & gentlemen:

I would like to express my opinion on the Crescent Place apartment complex. I have been a resident of Arlington Heights for 42 years. I have witnessed the major land development of the area from Palatine Rd to Rand Road and to Hintz Road. This area has been developed more than many other areas of Arlington Heights. It has recently been developed from a single family area into a high volume of condos, townhomes and apartments as well as a memory care institution. I feel we have been more than reasonable in accepting major congestion in our quiet neighborhood. I think that adding more traffic congestion and population volume is unreasonable.

We have witnessed an ever increasing volume of cars using our neighborhood as a thoroughfare and while the meeting indicated a traffic study as an overly cautious individual I quite often avoid the chestnut/rand intersection because of the volume and difficulty entering this intersection.

I would also like the procedures (when approving future projects) be amended to contacting property owners in a larger than 250 feet area. I'm sure you realize that it impacts many more people and we have a more vested interest in the decisions being made.

The Crescent Place project impacts our taxes as well as the local school district volumes, library costs and park district. You are changing the dynamics of our neighborhood and the reason we moved here originally as well as the reason we have stayed. Prior to voting for this project please seriously consider the voices of this neighborhood and the impact this decision is creating.

Sincerely,
Paula Pollman

Hubbard, Sam

From: Stefanie Brown [redacted]
Sent: Friday, July 30, 2021 9:42 AM
To: Hayes, Thomas; Baldino, Richard; Bertucci, James; Canty, Mary Beth; Grasse, Nicolle; LaBedz, Robin; Scaletta, John; Schwingbeck, Tom; Tinaglia, Jim; Hubbard, Sam
Subject: Crescent Place

Follow Up Flag: Follow up
Flag Status: Flagged

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Trustee,

I attended the recent meeting with the Developer on July 22 regarding the Crescent Place project. After hearing the question and answer session I feel even more strongly that this project should not be approved by the village at this time.

Most unsettling to me, even above the valid concerns and questions raised by my fellow neighbors, was the manner in which we were treated. I will keep it brief by stating that I believe had village representation been present, the Developer, and particularly his Lawyer, would have behaved much differently.

Please vote NO to rezoning and or approving the Crescent Place project.

(10) year resident of Arlington Heights

Stefanie Brown
2524 N Walnut Avenue

Hubbard, Sam

From: Nikki Wolverton <[redacted]
Sent: Saturday, August 7, 2021 10:58 PM
To: Hubbard, Sam; Schwingbeck, Tom; Bertucci, James; Scaletta, John; Tinaglia, Jim; Canty, Mary Beth; Grasse, Nicolle; Baldino, Richard; LaBedz, Robin; Hayes, Thomas
Subject: NO - Rezone of 310 W Rand Rd.
Attachments: Engineering_Plans Crescent Place.pdf

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Good morning!

I hope you all enjoyed your weekend.

As you may be aware, many neighbors were confused as to why the meeting was postponed. Is there any specific reason that they asked for an extension? Please advise the status of the postponed meeting about the rezone. Has the new date been established?

As per my previous emails to you, I am not in support of rezoning this property or the proposed Crescent Place Project.

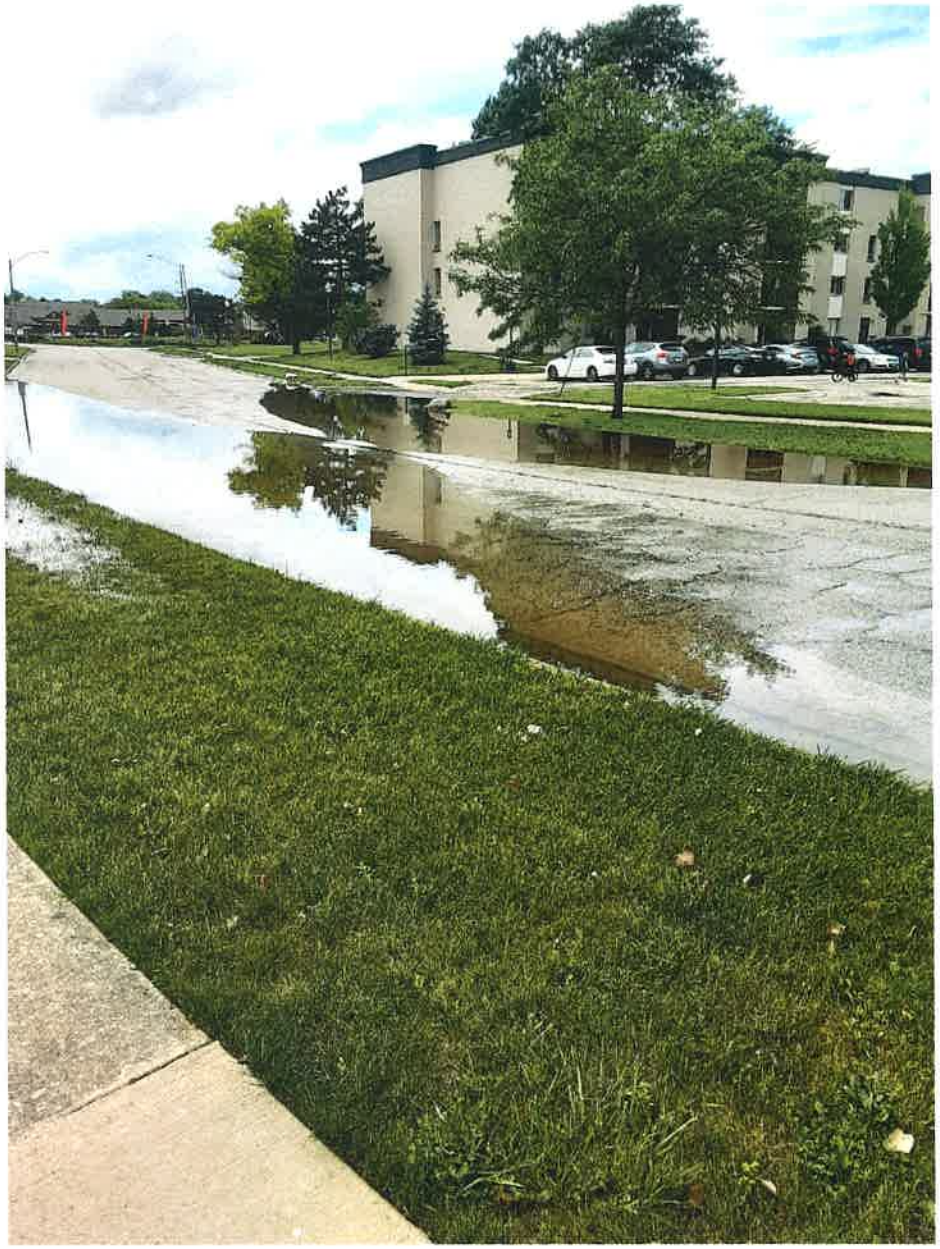
I have mentioned in the past to you about the builder's integrity, questioned the credibility of the traffic study, concern of overcrowding the schools, and increased taxes to the homeowners of Arlington Heights. I would also like to bring to your attention another issue. You may or may not be aware that Chestnut Ave often floods after big rain. See attached photos from the heavy rains on June 26th. As you can see this flooding appears to be right where one of the two entrances are to this project. There are many smart residents working together out of concern. We pulled the Municipal Code regarding flood hazards.

https://ldms.vah.com/WebLink/DocView.aspx?id=8979&page=2&dbid=0&repo=Village-of-Arlington-Heights&searchid=5122fe75-ac68-453b-bbfc-97df23e12d69&fbclid=IwAR3-hcpNWpzjBxgJYJzZlMBi51Hj67PsAfgLquZVVPJdDX9ehkC_PC2Kzig&cr=1

We also pulled the Engineering Plan from the 6/23/21 agenda posted on your website. See below for attachment. I am unable to read these plans as I am not an engineer, but I would want to be sure that this project, if approved, has proper compensatory storage. I took the time to read additional Exhibits from the 6/23/21 agenda and came across some interesting findings. Please see the attached photos. If I am reading it correctly, it appears from comment 16 on the photo labeled 1, there is a storage deficiency. Also, on the photo labeled 2 comment 28, there seems to be some awareness of standing water. Is this in reference to the flooding issues? This proposed project will be made up of the 40 unit building, a parking lot for 80 vehicles, and a storage deficient detention basin. All right adjacent to a ComEd high voltage station. This appears to be a very scary situation. Where is all the water going to go when it rains heavily? Please let me know if these concerns have been rectified. Also, has an EMF test been as he ComEd station is right there?

Thank you for your time and I look forward to hearing from you.

Nikki Wolverton



12:29

https://arlingto...
arlingtonheights....

Unit: Degree

Response: Acknowledged and accepted for final plans.

14) **Comment: The Final Plat of Subdivision must be reviewed and approved by Engineering prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.**
Response / Answer: Acknowledged and accepted for final plans.

15) **Comment: The proposed detention/retention facility will be a private system and as such will not be the Village's responsibility to maintain. The basin requires a 1-foot freeboard with an overflow weir at the 6" line. The basin requires a 5' flat zone around the perimeter before the top of slope begins. Provide calculations for sizing the weir. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.**
Response: Acknowledged and accepted for final plans. Preliminary plans have been updated to show a 5-foot flat zone and a 1-foot freeboard. Contact will be made at the appropriate time for the editable version of the OUMA.

16) **Comment: Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin. If the restrictor required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of $1.00 per cubic foot.**
Response: Preliminary calculations and preliminary restrictor catch basin detail are included in the revised preliminary plans. The overall statement is acknowledged and accepted for final plans.

17) **Comment: An MWRD permit will be required.**
Response: Acknowledged and accepted.

18) **Comment: The Preliminary Stormwater Management Plan does not provide sufficient information to verify calculations.**
   a) **Provide a detailed Preliminary Stormwater Management Plan with formal calculations. Detention shall meet Village and MWRD requirements, including volume control.**
   b) **With regard to the proposed unrestricted flow, this would be subject to review and approval by the MWRD. Per the MWRD Section 5.4.2.3 Unrestricted Flow., if approved, the area must be planted with deep-rooted vegetation, placed within an easement, and maintained in perpetuity.**

Response: An updated storm water management preliminary plan is provided. (see attached) The balance is acknowledged and accepted, including easements as necessary, to be provided as part of the final plans.

19) **Comment: Final subdivision approval will require final engineering plans.**
Response: Acknowledged and accepted.

20) **Comment: When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.**
Response: The requested information photometric is included and attached. All items are Acknowledged and accepted.

12:35

https://arlingto...
arlingtonheights....

21) **Comment:** Fire lanes, where required adjacent to buildings, must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.
Response: *Fire lane pavement dimensions have been designed per requirements. (see amplified AutoTurn exhibit) All items are acknowledged and accepted for final plans.*

22) **Comment:** The "Autoturn" exhibit provided is at a 1"=120' scale and does not show all possible directions of travel off of Chestnut Ave. Provide a full-scale exhibit. The exhibit must show front and rear wheel paths and the extent of the front and rear overhangs.
Response: *Requested amplified AutoTurn exhibit is included. (see attachments)*

23) **Comment:** Sidewalk through the driveways shall be 8" thick and shall carry through the driveway. The curb shall stop on either side of the sidewalk.
Response: *Acknowledged and accepted for final plans.*

24) **Comment:** Permission must be granted to construct the parking lot over the existing 45 ft easement. Verify that there is sufficient cover over the existing gas lines.
Response: *Acknowledged and accepted for final plans. It is noted that existing coverage is designed to be maintained.*

25) **Comment:** An IDOT permit is required for all work within the Rand Road right-of-way.
Response: *Acknowledged and accepted for final plans.*

Public Works Comments:

26) **Comment:** All utility construction shall meet water and sewer specifications.
Response: *Acknowledged and accepted for final plans.*

27) **Comment:** All road patches shall have milled 2' beyond edge of trench.
Response: *Acknowledged and accepted for final plans.*

28) **Comment:** Existing sidewalk adjoining property shall be inspected. All standing water shall be addressed.
Response: *Acknowledged and accepted for final plans.*

29) **Comment:** Public Works will reserve additional comments until a more detailed set is available.
Response: *Acknowledged and understood.*

Preliminary Plat of Subdivision Comments:

30) **Comment:** The plat was reviewed against the attached Preliminary Plat of Subdivision Checklist. The following Checklist items are incomplete.

a) Checklist 7, show the location and dimensions of streets, easements, improvements and utilities within and immediately contiguous to the proposed subdivision.
Response: *The plat has been updated as requested.*

b) Checklist 12, show the location and dimensions of all building setback lines in the proposed subdivision.
Response: *The plat has been updated as requested.*

c) Checklist 13, show the names and last known addresses of the owners of the land proposed to be subdivided, the subdivider, and all owners of land immediately adjoining the land proposed to be subdivided.
Response: *The plat has been updated as requested.*

Hubbard, Sam

From: C M [redacted]
Sent: Friday, August 13, 2021 10:32 AM
To: Hubbard, Sam
Subject: Stonebridge

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]
We have been a resident of Arlington Heights for 15 years. We live on East Appletree Lane.. We understand that there is a planned development of a multi-unit apartment building at the corner of Chestnut and Rand Rd.

We are opposed to this development for several reasons, one of which is the most important to us. Safety of our children and grandchildren. We, the family residents of Appletree lane have been fighting the increased traffic on our street. Residents of Stonebridge use our street as a pass through to avoid the intersection of Rand and Arlington Heights Rd. The posted speed limit is 25 miles an hour that is seldom obeyed and getting worse. More and more young families are moving into our area and with them are young children that will be in danger of speeding traffic.

We feel that this development will increase this traffic and pose a more dangerous threat to our neighborhood. Please, please do not allow this development.

David Hickman

11 E. Appletree lane

Hubbard, Sam

From: Alice Sylvester [redacted]
Sent: Sunday, August 15, 2021 9:24 AM
To: Perkins, Charles
Cc: Recklaus, Randall; Scaletta, John; Hubbard, Sam
Subject: Re: PC 21-101 Crescent Place/310 W Rand Road Process

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Thank you for your response. Our reads on the legalities of the meetings are the same.
My point, however, is by the time a development is discussed at the Plan Commission, it's already too late for neighbor input.

Please let me reiterate.

Regarding the neighbor meeting. The 250 feet requirement is fine if you're knocking down the building next door to a resident -- but building on a major commercial access road to the neighborhood is another, and requires more than 250 feet notification. The view of "residents directly impacted" needs to be widened. Officially. By the village.

Also. This project changed names as it went from stage to stage and it would have been impossible to track it through the commission system. That needs to be standardized to aid residents.

Further, there were tons of interactions with the developers and commissions, village staff and other village departments way before the first public hearings, the Design Commission and Plan Commission meetings. None of these meetings was known to the public. There must be a way of communicating important developments before the project is one step from Village Board consideration!! This will require you to re-think community involvement and fairness to residents. At the moment, the process is terribly skewed in favor of the developers who continue to take up all the green space in Arlington Heights. {Tangentially, why can't we develop some of the empty shopping areas instead of incessantly breaking new ground? Isn't that more ecologically sound for our childrens' future?) The point is, we have to change the definitions of who is impacted by development and the timing of resident interaction. Further, the village must hear what residents have to say, way ahead of important Plan Commission and Village Board votes.

And finally, regarding traffic. There is exponentially more traffic at the Rand/Chestnut/Techny intersection than at the second retail light west of Arlington Heights Road. That signal is entirely extraneous and needs to be removed. It is too close to the main signal at Trader Joe's. It feeds only FedEx on the south and low-traffic retail/gym on the north. The village can request an IDOT study to determine if that traffic signal is still warranted. Even in prime retail shopping time (10-11am Saturday), I assure you, it is not. We checked. That light should be removed and the signal should be moved to Chestnut/Techny.

I look forward to continuing this discussion.

On Fri, Jul 30, 2021 at 3:53 PM Perkins, Charles <cperkins@vah.com> wrote:

> Ms. Sylvester:

Your e-mail to Trustee Scaletta was forwarded to me to respond regarding the process for the above project. We understand that many have expressed concerns about the affordable housing proposed at this location.

The Village process is quite lengthy and follows the legal requirements for public hearings and meetings to allow public input. In addition, all materials and reports are posted on the Village web site for all public meetings and public hearings. Although not legally required, several years ago the Village started requesting developers of projects deemed to have interest (to neighbors) to host a neighborhood meeting prior to the legally required public hearing in order to explain to neighbors their proposed project. The intent of the neighborhood meeting is for it to be the developers meeting without representation of Village officials. As a result of low attendance at the original neighborhood meeting the Plan Commission requested the developer host a second neighborhood meeting. Regarding the legally required process, for the Design Commission 2 signs were placed on Rand Road and Chestnut in April for the May 11 meeting and for the Plan Commission 2 signs were again placed at Rand Road and Chestnut in early June for the June 23rd public hearing. In addition, notices were mailed to properties within 250 feet (excluding public rights of way such as streets and ComEd property) and legal notice was placed in the local media in order to inform the public of the public meetings and public hearing and inviting their attendance.

Attached is a summary of the process steps for Crescent Place/310 West Rand Road that have occurred to date. As you know the Village Board will discuss this at a future Board meeting. In the meantime, we have requested additional information from the developer regarding issues that have been raised by the neighbors.

Thank you for your comments and feedback.

Charles Witherington-Perkins, AICP

Director of Planning and Community Development

Arlington Heights,IL

847-368-5210

www.vah.com

www.discoverarlington.com

Please consider the Environment before printing this e-mail

From: Alice Sylvester <[redacted]
Date: July 23, 2021 at 11:35:19 AM CDT
To: "Scaletta, John" <jscaletta@vah.com>
Subject: Village Community Engagement Is Broken & Unfair!

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Hi John, last night, approximately 100 neighbors of the Berkley Square and Greenbriar communities attended a Neighbor Meeting with the developer of "Crescent Place," or "310 Arlington Project. The affordable housing development proposed at Rand & Chestnut Avenues.

For context, the meeting itself was a do-over to placate neighbors who generally only found out about the development when signage of the Plan Commission's meeting was posted in June. The initial neighbor meeting, held in March, apparently was attended by 3 individuals who live within 250 feet of the proposed site. *That was the only notice required by the village in this relatively early phase of development.*

All of the neighbors' questions/comments indicated grave concerns about the project. Topics ranged from the quality/reliability of the management company, the screening process for tenants, the 24/7 supervision/maintenance of the property, the need for a 100% affordable housing project, the impact on Ivy Hill school and the cost of educating additional students being absorbed by Arlington Heights residents, and of course, traffic. I am sure you will hear more viewpoints in the coming days/weeks.

But the reason I am writing to you now, is to bring your attention to the fact that the community involvement phase of development in Arlington Heights is clearly broken and patently unfair.

- It's clear the neighbors are very late to the process. At this point, our objections/concerns have no impact, and will not alter the plan. (This was confirmed by the developer last night.) Of course, that is not to say the Village Board might not vote it down, but the ability to influence the concept or basic footprint of the building, for instance, is nil.

- The developer initially approached the village in September 2020, and met with staff, possibly held a preliminary meeting with the Plan Commission, met with the Housing Commission, the Police Department, the Fire Department, the Design Commission, and finally, the Plan Commission officially last month. That's a lot of meetings, and a lot of feedback. Just think of the man-hours already invested in the project.

    - I believe the development's first public notice (sign posted on the site) was for the Design Commission meeting in March. The purpose of that meeting, as we heard last night, was to discuss the shade of blue on the exterior.

- The public simply must be made aware of developments much earlier in the process -- We know the village ordinance calls for notifying neighbors within 250 feet of the development, but in this case, it's amazing they even found anyone living *that* close to the site since it is primarily commercial.

- I recommend that the village's definition of "neighbors impacted by development" must be broadened - and all signs announcing Neighbor Impact Meetings must be posted!

- Re-zoning from commercial to residential sites involves shifting the tax burden from a commercial enterprise to residents. The complete financial burden of developments like this must be made clear to homeowners.

I suspect the Village Board believes that village staff, the Housing Commission, the Design Commission, the Plan Commission, Police and Fire were our representatives in the process. Their input matters and was mandated. But the neighbors' lack of awareness about a project that impacts our property values and daily lives has to change.

The process must change. It is inefficient and unfair. The notification rules must be broadened. Neighborhood feedback must be taken into consideration in early phases – and should be incorporated into the Staff initial assessment. Right now, proposals come to residents far too late to impact anything. The same thing happened to the community with proposed Korean Presbyterian church on Chestnut. No wonder most people believe everything's "A Done Deal!" It is!

The ordinances need changing. And notification must be given. There are modern ways of communicating with residents – from water bill inserts to Facebook posts and street light posters/signs. How about a "Developments Under Staff Consideration" section of the Village website? Prominently featured? There are endless ways of communicating.

Thank you. There is much work to be done here to prevent this kind of catch-up situation from occurring again. Constructive community engagement is essential to the process. We did not delegate our votes to the Housing Commission, the Design Commission, the Plan Commission or the Fire or Police Departments.

Alice

Alice K. Sylvester

Hubbard, Sam

From: Czeryba Family [redacted]
Sent: Friday, August 27, 2021 5:16 PM
To: Hubbard, Sam; Recklaus, Randall; Hayes, Thomas; Boyle, Richard; Policemail; Baldino, Richard; Bertucci, James; Canty, Mary Beth; Grasse, Nicolle; LaBedz, Robin; Scaletta, John; Schwingbeck, Tom; Tinaglia, Jim
Subject: Crescent Place: Traffic Study

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Good evening,

My name is Renee Czeryba, and I live at 105 West Appletree Lane in Arlington Heights. I have been a proud resident of Arlington Heights for almost 20 years.

This week, I learned of a traffic study that will be conducted (details were not provided by the developer of Crescent Place) to address the traffic concerns that will result from having 100 additional parking spots in a new development next to my home (Rand Rd. and Chestnut). As you are aware, this area is already a very dense area (with the Stonebridge Complex, senior housing center, two churches, two preschools, shopping centers, and the surrounding neighborhood).

West Appletree Lane is a through street between Rand Road and Arlington Heights Road. All day long, cars speed down Appletree Lane to avoid three stop lights along Rand Road:

- Two by the shopping centers on Rand Road, and
- One at the corner of Rand and Arlington Heights Road

When the traffic concerns of West Appletree Lane were raised with the Crescent Place development group this week, they indicated that West Appletree Lane is currently not in scope to assess current traffic conditions. Several years ago, I also raised my concern to the Village regarding the traffic issues on West Appletree Lane and suggested a number of potential solutions, I don't believe any were implemented. Now, I learn that the traffic is about to get worse. As you drive along West Appletree Lane, you will see multiple signs that residents have purchased on their own that say: "Drive like your kids live here." Last summer I purchased three of these signs, in an attempt to keep my family safe.

My questions for the Village are as follows:

Traffic:

- Is the intersection and traffic pattern of West Appletree Lane and Arlington Heights Road being evaluated in this current traffic study referenced by the developer (they were unsure)?
- Is the current congestion being taken into consideration regarding the addition of a parking lot with 100 parking stalls?
- Is the intersection and traffic pattern of Chestnut and West Appletree Lane being evaluated in the current traffic study?
- A recommendation regarding traffic would be to conduct a study when individuals are back to working in physical offices more consistently. Currently many employers are

allowing employees to work from home, not to mention, it's still summer vacation time and this is not an accurate depiction of actual traffic conditions in the neighborhood.

- What was the process and criteria used to select the vendor conducting the traffic study?
- What are the dates of the traffic study?

Snow Removal and Flooding:

- Where will the snow removal go with the addition of a new parking lot?
- What is being planned to remediate the current flooding issues on Chestnut Street? A solution provided at the meeting with the developer is that there will be a retention pond built next to the ComEd substation. Is this a safe solution for residents? Is there a risk with power outages if there is a retention pond adjacent to the substation?

As you can see, there are many open questions to ensure the traffic does not get worse on West Appletree Lane, Chestnut, and Waverly.

I look forward to your response and would be happy to have a call to discuss, if desired.

Kind regards,

Renee Czeryba
[redacted]

Andy Williams
1504 W. Canterbury Ct.
Arlington Heights, IL 60004

Trustee Mary Beth Canty
Village of Arlington Heights
33 S. Arlington Heights Rd.
Arlington Heights, IL 60005

August 29, 2021

Dear Trustee Canty:

I am writing in support of the proposed affordable apartments project at 310 W. Rand Road. I live less than two miles from the site and drive by there every day on my way to work. It is currently an under-developed, unsightly vacant property that does not make a contribution to the community's goals. Additionally, there are vacant commercial spaces on Rand that are not in use. Perhaps re-zoning to residential space makes more sense along that stretch of Rand Road given housing demand.

My family has lived in the neighborhood for eleven years and since that time housing costs in Arlington Heights have increased noticeably. And yet the demand for affordable options has never been greater. Our Village should to be a welcoming space for residents with a broad range of incomes. Developing the 310 W. Rand site for the purpose of providing affordable housing is a goal that I support. This one development will not solve the problem, but will make a contribution toward it.

Sincerely yours,

Andy Williams

Hubbard, Sam

From: Nichole Wolverton [redacted]
Sent: Monday, August 30, 2021 1:48 PM
To: Hubbard, Sam; Scaletta, John; Bertucci, James; Tinaglia, Jim; Canty, Mary Beth; Grasse, Nicolle; Schwingbeck, Tom; Hayes, Thomas; LaBedz, Robin; Baldino, Richard; Recklaus, Randall; Ray Wolverton
Subject: NO to the REZONE of 310 W Rand

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Good Afternoon!

I hope you all enjoyed this beautiful weekend.

Last week I attended my first developer meeting. I would like to thank you all for reading my past emails. We all were pleased to hear there was a new traffic study being done. Thank you for hearing our concerns. We live on Chestnut within 750 feet of this location. As I have mentioned before, the traffic has increased tremendously over the years due to the density of what is already in our neighborhood (Schools, Church, driving directions apps). While we personally have not reached out to you about this in the past, I know other neighbors of our community have. We feel we need a STOP sign, regardless of the outcome of this development, at Chestnut and Appletree as people fly by all day, we are extremely nervous for the children who play. Adding another 60-80 vehicles to this road is going to make traffic even worse. The surrounding area is so dense with people. We don't see how this is a good fit. This project and its 40 units is too large for this area. Also think about the overflow of vehicles at the complex due to guests or snow piles in there parking lot. We can imagine cars being parked along Chestnut Ave. Can you please advise how and when the public can get a copy of this report? I am confident the findings will be different then those in April. I get to see the amount of cars driving on Chestnut first hand every day when I am outside on my front porch or when I pull out from my driveway. The last report I found as an exhibit to the June 23rd Agenda.

One of the comments I made to Jake Zunamon, was that I noticed there was no outdoor play area for its residents. He mentioned that due to the weather in Illinois they focused on providing indoor areas for the residents. To me that is not acceptable. If you are looking to attract families to the great schools we have, then you need to have an outdoor place for these residents to enjoy. Why not a park, a commons area with benches and trees, or a garden area. People of all ages enjoy being outdoors and it is a healthy lifestyle to do so. Will they be allowed to have pets? Dogs? In addition, back to the density issue of our neighborhood, if you increase the number of people to an area you should increase the play space. This was not done with the Holy Nation Church and their preschool program. We understand the Arlington Heights Park District will receive an Impact Fund in the amount of $106,000. Where will that money go? In my opinion, due to the density of our neighborhood, there is no room to add additional recreational space. We feel with this project they are trying to stuff a size 11 foot into a size 4 shoe.

In the meeting Jake Zunamon addressed the tax impact it would have in our community. Without having the meeting minutes it is hard to remember the exact numbers he used. Therefore, I went to

Zillow.com to check the past tax history on this property and it states that in 2019 the current owner paid $15,208. Jake was excited to say that this new development will generate approximately $60,000-$69,000. It made me think of the tax implication to us as tax payers. The first thing to come to mind is the costs as relates to schools. While I understand the market research obtained by HTG estimates that the number of school age children that would live in this development is approximately 13, I disagree that it would be this small. The marketing for this development will be sure to mention the highly ranked schools. According to niche.com, District 214 is ranked 11th in the state. Ivy Hill Elementary was awarded as a Blue Ribbon School in 2019. But let us use at a minimum the 13 students that the market research shows, 13 students to attend Ivy Hill is about $11,000 per year (per the 2019-2020 Illinois Report Card). That is an annual cost of $143,000. Therefore, we as tax payers will need make up for the difference by paying more in taxes. We do NOT want our taxes to increase.

We oppose this project as it is just too large for the property and our neighborhood. We ask you to please VOTE NO to the rezone.

Thank you,

Nikki Wolverton

https://www.niche.com/k12/search/best-school-districts/s/illinois/

https://nationalblueribbonschools.ed.gov/awardwinners/winning/19il134pu_ivy_hill_elementary_school.html

https://www.illinoisreportcard.com/School.aspx?schoolid=050160250022005&fbclid=IwAR2hPrb3zxwxO656IAzQIY0jJP1YFNFIQf5__xo7SwJweTRbvvdh9LFAf4o

Hubbard, Sam

From: Judy Mazursky [redacted]
Sent: Sunday, September 5, 2021 3:35 PM
To: Hubbard, Sam
Subject: Crescent Place

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Sam Hubbard, this is to inform you that we are **totally against** the building of affordable housing on the property at Chestnut and Rand Road. We have noticed that there are other vacant lots in Arlington Heights that would be more conducive to such a building and that are not as close to private homes. I'm sure that you will understand our concern and will take action **not** to rezone this site.

Thank you for respecting our concerns and acting on our behalf.

Judy Mazursky

Hubbard, Sam

From: [redacted]
Sent: Sunday, September 5, 2021 4:51 PM
To: Bertucci, James; Scaletta, John; Tinaglia, Jim; Canty, Mary Beth; Grasse, Nicolle; Baldino, Richard; LaBedz, Robin; Recklaus, Randall; Hayes, Thomas; Schwingbeck, Tom
Cc: Hubbard, Sam
Subject: Propose Crescent Place Development-- COMMENTS & CONCERNS

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Hello All,

I just wanted to share my opinion regarding the proposal for Crescent Place at Rand and Chestnut Ave. Though we, the neighbors, feel that development of this property would be an asset to the community, we do not feel that 40 units of low income housing (note: not mixed income housing) will be of any benefit to the community. In many respects, it will exacerbate certain neighborhood problems already far from being addressed. It is clearly not a prime location for such a development. It is problematic that the 65K in tax revenue would even cover the school expenses of adding 13 children to the school system in addition to all the other expenses to the Village which our homeowners already shoulder. What's the property tax of 40 average VAH homes?.

Because of Stone Bridge, the population density in the area is already skyrocket high. Traffic problems are already present only to be compounded by this development. There is no available public transportation. Support for this development appears to be based on Arlington Heights residents getting access to a favorable living situation. Some residents equate this to a program from challenged, disadvantaged or exceptional individuals or families. This is simply not the case. There are no guarantees or assurances that anyone or any group associated with this development will actually be an Arlington Heights resident. As long as the application process and qualifications remain murky, some members of the village will always feel like this development will actually help with meeting some of their personal goals and needs.

I am disappointed that no village trustee nor village employee ever attended the Crescent Place briefing conducted in a remote location far from Arlington Heights. This, of course, was effective in cutting both public awareness and access for the developer, so why not?. I guess the Village Hall was not an appropriate place ($$$ and years to completion). Furthermore, after voicing the concern that no official or employee was present at the first meeting, no representation was present at the second meeting. We feel that relevant feedback from the surrounding community was being ignored, recorded, or considered. I really hope this was not the intention, but the facts remain.

I intend to attend the meeting scheduled for September 20, 2021, and to voice my concerns regarding this proposal. The developers skillfully walked through the minefield of technical requirements. A lot of the replies to attendees questions involved telling the residents that they did not need to,or were required to, address the issues raised. Step by step, with no oversight, the developers collected isolated approvals- not needing evaluate the overall development as a whole. The interactions of components and their effect upon each other was not handled in an oversight capacity. That's the developer's technique, and apparently without project oversight, can be used successfully get the developer through the review process. However, the sum of the development's parts do not equal as a whole, an actual benefit nor advancement for the neighborhood community. In total, they also fall far short of benefits for the Village.

Respectfully,
Dale J Bugno

Hubbard, Sam

From: Shelby Mazursky [redacted]
Sent: Sunday, September 5, 2021 5:07 PM
To: Hubbard, Sam
Subject: Fwd: Crescent Place

---------- Forwarded message ---------
From: **Shelby Mazursky** [redacted]
Date: Sun, Sep 5, 2021 at 4:54 PM
Subject: Fwd: Crescent Place

Sam Hubbard Hu, this is to inform you that I are **totally against** the building of affordable housing on the property at Chestnut and Rand Road.I have noticed that there are other vacant lots in Arlington Heights that would be more conducive to such a building and that are not as close to private homes. I'm sure that you will understand my concern and will take action **NOT** to rezone this site.

Thank you for respecting our concerns and acting on our behalf.

Shelby Mazursky

Hubbard, Sam

From: Perkins, Charles
Sent: Tuesday, September 7, 2021 9:50 AM
To: Hubbard, Sam
Subject: FW: TRAFFIC STUDY

From: Nichole Wolverton [redacted]
Date: September 1, 2021 at 11:56:09 AM CDT
To: "Hubbard, Sam" <shubbard@vah.com>, "Scaletta, John" <jscaletta@vah.com>, "Bertucci, James" <jbertucci@vah.com>, "Tinaglia, Jim" <jtinaglia@vah.com>, "Canty, Mary Beth" <mcanty@vah.com>, "Grasse, Nicolle" <ngrasse@vah.com>, "Schwingbeck, Tom" <tschwingbeck@vah.com>, "Hayes, Thomas" <thayes@vah.com>, "LaBedz, Robin" <rlabedz@vah.com>, "Baldino, Richard" <rbaldino@vah.com>, "Recklaus, Randall" <rrecklaus@vah.com>, Ray Wolverton <raywolverton@yahoo.com>
Subject: TRAFFIC STUDY

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Good Morning,

Our neighbors noticed that the traffic study cameras are back up again. They were up last week for a few days. Why are they back up? Was the study last week not enough? When at the developer meeting, I asked Jake Zunamon for details on how the traffic study was being conducted. He was unable to answer any part of that question. Therefore I am reaching out to you. As you may already know, we had no idea back in April that a traffic study was being conducted. I can tell you that I did not notice that one was being done. In the past, I have seen vehicle counting monitors in the street. Obviously this was not done as I would have noticed it. Therefore, I asked Jake, is it done by drone, a person parked sitting there counting, or a camera. It was also asked of him if Appletree was going to be monitored as it is a cut thru road to get out of the neighborhood. He was not sure. This proposed development will directly impact the traffic on Chestnut, Waverly and Appletree. All three of these roads are used by neighbors to exit the neighborhood and as cut thru roads to get to and from Arlington Heights Road, Rand and Hintz. Will the traffic study company, KLOA, be factoring in Appletree traffic into its study? If you were to drive down Appletree today, you would notice signs that say Slow Down Kids Live here.

Also, do you know if the Holy Nation Church Preschool Program has started? That will definitely add to traffic. I currently work for a Preschool Program in Arlington Heights and we don't start until after Labor Day. Also, has Futabakai started its school year? If not, that traffic will be missed in the study. I already took the time to look at their websites to try to find out, but I am unable to read their websites.

I would also like to mention that many neighbors are not looking for a traffic light to be put at Chestnut and Rand. That would only add to our everyday traffic. We definitely do not want to add to our current traffic situation.

Thank you for you help in getting a better understanding of the traffic study.

Nikki Wolverton

On Monday, August 30, 2021, 01:47:38 PM CDT, Nichole Wolverton [redacted] wrote:

Good Afternoon!

I hope you all enjoyed this beautiful weekend.

Last week I attended my first developer meeting. I would like to thank you all for reading my past emails. We all were pleased to hear there was a new traffic study being done. Thank you for hearing our concerns. We live on Chestnut within 750 feet of this location. As I have mentioned before, the traffic has increased tremendously over the years due to the density of what is already in our neighborhood (Schools, Church, driving directions apps). While we personally have not reached out to you about this in the past, I know other neighbors of our community have. We feel we need a STOP sign, regardless of the outcome of this development, at Chestnut and Appletree as people fly by all day, we are extremely nervous for the children who play. Adding another 60-80 vehicles to this road is going to make traffic even worse. The surrounding area is so dense with people. We don't see how this is a good fit. This project and its 40 units is too large for this area. Also think about the overflow of vehicles at the complex due to guests or snow piles in there parking lot. We can imagine cars being parked along Chestnut Ave. Can you please advise how and when the public can get a copy of this report? I am confident the findings will be different then those in April. I get to see the amount of cars driving on Chestnut first hand every day when I am outside on my front porch or when I pull out from my driveway. The last report I found as an exhibit to the June 23rd Agenda.

One of the comments I made to Jake Zunamon, was that I noticed there was no outdoor play area for its residents. He mentioned that due to the weather in Illinois they focused on providing indoor areas for the residents. To me that is not acceptable. If you are looking to attract families to the great schools we have, then you need to have an outdoor place for these residents to enjoy. Why not a park, a commons area with benches and trees, or a garden area. People of all ages enjoy being outdoors and it is a healthy lifestyle to do so. Will they be allowed to have pets? Dogs? In addition, back to the density issue of our neighborhood, if you increase the number of people to an area you should increase the play space. This was not done with the Holy Nation Church and their preschool program. We understand the Arlington Heights Park District will receive an Impact Fund in the amount of $106,000. Where will that money go? In my opinion, due to the density of our neighborhood, there is no room to add additional

recreational space. We feel with this project they are trying to stuff a size 11 foot into a size 4 shoe.

In the meeting Jake Zunamon addressed the tax impact it would have in our community. Without having the meeting minutes it is hard to remember the exact numbers he used. Therefore, I went to Zillow.com to check the past tax history on this property and it states that in 2019 the current owner paid $15,208. Jake was excited to say that this new development will generate approximately $60,000-$69,000. It made me think of the tax implication to us as tax payers. The first thing to come to mind is the costs as relates to schools. While I understand the market research obtained by HTG estimates that the number of school age children that would live in this development is approximately 13, I disagree that it would be this small. The marketing for this development will be sure to mention the highly ranked schools. According to niche.com, District 214 is ranked 11th in the state. Ivy Hill Elementary was awarded as a Blue Ribbon School in 2019. But let us use at a minimum the 13 students that the market research shows, 13 students to attend Ivy Hill is about $11,000 per year (per the 2019-2020 Illinois Report Card). That is an annual cost of $143,000. Therefore, we as tax payers will need make up for the difference by paying more in taxes. We do NOT want our taxes to increase.

We oppose this project as it is just too large for the property and our neighborhood. We ask you to please VOTE NO to the rezone.

Thank you,

Nikki Wolverton

https://www.niche.com/k12/search/best-school-districts/s/illinois/

https://nationalblueribbonschools.ed.gov/awardwinners/winning/19il134pu_ivy_hill_elementary_school.html

https://www.illinoisreportcard.com/School.aspx?schoolid=050160250022005&fbclid=IwAR2hPrb3zxwxO656IAzQIY0jJP1YFNFIQf5__xo7SwJweTRbvvdh9LFAf4o

- **Hubbard, Sam**

From: Perkins, Charles
Sent: Tuesday, September 7, 2021 9:57 AM
To: Hubbard, Sam
Subject: FW: Crescent Place and Shelter, Inc. housing developments

---

From: [redacted]
Sent: Tuesday, August 31, 2021 7:00:59 AM
To: Canty, Mary Beth <mcanty@vah.com>
Subject: Crescent Place and Shelter, Inc. housing developments

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Mary Beth Canty,

I am a resident of Arlington Heights just around the corner from where this new development will be. I support this project.

Sincerely,

Mike Grote
110 West Appletree Lane
Arlington Heights, IL 60004

- **Hubbard, Sam**

From: Perkins, Charles
Sent: Tuesday, September 7, 2021 9:58 AM
To: Hubbard, Sam
Subject: FW: Crescent Place

From: Susan Sinopoli <[redacted]
Sent: Monday, August 30, 2021 8:43:10 PM
To: Canty, Mary Beth <mcanty@vah.com>
Subject: Crescent Place

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Hello Ms McCanty ~

I am contacting you to share my support of the proposed Crescent Place development .
The need to provide affordable housing in our community is greater than ever.
As a 29 year + resident of Arlington Heights, I continue to see housing become less affordable for so many residents.
This project provides a reasonable solution in an area that is currently under utilized.
There is adequate space, square footage and density requirements.
The objections of the local residents should be considered, but not a barrier to the projects approval.

Please consider the needs of the village and I am open to any further discussion if that is helpful.
Thank you for your time.

Susan Sinopoli
1216 W Marion Road
[redacted]

- **Hubbard, Sam**

From: Perkins, Charles
Sent: Tuesday, September 7, 2021 9:58 AM
To: Hubbard, Sam
Subject: FW: TFA: Time For Action - Crescent Place

---------- Forwarded message ---------
From: **Madelyne Moloney** [redacted]
Date: Mon, Aug 30, 2021 at 7:30 PM
Subject: TFA: Time For Action - Crescent Place
To: <jscaletta@ffmgmt.com>

View in your browser

TIME FOR ACTION (TFA)

Please email the Arlington Heights Board of Trustees to express support for the Crescent Place and Shelter, Inc. housing developments. The Board of Trustees will vote on these two developments at the September 20th Board of Trustees meeting.

Background

Crescent Place

The average rent for a two-bedroom apartment in Arlington Heights is more than $1,400 per month. In fact, 52% of the units in Arlington Heights rent for more $1,500 per month, and there is a 180-person wait list for Parkview Apartment, another affordable housing building, in downtown Arlington Heights.

Crescent Place will help alleviate the unmet need for affordable housing in Arlington Heights. The planned development will provide 20 one-bedroom and 20 two-bedroom apartments to people making no more than 60% of the Area Median Income (AMI). 32 units will be rented to people making no more than 60% of the AMI with the remaining 8 units reserved for people making no more than 30% of the AMI.

The development is projected to cost $16M. The Illinois Housing Development Authority is providing $15M of funding with the additional $1M coming from Cook County. The funding agreement requires the apartments must remain affordable for at least 30 years.

The building will be built at 310 W Rand Rd on a 2.5 acre lot which has been vacant for 15 years.

League Positions This TFA Supports

Fair Housing: In 2005, the League urged Congress to create the Affordable Housing Fund, a long overdue step toward addressing the housing crisis that confronts very low- and extremely low-income families.

Low- and Moderate-Income Housing:

- Illinois Leagues have worked for an increased supply of low- and moderate-income housing through litigation, lobbying, participating on various advisory commissions to monitor Community Development Block Grants, monitoring housing authorities and by working with zoning boards.
- The Illinois League believes
    - The State should plan for adequate supplies of low and moderate-income housing.
    - Builders of large developments and planned unit developments should be required to provide a percentage of their units for low- and moderate-income housing.
    - Some kind of fair-share plan should be developed so that every community will have a percentage of low- and moderate-income housing, rather than having it concentrated in a few areas of the state. This kind of housing should be attractive and diversified in design and should be subsidized by both state and federal levels.
    - The League believes an educational program is needed to explain the need for and concept of low and moderate-income housing and that, when necessary, zoning laws should be revised to accommodate such housing.

Health Care: Every U.S. resident should have access to a basic level of care that includes the prevention of disease, health promotion and education, primary care (including prenatal and reproductive health), acute care, long-term care, and mental health care. Every U.S. resident should have access to affordable, quality in- and out-patient behavioral health care, including needed medications and supportive services that is integrated with, and achieves parity with, physical health care.

QUESTIONS? HAVE A TFA IN YOUR COMMUNITY?

Please contact Board Director of Political Action Miel Johnson at politicalaction@lwvah.org.

Meeting Basic Human Needs – Housing Supply: Support policies to provide a decent home and a suitable living environment for every American family.

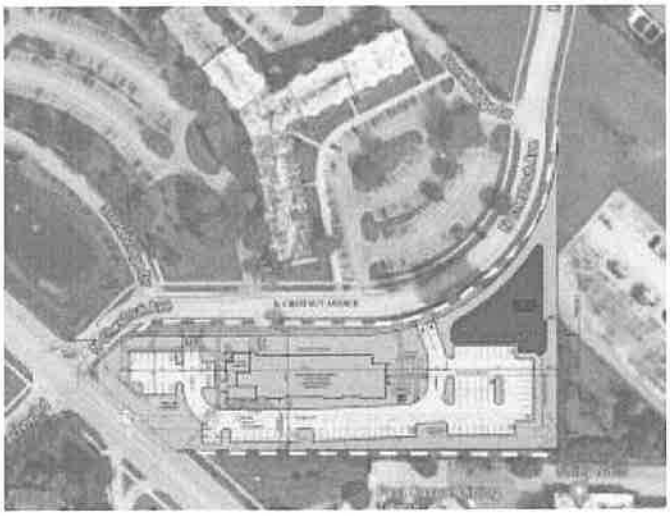
CRESCENT PLACE

310 W Rand RD. | Arlington Heights, IL

PROJECT SUMMARY:

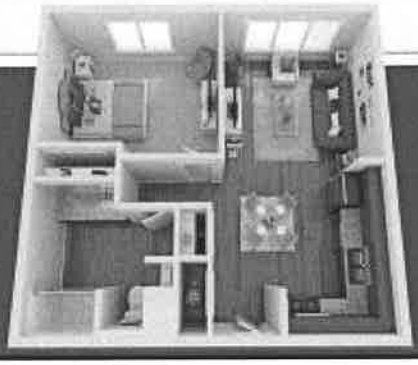
Crescent Place is a proposed forty (40) unit mixed income affordable housing community focused on creating safe and beautiful homes for those making 60% and 30% of the Area Median Income (AMI).

There will be twenty (20) one-bedroom and twenty (20) two-bedroom units. Rents will range from approximately $397/month to $1,075/month depending on unit size and AMI income level.



AMENITIES:

Outdoor Garden, Fitness Center, Community Room, Computer Center, Theater, Bike Storage, Common Laundry Room, and an Amazon Package Locker System.



2021: AREA MEDIAN INCOME CHART

Cook County AMI	1 Person	2 Person	3 Person	4 Person
60%	$39,180	$44,760	$50,340	$55,920
30%	$19,590	$22,380	$25,170	$27,960

- **Hubbard, Sam**

From: Recklaus, Randall
Sent: Tuesday, September 7, 2021 5:08 PM
To: Baldino, Richard; Bertucci, James; Grasse, Nicolle; Hayes, Thomas; Jim Tinaglia- Work; John Scaletta- Personal; LaBedz, Robin; Canty, Mary Beth; Robin LaBedz-Personal; Scaletta, John; Thomas Hayes-Work; Tinaglia, Jim; Schwingbeck, Tom
Cc: Hubbard, Sam; Perkins, Charles
Subject: FW: Crescent Place

From: Judy Mazursky [redacted]
Sent: Sunday, September 5, 2021 3:36 PM
To: Recklaus, Randall <rrecklaus@vah.com>
Subject: Crescent Place

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Randy Recklaus, this is to inform you that we are **totally against** the building of affordable housing on the property at Chestnut and Rand Road. We have noticed that there are other vacant lots in Arlington Heights that would be more conducive to such a building and that are not as close to private homes. I'm sure that you will understand our concern and will take action **not** to rezone this site.

Thank you for respecting our concerns and acting on our behalf.

Judy Mazursky

Hubbard, Sam

From: Laura M [redacted]
Sent: Tuesday, September 7, 2021 9:09 PM
To: Hubbard, Sam
Subject: Rezone at N Chestnut Ave & Rand Rd - Resident Opinion

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Hello, Mr. Hubbard,

I am writing to you as a resident of Berkely Square, the neighborhood immediately adjacent to the proposed re-zoning of land at N. Chestnut Ave. and Rand Rd to a large, multi unit residential building. I have lived here for 9 years and am opposed to the re-zoning due to concerns about traffic flow and playground congestion, as detailed below. Both concerns are rooted in care for the children of our neighborhood and I am a parent of two young ones myself. Please read through my message and consider carefully the positions of the residents opposing this change, and vote against it.

First objection: Traffic concerns

Today, our neighborhood is subject to some "pass through" traffic, but not a ton. The proposed re-zone will considerably increase this unwelcome traffic further. Pass through traffic drivers typically go faster than those living in the neighborhood. Most people come and go from their home multiple times per day. Where this specific land parcel is located, I know from experience that it is very difficult to turn left on Rand. Rd. or cross it at most times of the day. Therefore, residents of the new building will often choose to pass through the neighborhood instead, anytime they are going in any direction other than northwest. Residents are much more likely than patrons of a business to learn the surrounding roads and convenient shortcuts - right past a family-oriented neighborhood. We have already had several neighbors put up "Drive Like Your Kids Live Here" signs due to these types of concerns.

Second objection: Playground congestion

There is already a huge multi-unit development, Stonebridge, directly across from the proposed site. When my first child was young, going to our neighborhood playground was often a challenge due to crowding from families walking over from this complex. We could spend an hour at the playground without the chance to use a swing, and it would be difficult for me to keep close enough to my young daughter to keep her safe because there were so many children on the equipment. Sometimes we turned around and walked back home if it was too crowded. Fortunately, Stonebridge upgraded its own playground a couple of years ago. Since that time, the overcrowding has eased and we can now use the playground regularly and safely. We have to wait on occasion, but no extremes like before. My understanding is that the new development does not have its own playground. Therefore, we can expect the children associated with 40 units of housing to begin using and overcrowding our neighborhood playground, raising safety concerns and limiting quality of life for the Berkely Square neighborhood.

Please note that I am NOT opposed to development on this parcel of land, and I am also not opposed to multi unit housing. However, this specific type of development on this specific piece of land is a poor choice. Surely there is another brownfield site in our large city without these same concerns that could be used for this

building. Please help keep Berkely Square the family-friendly neighborhood it was designed to be and that is enjoyed by so many residents and families. Vote against the re-zoning proposal.

Laura May
2623 N. Chestnut Ave.

Hubbard, Sam

From: Perkins, Charles
Sent: Thursday, September 9, 2021 4:52 PM
To: Hubbard, Sam
Subject: FW: Plan Commission Meeting 6-23-2021

Some people who received this message don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

I would like to bring to your attention that the Planning commissions recommendation to rezone the property at Rand and Chestnut to residential was done under distress. Not only were the residents at that meeting bullied but also the members of the planning commission. After Chairperson Dawson spoke the board was made to feel like the village could get sued if they voted any other way but to recommend to rezone.

In summary, this is what transpired during the Plan Commission meeting on 6-23-2021 regarding the Crescent Place rezoning issue. Many residents attended this meeting the room was full and people were standing in the back, but only 13 residents spoke according to the Minutes that were published. I was in attendance and my husband spoke. I agree a couple of residents were out of line while speaking, but that should not overshadow the majority of residents who spoke and were present to show support of NOT rezoning this property. In addition, other board members also expressed concerns regarding this rezoning.

Yet Chairperson Dawson, who had plenty of opportunities to speak during the meeting, waited till the end and then informed us that we all had our turn and no one would be able to speak now, basically informing us that she would have the final word. Then proceeded to speak to us in a combative tone. Our **words were twisted and falsely represented**. I don't feel the transcript reflected how we all felt during this meeting as some **content was left out.**

Neighbors and concerned citizens talking during the Public comment at Plan Commission should not be insulted and bullied for expressing their concerns on increased density, traffic congestion, and the the potential impact of affordable housing development in their neighborhood or for any reason really.

We as residents attend these meetings to be heard by the commission, expecting our opinions to matter and will be honored.

I feel strongly that the planning commission voted to recommend rezoning this property because some of them also felt bullied. The board should be aware of this tainted unanimous recommendation to rezone by the commission.

In addition, this makes me wonder how many other projects have come in front of this commission may as well have been unduly recommended due to her "leadership" If you care to discuss the details of what she specifically twisted and misstated I will make time to discuss.

The decision to appoint Chairperson Dawson should be reviewed and also this recommendation. I feel I was mistreated during this meeting as well as all of our residents.

Sincerely,
Adrienne Eschenbrenner

Hubbard, Sam

From: Stefanie Brown [redacted]
Sent: Saturday, September 11, 2021 4:11 PM
To: Hayes, Thomas; Baldino, Richard; Bertucci, James; Canty, Mary Beth; Grasse, Nicolle; LaBedz, Robin; Scaletta, John; Schwingbeck, Tom; Tinaglia, Jim; Hubbard, Sam
Subject: Crescent Place

Some people who received this message don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Trustees,

Hello again. I hope this email finds you healthy and well.

It has come to my attention that Southminster Presbyterian Church located at 916 E Central Road in Arlington Heights, miles south of and therefore completely ***unimpacted*** by whether or not the Crescent Place Project is approved, is distributing packets and encouraging people to rally in favor of the project. It is all too easy to look on from afar and voice uninformed approvals and make uninformed accusations at those not in favor of this project. While I believe that all are entitled to an opinion and a voice I would ask this:

As you prepare for your very important decision in the coming weeks, please place greater weight on the non-demographic facts and concerns raised by the residents who will be directly affected by the decision you will be making on September 20th.

Please consider with greater weight ...
- The concerns of those who live on Appletree, Waverly and Chestnut - whose children play in the driveways that intersect the streets where a high population of cut-through traffic already zoom down
- The concerns of those live in the neighborhood, whose children bike on those same busy streets to and from the park, friends homes, etc.
- The concerns of those whose families attend the already densely populated Ivy Hill Elementary School

It is easy for someone living outside of the neighborhood to make assumptions as to why a resident may not be in favor of the project. Again, my fellow neighbors have raised valid, non-demographically based concerns about the project and specifically the developer.

I find it ironic that the developer who is "invested in this community for the long haul" lives out-of-state and informed us residents at the first neighborhood meeting that they have secured property management by a third party called "Carefree Management".

I am still struggling to understand how this project is needed at this specific location due to a local need for affordable housing when we were told by the developer that local individuals who qualify from a financial level would be given no priority during the application process.

Lastly, I find it interesting that this property was the only one considered for such a development - the developer stated this at the first neighborhood meeting. If their true objective was to meet the needs of those in need, as opposed to a good investment opportunity, why weren't other sites considered?

Thank you so much for your consideration!

Respectfully,

Stefanie Brown
2524 N Walnut Ave
Arlington Heights, IL 60004

On Fri, Jul 30, 2021 at 9:42 AM Stefanie Brown [redacted] wrote:

> Dear Trustee,
>
> I attended the recent meeting with the Developer on July 22 regarding the Crescent Place project. After hearing the question and answer session I feel even more strongly that this project should not be approved by the village at this time.
>
> Most unsettling to me, even above the valid concerns and questions raised by my fellow neighbors, was the manner in which we were treated. I will keep it brief by stating that I believe had village representation been present, the Developer, and particularly his Lawyer, would have behaved much differently.
>
> **Please vote NO** to rezoning and or approving the Crescent Place project.
>
> (10) year resident of Arlington Heights
>
> Stefanie Brown
> 2524 N Walnut Avenue

Hubbard, Sam

From: jasonbrownengr [redacted]
Sent: Saturday, September 11, 2021 5:01 PM
To: Hayes, Thomas; Baldino, Richard; Bertucci, James; Canty, Mary Beth; Grasse, Nicolle; LaBedz, Robin; Scaletta, John; Schwingbeck, Tom; Tinaglia, Jim; Hubbard, Sam
Subject: Crescent Place

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Hello all,

It has come to my attention that Southminster Presbyterian Church located at 916 E Central Road in Arlington Heights, miles south of and therefore completely ***unimpacted*** by whether or not the Crescent Place Project is approved, is distributing packets and encouraging people to rally in favor of the project. It is all too easy to look on from afar and voice uninformed approvals and make uninformed accusations at those not in favor of this project. While I believe that all are entitled to an opinion and a voice I would ask this:

As you prepare for your very important decision in the coming weeks, please place greater weight on the non-demographic facts and concerns raised by the residents who will be directly affected by the decision you will be making on September 20th.

Please consider with greater weight ...
- The concerns of those who live on Appletree, Waverly and Chestnut - whose children play in the driveways that intersect the streets where a high population of cut-through traffic already zoom down
- The concerns of those live in the neighborhood, whose children bike on those same busy streets to and from the park, friends homes, etc.
- The concerns of those whose families attend the already densely populated Ivy Hill Elementary School

It is easy for someone living outside of the neighborhood to make assumptions as to why a resident may not be in favor of the project. Again, my fellow neighbors have raised valid, non-demographically based concerns about the project and specifically the developer.

I find it ironic that the developer who is "invested in this community for the long haul" lives out-of-state and informed us residents at the first neighborhood meeting that they have secured property management by a third party called "Carefree Management".

I am still struggling to understand how this project is needed at this specific location due to a local need for affordable housing when we were told by the developer that local individuals who qualify from a financial level would be given no priority during the application process.

Lastly, I find it interesting that this property was the only one considered for such a development - the developer stated this at the first neighborhood meeting. If their true objective was to meet the needs of those in need, as opposed to a good investment opportunity, why weren't other sites considered?

Thank you for doing the right thing!

Jason Brown

- **Hubbard, Sam**

From: Perkins, Charles
Sent: Monday, September 13, 2021 9:47 AM
To: Hubbard, Sam
Subject: FW: 310 Rand - REZONE

From: Alice Sylvester [redacted]
Subject: 310 Rand - REZONE
Date: September 12, 2021 at 9:15:24 AM CDT
To: rlabedz@vah.com

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Robin:

I am in favor of affordable housing. I understand the need and the benefit to the community diversity brings. We live in an upscale community and apartment rents are high.

However, I urge you to vote NO on the development. You will hear a lot of arguments in favor of affordable housing and against ***this* development at *this* site**. I urge you to separate the two and hear the issues from *the people directly impacted, on a day-to-day basis* by this development.

1. It's too big. 4-stories and 40-units, 80 parking spaces is too dense for an ALREADY crowded neighborhood.
    a. There is no playlot of park associated with the development and the developer has steadfastly refused to consider adding one. This means even more congestion at Rand/Berkley park.
2. The traffic situation in our neighborhood, IS ALREADY an onerous, frustrating and apparently solution-less mess.

    a. People roll through stop signs and speed through the neighborhoods to avoid Rand & Arlington Heights Road.
    b. The intersection is one of only 2 ways to leave the Berkley Square and Greenbriar neighborhoods. Kennicott to the west. Chestnut to the east. It's important to our quality of life.
    c. We have not been able to make a left-turn from Chestnut and go east on Rand during the morning and evening rush for years. This condition is supported by the dreadful ratings the intersection received in the preliminary (covid-period) Traffic Study.

Are there any solutions to the traffic? Apparently not if you listen to Village Engineers and the developer. But here's one, involving a more comprehensive look at the neighborhood. I did my own traffic study.

Less than three-tenths ($3/10^{th}$) of a mile to the east is a retail stoplight on Rand that should be de-commissioned and moved to Rand & Chestnut. It is not warranted given that there is a traffic signal less than 150 steps away at Trader Joes/Starbucks.

I counted cars at that traffic signal on Saturday morning at 10am-10:30. Let's assume that's peak retail time.

3. A mere 25 cars used the intersection in a half hour. Let's double that for comparison purposes since the traffic study looked at peak hours. Estimate **50** cars in peak retail hour of Saturday 10-11am. By way of comparison, the Techny/Chestnut/Rand intersection carries **218** cars in the morning peak hour.

4. This small (but perfectly reasonable) study proves that in their respective peak hours, that **retail light handles only 23%** of the traffic Techny/Chestnut/Rand does during its peak hour in the morning.
5. Another way of saying this is, there's **77% more traffic** using the intersection near us (Mon-Fri 7:15-8:15) than the FedEx traffic signal in my estimated retail "peak time."

Thus far, there is a lot of hand-wringing and assurances that the traffic in our neighborhoods will only be minimally impacted by the development. But if you vote in favor of this development, ***you will be adding to our traffic problem***. ***You will be turning your back on the neighbors in Greenbriar and Berkley Square*** in favor of a Florida-based developer.

That retail light ***has to go***. I ask that the Village take this issue to IDOT and *gasp* take steps to remove that irrelevant and unwarranted traffic light from the retail facility and move it west to Rand/Techny/Chestnut.

Robin, you and the Village Board have the power to improve our daily lives with a better, more comprehensive traffic management approach. Help us get to the train on time. Help us get our kids to Frontier Park. Help us get to the Jewel. To the library. To the post office. Help us get in and out of our neighborhoods in a reasonably safe, timely way.

Thank you for your service,

Alice

Alice K. Sylvester

2509 N. Walnut Ave

[redacted]

Hubbard, Sam

From: Ilya Fishman [redacted]
Sent: Monday, September 13, 2021 2:08 PM
To: Hubbard, Sam
Subject: 310 N Rand Rd - Rezone/Crescent Place to be shared with Village Board

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Sam,

Please share the following with the Village Board on Sept 20th in regards to the Rezone of 310 N Chestnut Ave/Cresent Place.

Dear Trustees:

PLEASE VOTE NO TO THE REZONE of 310 N Rand Rd.

Under the Village of Arlington Heights Municipal Code Section 1-601 (Article VI Ethics)
"It is the policy of the Village of Arlington Heights that its elected and appointed officials should, in all cases, exercise their judgment and perform their duties for the sole benefit of the citizens of the Village of Arlington Heights. Please vote NO.

Thank you,
Ilya Fishman
Arlington Heights Resident (# of years)
14 years

CONFIDENTIALITY NOTICE: This email message and any accompanying data or files is confidential and may contain privileged information intended only for the named recipient(s). If you are not the intended recipient(s), you are hereby notified that the dissemination, distribution, and or copying of this message is strictly prohibited. If you receive this message in error, or are not the named recipient(s), please notify the sender at the email address above, delete this email from your computer, and destroy any copies in any form immediately. Receipt by anyone other than the named recipient(s) is not a waiver of any attorney-client, work product, or other applicable privilege.

Hubbard, Sam

From: Nadya Frid [redacted]
Sent: Monday, September 13, 2021 2:09 PM
To: Hubbard, Sam
Subject: 310 N Rand Rd - Rezone/Crescent Place to be shared with Village Board

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Sam,

Please share the following with the Village Board on Sept 20th in regards to the Rezone of 310 N Chestnut Ave/Cresent Place.

Dear Trustees:

PLEASE VOTE NO TO THE REZONE of 310 N Rand Rd.

Under the Village of Arlington Heights Municipal Code Section 1-601 (Article VI Ethics)
"It is the policy of the Village of Arlington Heights that its elected and appointed officials should, in all cases, exercise their judgment and perform their duties for the sole benefit of the citizens of the Village of Arlington Heights. Please vote NO.

Thank you,
Nadya Frid
Arlington Heights Resident of 14 years

Hubbard, Sam

From: pamela Horwath [redacted]
Sent: Monday, September 13, 2021 2:48 PM
To: Hubbard, Sam
Subject: Fwd: Crescent Place Project

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

---------- Forwarded message ---------
From: **pamela Horwath** <[redacted]
Date: Mon, Sep 13, 2021 at 2:46 PM
Subject: Crescent Place Project
To: <thayes@vah.com>

Dear Sam,

I am emailing you regarding the rezoning of the land at Rand Rd & Chestnut. (310 W Rand Rd. Arlington Heights, IL.

I am hearing many different stories that people from outside of Arlington Heights can attend the upcoming meeting & have a say in the rezoning of this property. Is this true? We want all of the residents that this rezoning could affect to be able to speak at the upcoming meeting & voice their concerns. We do not want people from outside of our village taking up A.H. residents time to speak.

I also heard there is discussion to do the meeting via Zoom - many people do not have access or the ability to zoom. We want to make sure all residents who want to voice their opinions are heard from.

As a voting citizen of this community & living directly in the affected area I want my voice to be heard & don't understand how others not living in our community can take up valuable time from those this decision can greatly affect.

Under the village of Arlington Heights Municipal Code Section 1-601 (Article VI Ethics) "It is the policy of the Village of Arlington Heights that its elected and appointed officials should, in all cases, exercise their judgement and perform their duties for the sole benefit of the citizens of the Village of Arlington Heights"

I am asking you to VOTE NO to the rezoning of this property!

Pam Horwath

Hubbard, Sam

From: John Liambotis [redacted]
Sent: Monday, September 13, 2021 5:02 PM
To: Hayes, Thomas; Grasse, Nicolle; rlabrdz@vah.com; Scaletta, John; tschingbeck@vah.com; Tinaglia, Jim; Baldino, Richard; Bertucci, James; Canty, Mary Beth; Hubbard, Sam; Recklaus, Randall
Subject: Crescent Place 310 W. Rand Rd

Some people who received this message don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Mayor, Trustees , Managers and Staff VAH,

After going to developers meeting on the Crescent Place project on 310 W Rand Rd.
Also with the neighborhood meetings and petitions.
I strongly disagree that this project should be approved by the village.
Please vote NO to rezoning and/or approving the Crescent Place developers.
I am a 22 year resident of Arlington Heights.
Sincerely,
John Liambotis
507 W Hintz Rd.
Arlington Heights
Il. 60004

The Housing Project of Crescent Place will give our residents many of whom are original owners, 40 plus years, the following uncontrolled traffic jams:

Increased traffic on Crescent St., Appletree St., Waverly Ave. Brookwood Drive, Evergreen St.. These streets are also bordered with:

Eight – four story rental apartment buildings with over 600 apartments, parking spaces included, a playground, pool and doggie park. Bus service for pick-up and return daily for students.

A Holy Nation Presbyterian Church which hosts pre-school during the week and services on weekends (number of members unknown) and a large parking lot.

A Japanese School (Futabaki) with 232 students and teachers. Also they have buses for transporting of students, parking for teachers and multiple buses and cars on weekends for their events.

Beverly Park District hosts many soccer and baseball games. Cars parking on Waverly on both sides of the street is not unusual. Overflow of cars use Evergreen and Brookwood.

We have attended two Neighborhood Meetings sponsored by the developer to get a better understanding of this project and to voice our concerns. Now we have a deeper understanding of this building project and "WE STAND UNITED' .....NO RE-ZONING FOR RAND AND CHESTNUT!

I WOULD REQUEST THE MAYOR AND THE VILLAGE BOARD TO UNDERSTAND OUR CONCERNS AND REASONS FOR NOT WANTING THIS PROJECT TO GO FORTH.

Mary Kasinak

Arlington Hts. Resident – 21 years

Hubbard, Sam

From: pamela Horwath [redacted]
Sent: Monday, September 13, 2021 6:32 PM
To: Hubbard, Sam
Subject: Fwd: Crescent Place Project

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Sam,

I am emailing you regarding the rezoning of the land at Rand Rd & Chestnut. (310 W Rand Rd. Arlington Heights, IL.

As a voting citizen of this community & living directly in the affected area I want my voice to be heard.

Under the village of Arlington Heights Municipal Code Section 1-601 (Article VI Ethics) "It is the policy of the Village of Arlington Heights that its elected and appointed officials should, in all cases, exercise their judgement and perform their duties for the sole benefit of the citizens of the Village of Arlington Heights"

I feel it is your duty to listen to me & respect my wishes and VOTE NO to the rezoning of this property!

Dave Horwath

---------- Forwarded message ---------
From: **pamela Horwath** [redacted]
Date: Mon, Sep 13, 2021 at 6:29 PM
Subject: Fwd: Crescent Place Project
To: <thayes@vah.com>

Dear Mr. Mayor,

I am emailing you regarding the rezoning of the land at Rand Rd & Chestnut. (310 W Rand Rd. Arlington Heights, IL.

As a voting citizen of this community & living directly in the affected area I want my voice to be heard.

Under the village of Arlington Heights Municipal Code Section 1-601 (Article VI Ethics) "It is the policy of the Village of Arlington Heights that its elected and appointed officials should, in all cases, exercise their judgement and perform their duties for the sole benefit of the citizens of the Village of Arlington Heights"

I feel it is your duty to listen to me & respect my wishes and VOTE NO to the rezoning of this property!

Dave Horwath

On Mon, Sep 13, 2021 at 2:46 PM pamela Horwath [redacted] wrote:

> Dear Mr. Mayor,

I am emailing you regarding the rezoning of the land at Rand Rd & Chestnut. (310 W Rand Rd. Arlington Heights, IL.

I am hearing many different stories that people from outside of Arlington Heights can attend the upcoming meeting & have a say in the rezoning of this property. Is this true? We want all of the residents that this rezoning could affect to be able to speak at the upcoming meeting & voice their concerns. We do not want people from outside of our village taking up A.H. residents time to speak.

I also heard there is discussion to do the meeting via Zoom - many people do not have access or the ability to zoom. We want to make sure all residents who want to voice their opinions are heard from.

As a voting citizen of this community & living directly in the affected area I want my voice to be heard & don't understand how others not living in our community can take up valuable time from those this decision can greatly affect.

Under the village of Arlington Heights Municipal Code Section 1-601 (Article VI Ethics) "It is the policy of the Village of Arlington Heights that its elected and appointed officials should, in all cases, exercise their judgement and perform their duties for the sole benefit of the citizens of the Village of Arlington Heights"

I am asking you to VOTE NO to the rezoning of this property!

Pam Horwath

Hubbard, Sam

From: Gail Galster [redacted]
Sent: Tuesday, September 14, 2021 6:37 AM
To: Hubbard, Sam
Subject: Please include in Board Packet for 9/20 meeting Re: Crescent Place

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

While we support affordable housing, *the corner of Rand and Chestnut in Arlington Heights is* ***NOT the right location*** **for the proposed Crescent Place** ***or for any multi-family development.*** This isn't a case of NIMBY (Not in My Back Yard), this is a case that ***MY BACK YARD IS CROWDED!!!*** The proposed apartments would sit *directly* across Chestnut from Stonebridge Apartments, which houses almost 600 apartments. Behind Stonebridge are 33 townhomes. The triangle bordered by Rand, Hintz and Arlington Heights Road also houses two churches (with child care programs), a large, year-round private school and two group homes. Directly across the street is a memory care center, a large condo building and Northwest Community Hospital doctors' offices. Guided by Waze and other navigation systems, traffic cuts through this area to avoid traffic lights on Rand Road and on Arlington Heights Road. **This small, mostly residential triangle has more than enough traffic and population density.**

The June 23rd Plan Commission the minutes reveal, early on, that the neighboring community was never aware of this proposed development until shortly before that meeting. That was because the virtual requisite "Neighbor Meeting" only had THREE attendees. These concerned neighbors spoke primarily about **traffic and population density.** The Plan Commission echoed many of the concerns brought up by the residents. ***Then, Chairperson Dawson got on her "SOAPBOX"*** *as she referred to it.* ***She specifically stated "I'm very worked up over this." She admonished the attendees for very legitimate concerns, thereby sending a signal to the Plan Commissioners that it would be wrong to vote against Crescent Place.*** **The Plan Commission voted 'yes,' with the condition that another Neighbor Meeting be held. THAT VOTE SHOULD HAVE BEEN TABLED UNTIL AFTER THAT MEETING.**

That Neighbor Meeting was held on July 22nd. *Not even one person there spoke in support of AFFORDABLE HOUSING.* The attendees asked pointed questions and sometimes got answers. **THE POINT IS: DON'T TURN THIS INTO AN ISSUE OF AFFORDABLE HOUSING. PLEASE VOTE NO TO REZONING THE PROPERTY AT 310 Rand Road.**

SHELDON AND GAIL GALSTER
25 W. BROOKWOOD DRIVE
38 YEAR RESIDENTS

Hubbard, Sam

From: Kyle Grove [redacted]
Sent: Tuesday, September 14, 2021 7:52 AM
To: Hubbard, Sam
Subject: Fwd: Rand and Chestnut potential re-zoning

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Get Outlook for iOS

From: Kyle Grove
Sent: Wednesday, June 23, 2021 1:40:53 PM
To: SHubbard@vah.com <SHubbard@vah.com>
Subject: Rand and Chestnut potential re-zoning

Hello Sam -

I'm emailing you to say I am against the reclassification (re-zoning) of the commercial area on Rand Road to a Moderate Density Multi-family zone. Here are some concerns:

- I am not in favor of additional rental property that does not contribute real estate taxes - Cook County (AH)
- taxes are already too high.
- What back-ground checks are being performed on tenants, if any, to ensure our community stays safe?
- There is already a property of this type in downtown AH.
- Des Plaines and Mt Prospect had similar proposals that were voted down. I'm sure those residents had similar concerns.

I wish the residents could have a vote on this because I'm sure most would be against it.

I would appreciate if you would share these concerns at the meeting and thanks for your time.

Kyle Grove

1519 N Kaspar Ave

• Hubbard, Sam

From: Perkins, Charles
Sent: Tuesday, September 14, 2021 8:52 AM
To: Hubbard, Sam
Cc: Boyer, Nora
Subject: FW: Crescent Center Proposed Apartment Development

From: Murray Lewison [redacted]
Sent: Monday, September 13, 2021 8:49 AM
To: Bertucci, James <jbertucci@vah.com>
Subject: Crescent Center Proposed Apartment Development

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Trustee:

I am writing to you to express my concern as a resident of Arlington Heights for 39 years residing approximately three blocks from the proposed site of the Crescent Creek Rand Road apartment development.

In 2015 the Village Trustees adopted a Comprehensive Plan which was prepared, reviewed, discussed by the public, and recommended by the Plan Commission to the Village Board to serve as a guide the to citizens, Village leaders, developers, and other interested parties through the next 10 to 15 years. The Comprehensive Plan and the planning process enables the community to look ahead into the future to project what Arlington Heights will be like in the years to come. It establishes an overall strategy to guide the growth and development of the community. It is a policy statement aimed at the unified and coordinated physical and social development of Arlington Heights.

As noted in the Comprehensive Plan, the Village economy is a prosperous, balanced and mature economy, having grown above the national averages for more than 20 years. The prosperity of the economy is reflected by the Village's per capita income, household expenditures, home values and low vacancy rates for commercial and manufacturing uses. Approximately 70% of Village property tax revenue is derived from residential uses and 30% from non-residential uses—which includes over 3.2 million square feet of retail, 4.2 million square feet of office, and over 3.0 million square feet of manufacturing space. From retail property comes property taxes, sales taxes and job creation. The Comprehensive Plan further noted that there are very few vacant land parcels remaining to be developed, therefore the Village needs to focus on maintaining the existing balance within its economy. Once retail designated property is gone through rezoning, it is gone forever.

Through its Comprehensive Plan, the Village saw the need as property values continue to rise to create housing that would be affordable to its prospective residents or current relocating residents. In September 2019, the Village adopted the Inclusionary Housing Ordinance which set a policy calling for affordable units to be provided in residential leased and for sale developments based on a percentage of total units being proposed.

This Housing Ordinance defined an "affordable unit" as being housing that households below median income can own or rent without having to devote more than 30% of their household income to housing expenses.

Section 7-1701 of the Housing Ordinance provides as to multifamily rental development of more than 10 units, **5% of the total units must meet the affordable guidelines** and the affordable units are to be disbursed among the market rate units. This maintains a sense of balance in the building or development and wisely avoids creating "lower income segregated areas" of the building. The Village Board should be lauded for its initiative with this Housing Ordinance seeking to assure that a portion of a housing development be priced to allow income earners below the median income of the Village have an opportunity to live in the Village.

Under the Housing Ordinance, the maximum gross rent is to be a gross rent affordable to a person with an annual income at 60% of the median income.

Median Income per Ordinance is about
$75,000 x .60

Target Income level per ordinance $45,000

The petition for the proposed Crescent Place is to develpe a 40 unit apartment building with 100% afforable units; however based on their rental guidelines it is really "low income housing" well below the intention of the Village for "affordable housing." At the Plan Commission hearing, Jake Zunamon, a Vice President with the Petitioner testified that their apartment qualification is 2.5 times the rent and that the apartments will be offered on a first come-first served basis with the apartment breakdown as follows:

Type of Apartment	Monthly Rent	Minimum Income Required to Qualify Based on 2.5 time Rent	Minimum Income as Percentage of Median Income
8 1 Bedroom Apts.	$381.00	$11,430/yr.	15%
13 1 Bedroom Apts	$880.00	$26,400/yr.	35%
19 2 Bedroom Apts.	$1,050.00	$31,500/yr.	42%

Minimum wage in Illinois is $11/hr. Therefore annual income for a person earning minimum wage working full-time is $22,880. Based on the Crescent Center leasing guidelines 20% of the units would be rented to pesons making about half of minimum wage; 33% rented to persons making a little more than minimum wage and 45% of the units rented to those making far less than half of median income for this area.

A sizable 100% low income housing development at substantially below the targets envisioned and endorsed by the Village under the Inclusionary Housing Ordinance is out of place in the Village.

As expressed in the Village Code, it is the policy of the Village that its elected and appointed officials should in all cases exercise their judgment and peform their duties for the sole benefit of the citizens of the Village.

The Village Board through its Comprehensive Plan saw this parcel's most desireable use as commercial. Yes it has been vacant for many years as has other commercial property in all Villages. The challenge is to become creative in working with property owners to put retail life back into the commercial areas to benefit from property taxes, sales tax and job creation as opposed to rezoning away the land for a use not benefitting the Village as a whole. For a number of years the downtown area of the Village had become stale and now it has once again become a vibrant destination place filled with new restaurants and stores.

For the foregoing reasons, I am asking the Board to reject the Crescent Center development proposal.

Murray Lewison

2305 N. Evergreen Ave.

39 year resident

Hubbard, Sam

From: Tom Dineen [redacted]
Sent: Tuesday, September 14, 2021 9:21 AM
To: Hayes, Thomas; Baldino, Richard; Bertucci, James; Canty, Mary Beth; Grasse, Nicolle; LaBedz, Robin; Scaletta, John; Schwingbeck, Tom; Tinaglia, Jim; Hubbard, Sam
Subject: Low Income Housing Project on Rand and Chestnut

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Elected Village Board Members,

1. There is a huge opposition to the proposed development on Rand and Chestnut. It appears the VAH is making it very difficult for our neighborhood voices to be heard. Per Sam Hubbard, there is the possibility that Monday's Meeting may become a Zoom Meeting (is this by design to limit our neighborhood representation or to make it inconvenient for our neighbors some of whom may not be tech savey to have their voices heard?).
2. Is the VAH concerned about COVID protocols and social distancing? If so, why not make arrangements with a local high school or junior high gym or auditorium to host Monday's Meeting.
3. This proposed project is a huge deal to our neighborhood with many many negative impacts adding to already current issues. Our voices need to be heard, not controlled. We don't need to be bullied or have this project move forward without our neighborhood having a fair say in this matter.
4. Please do the right thing and host the Monday September 20 Board Meeting at the Village Hall or make suitable arrangements somewhere local so our neighborhood may attend. The Village of Palatine voted down a similar Low Income Housing Proposal, stating that this is not what the people of Palatine wanted.
5. You are elected or appointed board members that were elected by us to represent us. This project should not be what you want, but what is best for the people that you represent and elected you. There are petitions with over 500 signatures from our neighborhood opposing this project. This is not what is best for our neighborhood. There is not ONE positive that this project will bring to our neighborhood. PLEASE DO THE RIGHT THING AND LET ALL OF OUR NEIGHBORHOOD VOICES BE HEARD IN A PUBLIC SETTING AND THEN DO THE RIGHT THING, AND REPRESENT THE PEOPLE THAT ELECTED YOU AND ULTIMATELY VOTE THIS PROJECT DOWN.

   Tom Dineen

Sent from Mail for Windows

Hubbard, Sam

From: ARTUR ROMANOWSKI [redacted]
Sent: Tuesday, September 14, 2021 10:15 AM
To: Hubbard, Sam
Subject: n regards to the Rezone of 310 N Chestnut Ave/Cresent Place.

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Re: 310 N Rand Rd - Rezone/Crescent Place to be shared with Village Board

Dear Sam,

Please share the following with the Village Board on Sept 20th in regards to the Rezone of 310 N Chestnut Ave/Cresent Place.

Dear Trustees:

PLEASE VOTE NO TO THE REZONE of 310 N Rand Rd.

Under the Village of Arlington Heights Municipal Code Section 1-601 (Article VI Ethics)
"It is the policy of the Village of Arlington Heights that its elected and appointed officials should , in all cases, exercise their judgment and perform their duties for the sole benefit of the citizens of the Village of Arlington Heights. Please vote NO.

Thank you,
Arthur Romanowski
Iwona Romanowski
David A. Romanowski
Arlington Heights Resident
15 years

Hubbard, Sam

From: Angela Sisi [redacted]
Sent: Tuesday, September 14, 2021 10:23 AM
To: Hayes, Thomas; Baldino, Richard; Bertucci, James; Canty, Mary Beth; Grasse, Nicolle; LaBedz, Robin; Scaletta, John; Schwingbeck, Tom; Tinaglia, Jim; Hubbard, Sam
Subject: Transitional and Affordable Housing

Some people who received this message don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

As a long time resident of Arlington Heights, having moved here on April 7, 1980 and currently living in the Ivy Hill subdivision, my husband and I are opposed to both the Crescent Place Development and Shelter Inc Transitional Housing proposed to be built in an already congested area of Arlington Heights.

We hope and expect that all Trustees, Village Mayor, and Village Manager will vote NO on both projects. When my parents moved into the Village, they viewed Arlington Heights as a fantastic place to raise their children. My brother and I graduated from Buffalo Grove High School. I now live in the Ivy Hill subdivision of Arlington Heights where my two children attend Ivy Hill School. The transitional housing plan for Valley Lane would be less than a half mile from the elementary school and Camelot Park. The residents of the transitional housing are being offered a second-chance opportunity for developmental growth while living with life coaches as these residents lack basic life skills. We are not opposed to social programs to help those young adults who would live in transitional housing, but we strongly believe this type of BUSINESS development does not belong in close proximity to both an elementary school, the Futabakai elementary and middle school, and a community park. In addition, this shelter is a business and consequently should be housed in a business or commercial zoned area and not housed in any Arlington Heights residential community.

The rezoning from residential to commercial in a residential track for one business will prove to be a slippery slope; what is to prevent other businesses from requesting the same in any of the adjacent duplexes. Would the Village continue to support rezoning if the adjacent residential properties are purchased only to be converted into professional and business offices? Regardless of the purpose of the rezoning request, Shelter, Inc. operates a profit center and as such belongs in one of the many commercial condominiums existing in Arlington Heights.

Crescent Place development, although honorable in concept, is being considered as a project in an already congested area of Arlington Heights. Although there is a proposed limit on the population of Crescent place, it is a formidable challenge to monitor and enforce, especially today when many consider rules and laws as merely suggestions. The already heavily trafficked triangle reduces the opportunity for residents of either project to safely walk to the various malls in the immediate area.

The religious communities in Arlington Heights certainly can offer programs for those in need, but there still exists in this country a separation of church and state. Many of the members of these churches do not LIVE in Arlington Heights and only travel to their faith halls once a week. As non-residents, their voices should not count in this decision regarding any rezoning. Our Village leaders were chosen by local residents to conduct business on our behalf. Our Village leaders must listen to those who live in Arlington Heights, shop in Arlington Heights, support the businesses in Arlington Heights, and most of all pay taxes and vote in Arlington Heights when it concerns rezoning, which affects our overall safety and quality of life.

We respectfully request that all Trustees and Village leaders vote NO on both proposed projects.

Regards,

Angela and Raymond Sisi
1214 E Crabtree Drive
Arlington Heights, IL 60004

Hubbard, Sam

From: Janna Mydlowski [redacted]
Sent: Tuesday, September 14, 2021 11:06 AM
To: Hubbard, Sam
Subject: Re: Hello

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Hi Sam,

I was told by Aaron Hein that today is the last day to submit a vote to rezoning the Rand/Chestnut Lot for Crescent property m. Would you please record our "No" vote if it is the case.

Thank you!

Janna Mydlowski
[redacted]

Hubbard, Sam

From: Richard Oberman [redacted]
Sent: Tuesday, September 14, 2021 11:57 AM
To: Hubbard, Sam
Subject: Vote NO to rezoning of 310 N. Rand Rd. / Add to Trustees Packet

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Mr. Hubbard and Village Trustees:

Please vote NO to the rezoning of 310 N Rand Rd!!!

The streets adjacent to 310 N Rand Rd., as well as the nearby park and recreation area, are already near maximum capacity. Trying to cross Rand Rd. near the intersection of Chestnut Ave. at any time, let alone at rush hour, is not something that can be done in a leisurely manner regardless of the experience of the driver. Furthermore, the side streets in the subdivision between the above said property and nearby Futabakai School have become a hotbed for speedsters of all ages. It is only a matter of time until something catastrophic happens to one or more of the hundreds of children that use this park each weekend.

Additionally, it is virtually impossible to find a time on the weekend that the only nearby public park (located behind Futabakai School), is not jam packed. With this huge gathering of youth baseball and soccer players also comes an impenetrable wall of cars parked on both sides of Waverly Dr. Seeing this can easily present an intimidating image to parents with young children as well as to our village's Senior Citizens. This park is quite simply, over-crowded!

Adding 40 more housing units to this extremely congested area will not help matters. Regardless of what any traffic study or potential developer says, the residents that live in the proximity of this area know the truth. We need relief and it will not come with a 4 story building boasting 80 additional parking places.

With that said, please consider reserving the land at 310 N. Rand Rd. for an additional park and recreation area which is desperately needed in this already heavily trafficked neighborhood. Doing so would provide a much needed refuge for all nearby residents without the extra nuisance and danger that comes with additional vehicular traffic. With careful thought, converting this land to park area would provide a multitude of benefits. These benefits include establishing and maintaining the quality of life in our community, ensuring the health of families and our youth, and contributing to the economic and environmental well-being of our community.

Research indicates that parks increase the property value of homes, contribute to the level of health to individuals of all ages, protect groundwater, prevent flooding, improve air quality, provide habitat for wildlife, and provide a place for children and families to connect with nature and recreate outdoors together. None of these improvements will occur if the large proposed housing project is built on this site.

Further research also indicates that community involvement in neighborhood parks is associated with lower levels of crime and vandalism, that access to parks and recreation opportunities has been strongly linked to reductions in crime and to reduced juvenile delinquency, and that parks have a value to communities that transcend the amount of dollars invested or the revenues gained from any fees.

Designating this plot of land for a public park would allow this land to provide Arlington Heights' residents with a wonderful place to enjoy outdoor fun while establishing a great sense of civic pride and cohesion to their community.

The best part is that these benefits would be enjoyed without increasing the flow of traffic and jeopardising the safety of existing residents. Please consider my request and support the voices of your constituents by voting NO to rezoning. A large 40 family home is not a safe option for this already overly-congested area and any plans for it should be taken off of the table immediately!

Thank you in advance for your consideration,

Richard Oberman
Arlington Heights Resident (17 years)
Physical Education Teacher (31 years)

Hubbard, Sam

From: Joan Schrager [redacted]
Sent: Tuesday, September 14, 2021 12:03 PM
To: Hubbard, Sam
Subject: Crescent Place NO REZONE

[You don't often get email from [redacted] Learn why this is important at http://aka.ms/LearnAboutSenderIdentification.]

[NOTICE: This message originated outside of Village of Arlington Heights email system -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

As a resident of Arlington Heights for 20+ years I would like to voice my opinion on the rezoning of the property at the corner of Rand and Chestnut. I am not against affordable housing but I question the location chosen to build Crescent Place.

My main concern is the congestion already at the corner of Rand and Chestnut. It can be a nightmare to get out onto Rand road. There are 600 apartments already in that area who use this intersection. They also go through the neighborhood to avoid that corner.

I understand a traffic study was done by a reputable company, but please keep in mind that the residents that live in this area know better than anyone.

Please vote NO to rezone!

Thank you,
Joan Schrager

Sent from my iPad

RECEIVED
SEP 14 2021
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

To the Village Board:

I am writing in regards to the request to change the zoning from Commercial to Residential-Multi Family Dwelling for Crescent Place. I request the Board vote NO to the rezoning of this site as 1) it is most beneficial to keep the zoning commercial; 2) the proposed development is inconsistent with the Multi-Family Dwellings in Arlington Heights.

I) I ASK THE BOARD TO MAINTAIN THE ZONING COMMERCIAL.

First, I request the Board keep the zoning commercial to allow for a business to be built on this site. Arlington Heights should find a better way to utilize this land and for a business to open at that site as this would benefit the residents of Arlington Heights and our local businesses.

A business pays local taxes such as sales tax in addition to property taxes as a source of funding for Arlington Heights to use to support our schools, police, fire department, etc. This is beneficial to the residents of Arlington Heights who already pay a substantial amount in property taxes. Additionally, we need to be mindful of the financial burden property taxes impose on our retirement age residents who are more likely on a fixed income. As a business pays various taxes it is another source that funds the cost of our schools, police, fire department, etc. hereby easing the tax burden on the property-owning residents.

Not only is a business a source of funding for Arlington Heights but it contributes to the flow of revenue within our community by keeping the money in the community and utilizing other businesses within our community thereby contributing to the success of our local businesses. Additionally, a business creates jobs and income opportunities for our residents for years to come.

Lastly, although the lot is currently vacant, the lot had been used annually to sell Christmas trees. Selling Christmas trees added to the holiday spirit and created a memorable experience for the entire family to enjoy. That business added value to our community by providing a seasonal experience; however, Arlington Heights needs to expand on that and extend it beyond a seasonal basis. Arlington Heights should not give up on the many creative retail uses that can be made of this property. Keeping the zone commercial and allowing a business to open at that site can provide a memorable and enjoyable experience for the residents to enjoy all year long.

In summary, the residents and the community receive benefits from a commercial development that a residential one cannot provide; however, if the rezoning is approved, it would preclude the possibility of those benefit from ever been realized.

II) THE PROPOSED DEVELOPMENT IS INCONSISTENT WITH THE MULTI-FAMILY DWELLINGS IN ARLINGTON HEIGHTS.

If the Board approves the rezoning, approving the proposed development would mean more than approving a zoning change from Commercial to Residential-Multi-Family Dwelling. In Actuality it will be approving a Multi-Family Dwellings that is inconsistent with the Multi-Family Dwellings in Arlington Heights, which are mixed-income developments; the Proposed Development is not a mixed-income development.

If the concern is that Arlington Heights provides affordable housing, it can still do so in a mixed-income manner which is consistent with the multi-family dwellings in Arlington Heights and consistent with the guidelines developed under the Arlington Heights Inclusionary Housing Ordinance, which was undoubtedly well researched and debated before passage. It does not need to provide affordable housing in the manner proposed by the Developer. If the proposed development is approved, you will be approving a development which is inconsistent with the multi-family dwellings in our community and doing so without an explanation as to why a development other than a **mixed-income** multi-family development is needed or beneficial.

Why is Arlington Heights veering from a **mixed-income** development? It is doing so because that is the plan that has been proposed by the developer. However, it appears, the proposed plan originated from the developer's financial interest in obtaining tax credits financing. That does not mean that it is the financial interest nor the best interest of Arlington Heights, nor does it mean that it is the only way to provide affordable housing in Arlington Heights, because it is not. The consideration to be had here, should not be driven by a plan which originated out of the cost/benefit interest of the developer; rather, it should be driven by the cost/benefit interests of the residents.

If approved, this development will be locked in for 30 years. Realistically, we can expect that over the course of 30 years, this development will add to the costs for schools, police, fire department etc. However, a realistic assessment of those costs has not been provided to the residents. How will Arlington Heights fund this, if not by increasing residential property taxes or by generating it through business taxes? By changing the zoning to residential we have added to these costs and by removing the commercial zoning we have one less commercial site in Arlington Heights, that if developed, could help fund and bear these costs.

If the proposed development is approved it will be inconsistent with the Multi-Family Dwellings in Arlington Heights and the Board will be veering from a mixed-income model for multi-family dwellings without a discussion afforded to the residents as to why it is needed, why it is beneficial, and the impact it will have on the community and the residents.

In closing, please vote NO to the request to change the zoning from Commercial to Residential-Multi Family Dwelling as it is beneficial to keep the zoning commercial and as the proposed development is inconsistent with the Multi-Family Dwellings in Arlington Heights. Instead, Arlington Heights can still provide affordable housing in a mixed-income development which would be consistent with the Arlington Heights Inclusionary Housing Ordinance.

Thank you,

Cristina Fiore
Lifetime Resident of Arlington Heights

Hubbard, Sam

From: Sharon Dembinski [redacted]
Sent: Tuesday, September 14, 2021 1:36 PM
To: Hubbard, Sam
Subject: 310 N Rand Rd - Rezone/Crescent Place to be shared with Village Board

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Sam,

Please share the following with the Village Board on Sept 20th in regards to the Rezone of 310 N Chestnut Ave/Cresent Place.

Dear Trustees:

PLEASE VOTE NO TO THE REZONE of 310 N Rand Rd.

Under the Village of Arlington Heights Municipal Code Section 1-601 (Article VI Ethics) "It is the policy of the Village of Arlington Heights that its elected and appointed officials should , in all cases, exercise their judgment and perform their duties for the sole benefit of the citizens of the Village of Arlington Heights. Please vote NO.

Thank you,
Sharon Dembinski
Arlington Heights Resident (33 years)

Hubbard, Sam

From: Marie Hein [redacted]
Sent: Tuesday, September 14, 2021 1:45 PM
To: Hubbard, Sam
Subject: Re: 310 N Rand Rd - Rezone/Crescent Place to be shared with Village Board

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Sam,

Please share the following with the Village Board on Sept 20th in regards to the Rezone of 310 N Chestnut Ave/Cresent Place:

Dear Trustees:
PLEASE VOTE NO TO THE REZONE of 310 N Rand Rd.
Under the Village of Arlington Heights Municipal Code Section 1-601 (Article VI Ethics)
"It is the policy of the Village of Arlington Heights that its elected and appointed officials should, in all cases, exercise their judgment and perform their duties for the sole benefit of the citizens of the Village of Arlington Heights. Please vote NO.

Thank you,
Marie Hein

Arlington Heights Resident
3 years

Hubbard, Sam

From: Donny B [redacted]
Sent: Tuesday, September 14, 2021 1:59 PM
To: Hubbard, Sam
Subject: Rezone at N Chestnut Ave & Rand Rd - Resident Opinion

You don't often get email from [redacted]. Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Hello, Mr. Hubbard,

I am writing to you as a resident of Berkely Square, the neighborhood immediately adjacent to the proposed re-zoning of land at N. Chestnut Ave. and Rand Rd to a large, multi unit residential building. I have lived here for 9 years and am opposed to the re-zoning due to concerns about traffic flow and playground congestion, as detailed below. Both concerns are rooted in care for the children of our neighborhood and I am a parent of two young ones myself. Please read through my message and consider carefully the positions of the residents opposing this change, and vote against it.

First objection: Traffic concerns

Today, our neighborhood is subject to some "pass through" traffic, but not a ton. The proposed re-zone will considerably increase this unwelcome traffic further. Pass through traffic drivers typically go faster than those living in the neighborhood. Most people come and go from their home multiple times per day. Where this specific land parcel is located, I know from experience that it is very difficult to turn left on Rand. Rd. or cross it at most times of the day. Therefore, residents of the new building will often choose to pass through the neighborhood instead, anytime they are going in any direction other than northwest. Residents are much more likely than patrons of a business to learn the surrounding roads and convenient shortcuts - right past a family-oriented neighborhood. We have already had several neighbors put up "Drive Like Your Kids Live Here" signs due to these types of concerns.

Second objection: Playground congestion

There is already a huge multi-unit development, Stonebridge, directly across from the proposed site. When my first child was young, going to our neighborhood playground was often a challenge due to crowding from families walking over from this complex. We could spend an hour at the playground without the chance to use a swing, and it would be difficult for me to keep close enough to my young daughter to keep her safe because there were so many children on the equipment. Sometimes we turned around and walked back home if it was too crowded. Fortunately, Stonebridge upgraded its own playground a couple of years ago. Since that time, the overcrowding has eased and we can now use the playground regularly and safely. We have to wait on occasion, but no extremes like before. My understanding is that the new development does not have its own playground. Therefore, we can expect the children associated with 40 units of housing to begin using and overcrowding our neighborhood playground, raising safety concerns and limiting quality of life for the Berkely Square neighborhood.

Please note that I am NOT opposed to development on this parcel of land, and I am also not opposed to multi unit housing. However, this specific type of development on this specific piece of land is a poor choice. Surely there is another site in our large city without these same concerns that could be used for this building. Please help keep Berkely Square the family-friendly neighborhood it was designed to be and that is enjoyed by so many residents and families. Vote against the re-zoning proposal.

If Stonebridge, the 1980's development, didn't exist, I'd be okay with this development, but it does, and it's a strain on our neighborhood and elementary school.

Sincerely,

Don Bergstrom
2623 N Chestnut AVE

Hubbard, Sam

From: margaret wolak [redacted]
Sent: Tuesday, September 14, 2021 3:22 PM
To: Hayes, Thomas; Baldino, Richard; Bertucci, James; Canty, Mary Beth; Grasse, Nicolle; LaBedz, Robin; Scaletta, John; Schwingbeck, Tom; Tinaglia, Jim; Hubbard, Sam
Subject: 310 W Rand Rd rezoning

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Please see attached 53 pages of signed petition sheets asking you to vote NO regarding 310 W Rand Rd Arlington Hts proposal.

632 neighbors- your voters are asking you to vote NO regarding rezoning the 310 W Rand Rd Arlington Hts parcels.

Under the Village of Arlington Heights Municipal Code Section 1-601 (Article VI Ethics)

"It is the policy of the Village of Arlington Heights that its elected and appointed officials should, in all cases, exercise their judgment and perform their duties for the sole benefit of the citizens of the Village of Arlington Heights".

Please vote NO.

632 VOTERS

Please confirm received, I delivered printed copies of all signatures and maps to the Village Hall today, September 14, 2021. Your envelope is ready for you on 2nd floor (Planning Department)

Gosia Olszanski

2619 N Walnut Ave

Arlington Hts IL 60004

Hubbard, Sam

From: Ewa Zurowski [redacted]
Sent: Tuesday, September 14, 2021 4:28 PM
To: Hubbard, Sam
Subject: 310 N Rand Rd - Rezone/Crescent Place to be shared with Village Board

[You don't often get email from [redacted]. Learn why this is important at http://aka.ms/LearnAboutSenderIdentification.]

[NOTICE: This message originated outside of Village of Arlington Heights email system -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Dear Sam,

Please share the following with the Village Board on Sept 20th in regards to the Rezone of 310 N Chestnut Ave/Cresent Place.

Dear Trustees:

PLEASE VOTE NO TO THE REZONE of 310 N Rand Rd.

Under the Village of Arlington Heights Municipal Code Section 1-601 (Article VI Ethics) "It is the policy of the Village of Arlington Heights that its elected and appointed officials should , in all cases, exercise their judgment and perform their duties for the sole benefit of the citizens of the Village of Arlington Heights. Please vote NO.

Thank you,

Ewa Zurowski
Arlington Heights Resident of 4 years

Hubbard, Sam

From: Adrienne Eschenbrenner [redacted]
Sent: Tuesday, September 14, 2021 4:29 PM
To: Hubbard, Sam
Subject: Sept 20 Board meeting packet

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Sam, Please include this in the packet. Thank you

I would like you to vote NO to Rezoning 310 Rand Road. My husband and I attended the design and planning commission meeting via Zoom. The **only** concerns raised at the design meeting were our neighborhood traffic and density. The following are my reasons for requesting this NO vote:

1) The traffic is a dangerous issue and is a direct result of the density in this area. Directly adjacent to this property are 586 apartments that use this intersection. Since I have moved here, we have added townhouses, condos, and a Memory care facility. Keep in mind, the developer did a market study and there are more than 11,100 apartments and condos in our Primary Market Area. The only solution is to stop making it worse. IDOT will not allow us to put a traffic light at the corner. The developer cannot, or will not, revamp the intersection to make wider lanes and/or extra lanes. (These changes would not make the traffic lighter, only manage it better.) My husband and I have personally discussed this with the developer.

2) On a weekly basis, Rand-Berkley Park needs to accommodate parking for soccer and baseball games in addition to church activities. When these activities are going on it is almost impossible to drive down Waverly. The Park District tried to help relieve this by requiring Holy Nation Presbyterian Church to allow residents to park in their small lot and in exchange they can use the park for their daycare center. There is no land for the Park District to add additional parking.

3) According to the marketing study provided by the developer, 45% of our households in the PMA (Primary Market Area) are multifamily units (not single-family homes). Within 2.5 miles of the property, there are more than 700 inclusionary low-income units. **This project should not be used as a social agenda for affordable housing because we offer this in our community.**

The **ACTION** the board can take to **HELP** their residents is to **VOTE NO** on the **REZONE** and **ensure** any **commercial property** on that lot uses the entrance and exit already provided on Rand Road to **mitigate the neighborhood traffic.**

Thank you for listening

Adrienne Eschenbrenner
2555 N. Ridge Ave
Over 20-year resident

Hubbard, Sam

From: Nichole Wolverton [redacted]
Sent: Tuesday, September 14, 2021 5:49 PM
To: Hubbard, Sam
Subject: Please share the following with the Village Board on Sept 20th in regards to the rezone of 310 N. Rand Rd,/Crescent Place.

Dear Sam,

Please share the following with the Village Board on Sept 20th in regards to the rezone of 310 N. Rand Rd,/Crescent Place. Please include copies of the photos. Black and White is fine.

Also please confirm you received this.

Thank you Sam for all your help.

Dear Mayor and Trustees,

Thank you for taking the time to read and address our concerns over the past several months. Our position still remains the same. We are asking you to please VOTE NO to the Rezone at 310 N. Rand Rd. Arlington Heights.

Our home is within 750 feet of this location. We are immersed in the traffic on a daily basis that exists in this very dense area. Our neighborhood is comprised of residential homes, Stonebridge apartments (586 units directly across the street of this location), Holy Nation Church, Holy Nation Preschool, Futabakai School, Rand Berkeley Park, Rand Berkeley Soccer/Baseball Fields, and Two Group Homes. Across Rand Road you will find the Memory Care Center, a large condo building and Northwest Community Medical Center. The traffic on Chestnut, Appletree and Waverly is hazardous. These streets serve as a cut through from traffic apps to avoid traffic and lights. I am confident that the Traffic Study will indicate the same. Below you will find some photos taken at the intersections of Chestnut and Rand and Rand and Techny. Intentionally adding 60-80 additional vehicles on to Chestnut on a daily basis is dangerous. This area is extremely dense with people and we must say enough is enough as there is no more room to safely add more.

In addition, the tax implication to the residents of Arlington Heights will be alarming if you rezone this property. The property taxes alone will not be able to pay for the estimated number of children attending school from this residence. This land is better suited as it is currently zoned, as it would generate property taxes, sales taxes, and create jobs.

The proposed project that is lined up to purchase this land once it is rezoned has its own concerns. The Developer is not accredited with the Better Business

Bureau. There is no outside play area for these residents as there is no room for one. We are not sure of the attraction to build an apartment building next to a ComEd High Voltage station. In addition, there has been flooding on Chestnut in the past. We have concern that the water problem will become worse and the detention area will not be sufficient. Lastly, as stated before, there is a major traffic safety concern with the possibility of 80 additional vehicles entering and exiting from Chestnut.

Please take note to the 632 neighbors that signed the petition to vote NO. We may all have our own concerns but we have one that is common among us all, and that is to VOTE NO TO THE REZONE.

Under the Village of Arlington Heights Municipal Code Section 1-601 (Article VI Ethics)

"It is the policy of the Village of Arlington Heights that its elected and appointed officials should, in all cases, exercise their judgment and perform their duties for the sole benefit of the citizens of the Village of Arlington Heights. PLEASE VOTE NO!

Thank you for your time.

Nikki and Ray Wolverton

Arlington Heights Residents 11 years

STOP

STOP

STOP
FIRST POINT
647.483.9060
ADW 3166

Hubbard, Sam

From: David Zurowski [redacted]
Sent: Tuesday, September 14, 2021 5:10 PM
To: Hubbard, Sam
Subject: 310 N Rand Rd - Rezone/Crescent Place to be shared with Village Board

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Sam,

Please share the following with the Village Board on Sept 20th in regards to the Rezone of 310 N Chestnut Ave/Cresent Place.

Dear Trustees:

PLEASE VOTE NO TO THE REZONE of 310 N Rand Rd.

Under the Village of Arlington Heights Municipal Code Section 1-601 (Article VI Ethics)
"It is the policy of the Village of Arlington Heights that its elected and appointed officials should , in all cases, exercise their judgment and perform their duties for the sole benefit of the citizens of the Village of Arlington Heights. Please vote NO.

Thank you,
David Zurowski
Arlington Heights Resident of 4 years

Hubbard, Sam

From: Brittany Polihronis [redacted]
Sent: Tuesday, September 14, 2021 7:14 PM
To: Hubbard, Sam
Subject: Re: 310 N Rand Rd - Rezone/Crescent Place to be shared with Village Board
Attachments: 241960809_10226039907975296_8936579977249303092_n.jpg

You don't often get email from [redacted] Learn why this is important

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Hello Mr. Hubbard,

Please share the following with the Village Board on Sept 20th in regards to the Rezone of 310 N Chestnut Ave/Crescent Place.

I urge the village board to vote NO TO THE REZONE of 310 N Rand Rd. Our home is 1500 feet from the Crescent place proposed location. I have watched 100s of cars line up down chestnut street in attempts to cut through our neighborhood to get to their locations. Adding another 40-60 car to our neighborhood is reckless and unsafe for our community. My children get off the bus at Waverly Ct and Chestnut daily, we have already had 3 close calls this year alone while my children try to safely cross the street to head home with vehicles not paying attention. As you can see from this photo taken at 3:45 today, we can not ask our community to suffer for a large complex to be added. There are several apartment complexes nearby with Stonebridge and the Greenbriar apartments. Please consider the safety of our children and residents. With over 600 community members less than 3 miles and 466 less then1 mile from the location asking you to vote NO, please remember the policy as an elected board.

Under the Village of Arlington Heights Municipal Code Section 1-601 (Article VI Ethics)
"It is the policy of the Village of Arlington Heights that its elected and appointed officials should , in all cases, exercise their judgment and perform their duties for the sole benefit of the citizens of the Village of Arlington Heights. Please vote NO.

Thank you,
Brittany Polihronis
Arlington Heights Resident 7 years

STOP

Hubbard, Sam

From: Renee Czeryba [redacted]
Sent: Tuesday, September 14, 2021 10:34 PM
To: Hubbard, Sam
Cc: Recklaus, Randall; Hayes, Thomas; Boyle, Richard; Baldino, Richard; Bertucci, James; Canty, Mary Beth; Grasse, Nicolle; LaBedz, Robin; Scaletta, John; Schwingbeck, Tom; Tinaglia, Jim; Enright, Bill; Perkins, Charles
Subject: Re: Crescent Place: Traffic Study

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Thank you for your response, Sam.

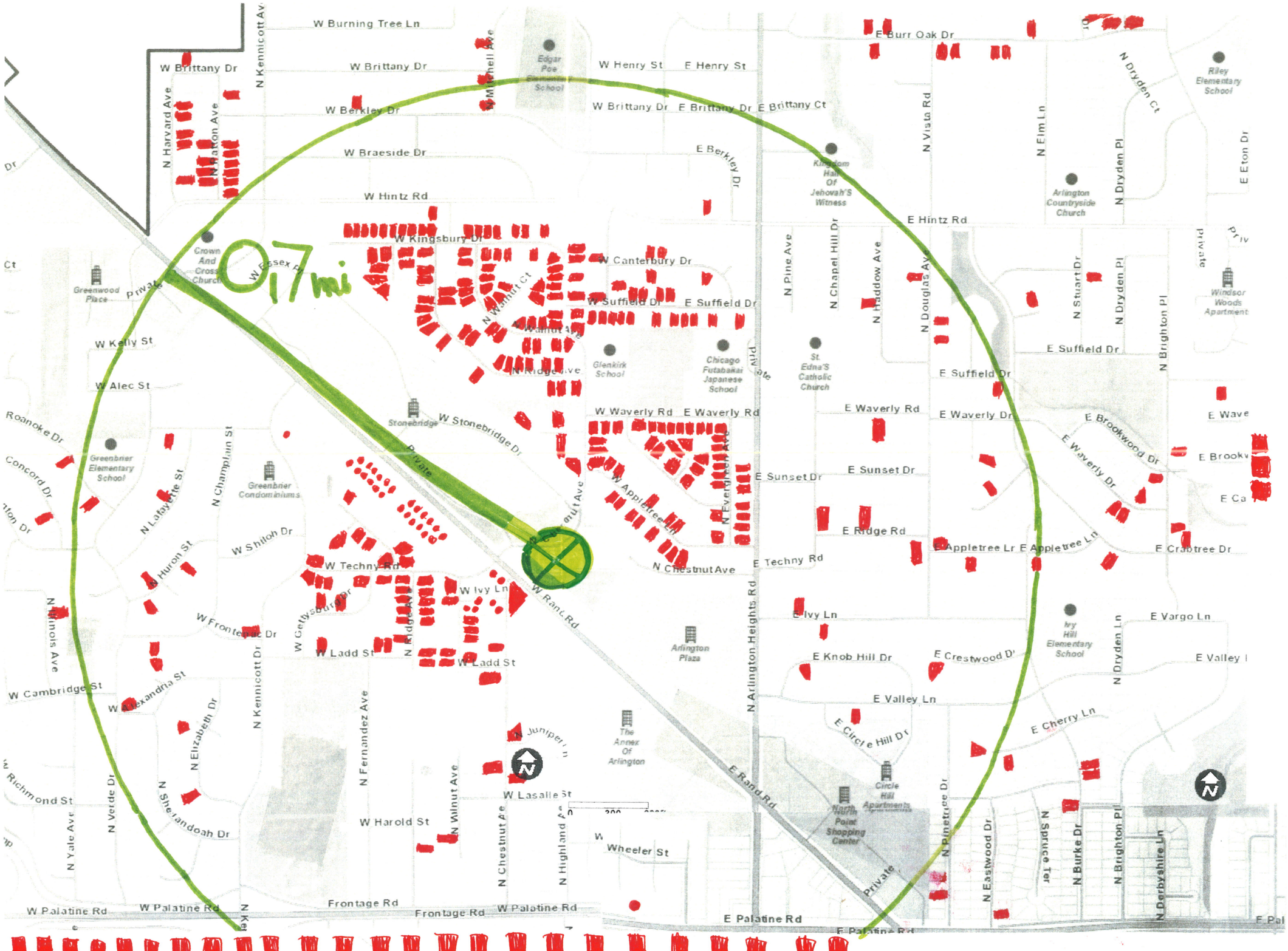
My request to all copied on this email who are voting members of the Village of Arlington Heights is to vote "No" to the Rezone of 310 N. Rand Road. There is already plenty of congestion in this area.

I look forward to attending the board meeting next week.

Have a nice evening,

Renee

Sent from my iPhone



0.17 mi

466 VOTERS

0.3 mi

632 Voters

TOTAL

632

Under the Village of Arlington Heights Municipal Code Section 1-601 (Article VI Ethics)

"It is the policy of the Village of Arlington Heights that its elected and appointed officials should, in all cases, exercise their judgment and perform their duties for the sole benefit of the citizens of the Village of Arlington Heights".

Please vote NO.

632 VOTERS

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residency
1	MALGORZATA OLSZANSKI	Malgorzata Olszanski	2619 N WALNUT AVE	A.H.	11 Y
2	Piotr Olszanski	Piotr Olszanski	2619 N Walnut Ave	A.H	11 y
3	Constance Daniel	Constance Daniel	2614 N. Walnut Ave	A-H	52 yea
4	Tom Karch		2610 N. Walnut	A.H	34 Yea
5	Linda Karch	Linda Karch	2610 N. Walnut	AH	34 ye
6	Kaitlyn Koester	Kaitlyn Koester	2606 N. Walnut Ave	A.H.	5 years
7	Joel Koester	Joel Koester	2606 N WALNUT AVE	A.H.	5 years
8	Linda Koester	Linda Koester	2608 N. Walnut Ave	A H	30 Ye
9	Cynthia Donatucci	Cynthia Donatucci	2618 N. Ridge Ave.	A H	35 Y
10	Sam Donatucci	Sam Donatucci	2618 N. Ridge AVE	A H	35 Y
11	Jackie Jaworski	Jacquelyn Jaworski	2516 N. Walnut Ave	AH	48 y
12	TW ADESSOWSKI	TW Adessowski	2514 N WALNUT	AH	40 yr
13	Paula Pallman	Paula Pallman	2510 N. Walnut	A H	40 yr
14	JAMES Pallman	James Pallman	2510 N. Walnut	AH	40 yr
15	Patrick Pallman	Patrick Pallman	2510 N. Walnut	AH	32 y

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residency
1	VINCENT CAFFARELLO	Vincent G. Caffarello	2511 N. Walnut	AH	53
2	COLETTE CAFFARELLO	Colette F. Caffarello	2511 N. WALNUT	AH	53
3	Irina Zabelina		2599 N. Walnut Cove	AH.	~~56~~
4	Laura Pembrook	Laura Pembrook	2539 N. Walnut Ct	AH.	23
5	Samson Benna		2541 N. Walnut Ct	AH	23
6	Nancy Freund NANCY FREUND	Nancy Freund	2603 N WALNUT AVE	AH	48
7	RICHARD FREUND		2603 N WALNUT AVE	AH	48
8	LOUISE EISCHEN	Louise Eischen	2607 N. WALNUT	AH	53
9	JOAN GUZAK	Joan Guzak	2622 N. Walnut	AH.	53
10	Cecily B. Rand	Cecily B Rand	505 W. Kingsbury Dr	AH.	53
11	Judy Mazurek	Judy Mazurek	2515 N. Walnut Av	AH	45
12		STACEY MAZUREK	2515 N. WALNUT AVE	AH	45
13	Alicia Lee	Alicia Lee	2509 N Walnut Ave	AH	27
14	JENNY ORCAL		2522 N. Walnut Ave	AH	2
15	Michael Stepanek	Michael Stepanek	2509 N. Walnut Ave	AH	27

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residency
1	Peter Sutor		1022 N Yale Ave	Arlington Hts	25
2	Debbie Sutor		1022 N Yale Ave	Arl. Hts	53 yrs
3	~~PERRY SCHAEFER~~	~~[illegible]~~	~~[illegible]~~		
4	JOHN R KUS		2615 N Walnut Ave	ARL HGTS	33 yrs
5	Alice T. KUS		2615 N. WALNUT Ave.	Arlington Hts	33 yrs
6	SONDRA BECKER		2531 N WALNUT Ct.	ARL. HTS	49 YRS
7	IRMA "	Irma Becker	" "	"	"
8	ANITA RHODES		2620 N. HADDOW	ARLHTS	12 yrs
9	~~[illegible]~~	~~[illegible]~~	~~[illegible]~~	~~[illegible]~~	~~[illegible]~~
10	PAM HORWATH		2611 N. Walnut Ave	AH	36
11	DAVE HORWATH		2611 N. Walnut Ave	AH	35
12	Alice Waszak		2517 N. Walnut Ave	AH	37
13	KEVIN STOLL		2611 N. Walnut Ave	AH	30
14	Jeffrey Hawkins Sr.		2508 N. Walnut Ave	AH	11
15	Robyn Hawkins		2508 N. Walnut Ave	AH	11

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residency
1	Carole Costa		411 W Kingsbury Dr.	A.H.	30
2	Pam Dahms	Pam Dahms	415 W. Kingsbury	AH	27
3	Kelly Mangoren	Kelly Mangoren	3921 Proctor Cir.	A.H.	11
4	Rose Ann Ruffel	Rose Ann Ruffel	1107 W. Allegheny Dr.	Arl. Hts.	30
5	Demetra Bubans		721 Kingsbury Ct	AH	5
6	Apostolos Bubaris		721 Kingsbury Ct	AH	5
7	Nikki Difiglio		724 Kingsbury Dr.	A. H.	7
8	Anthony Difiglio		724 Kingsbury Dr	A. H.	7
9	Milan Naumov	Milan Naumov	716 W. Kingsbury Dr.	A.H.	19
10	Leigh Anna Naumov		716 W. Kingsbury Dr.	A.H.	19
11	Judy Kiser	Judy Kiser	719 Kingsbury Ct	AH	33
12	Kevin Kiser		719 Kingsbury Ct	AH	33
13	Lukasz Jedrzejewski		708 W Kingsbury Dr.	AH	18
14	Ania Jedrzejewski		708 W. Kingsbury Dr.	AH	18
15	Kathy Sowa	Kathy Sowa	712 W. Kingsbury Dr.	A.H.	20

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residency
1	MISEL NESIC		703 W KINGSBURY DR	ARL HTS	25
2	Dusica Nesic	D. Nesic	703 W. Kingsbury	Arl Hts	25
3	Miroslavka Gajic	Miros. Gajic	14 E. Hintz Rd	Arl Hts	30
4	DRAGAN GAJIC		14 E HINTZ RD	ARL HTS	30
5	Milenko Naumov	Naumov Milenko	725 W. Kingsbury Dr	Arl Hts	50
6	Dobrila Naumov	Dobrila Naumov	725 W. Kingsbury	ARL HTS	50
7	DONALD SOWA		712 W KINGSBURY DRIVE	ARL HTS	20
8	Rachel Sowa	Rachel Sowa	712 W Kingsbury Drive	ARL HTS	19
9	Karen Kelly		732 W Kingsbury Dr	Arl Hts	34
10	Joseph Kelly		732 W. Kingsbury Dr	Arl Hts	34
11	TRICIA SPITZ		704 W KingsburyDr	AH	8
12	MATT SPITZ		704 W KingsburyDr	AH	8
13	BARBARA TARASIA		605 W. KINGSBURY	A.H.	20
14	STANISLAW TARASIA		605 W. KINGSBURY	A.H.	20
15	Lynn Hutchins	L Hutchins	606 W. Kingsbury	AH	27

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residency
1	BOB [illegible]	[signature]	606 W. Kingsbury	AH	27yr
2	MURRAY SNOW	[signature]	703 KINGSBURY CT	AH	7
3	John Zebek Leiback	[signature]	715 Kingsbury ct	AH	22yr
4	Gabyte Kasiul	[signature]	717 Kingsbury Ct	A.K	15y
5	Mariusz Kasiul	[signature]	717 Kingsbury Ct.	M.K	15y
6	Daniel Kasiul	[signature]	717 Kingsbury Ct.	D.K	15y.
7	MILENKO NAUMOV	[signature]	725 KINGSBURY DR	AH	7 y
8	DOBRILA NAUMOV	[signature]	— " —	AH	7 y
9	Tammy Neuzil	Tammy Neuzil	728 W Kingsbury Dr	AH	20y
10	Christos Bilissios	Christos Bilissios	728 Kingsbury Dr	AH	20y
11	Robert Miller	Robert Miller	720 W. Kingsbury	AH	8y
12	Florence V. Miller	Florence V. Miller	720 W. Kingsbury	AH	35y
13	Fulbria [illegible]	[signature]	310 W. Kingsbury	AH	16y
14	Pete Antonopoulos	[signature]	310 W. Kingsbury	AH	16y
15	Johnny Sadd	[signature]	406 W. Kingsbury	AH	46

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residency
1	Evon Sada		406 W Kingsbury	AH	6 years
2	Dalil Mikho		402 W. Kingsbury Dr	AH	3 years
3	Roma Mikho	Roma Mikho	402 W. Kingsbury Dr	AH	3 years
4	Surendra Bagde		506 W. Kingsbury Dr	AH	12 yrs
5	Abha Bagde		506 W. Kingsbury Dr	AH	12 yrs.
6	Nadya Frid		610 W Kingsbury	AH	11 yrs
7	James Julian		418 W Kingsbury	AH	15 yrs
8	Joe Laguardia		311 W Kingsbury Dr	AH	7 yrs.
9	Colleen Julian		418 W. Kingsbury Dr	AH	15 yrs
10	Teanne Perri		414 W Kingsbury Dr	AH	30 yrs.
11	Jeff Perri		414 W Kingsbury Dr	AH	30 yrs
12	David R. Zaobiedny		502 W. Kingsbury Dr	AH	9 yrs
13	Monika Baranowska		236 S. Illinois Dr	AH	16 yrs
14	Tomasz Zajkowski		236 S. Illinois Dr	AH	21 yrs
15					

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residency
01	M. KASINAK	M. Kasinak	107 W. BROOKWOOD	ARL. HTS	20
02	Gail Golster	Gail Golster	25 W. Brookwood Dr	Arl. Hts.	38
03	Cheryl LaClair	Cheryl LaClair	10E Brookwood	Arl Hts	26
04	Lucia Gruszka	LUCIA GRUSZKA	10 W. Brookwood Dr	A. H.	42
05	EDWARD GRUSZKA	Edward Gruszka	10 W. BROOKWOOD	A. H.	42
06	Joan Slawny	Joan Slawny	1 W Brookwood	A. H.	49
07	Kedar Patil	[illegible]	3E Brookwood	A.H	1
08	Tanvi Mehta	Tmehta	3E Brookwood	A.H.	1
09	RAY LEWIS	[illegible]	15E Brookwood	A H	40
10	~~Dot Lewis~~	~~[illegible]~~			~~40~~
11	Dot Lewis	Dot Lewis	15E Brookwood	AH.	40+
12	Ramon Torres	RAMON TORRES	12 E. Brookwood Dr	AH	11+
13	Phil Gmitter	[illegible]	2E Brookwood Dr	AH	27
14	SAL BUCARO	Sal Bucaro	4E. Brookwood Dr	AH	15
15	Shivendra Singh	[illegible]	8 E Brookwood Dr	A-H	1 y:

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residency
1	GLENN PADDACK	Jm Paddack	19 W. Brookwood Dr.	A.H.	9
2	Elizabeth paddack		19 W. Brookwood Dr.	A.H	9
3	MATT BLOHM		120 W. Brookwood Dr	A. H.	1
4	Larry Chen		115 W. Brookwood Dr.	A.H	30
5	Yi-Chi Chang		115 W. Brookwood Dr	AH	30.
6	SHELDON GALSTER		25 W. Brookwood DR	A.H.	38
7	Leslie Ploss		103 W Brookwood	A.H	49
8	Larry Plass		103 W. Brookwood	A.H	49
9	Joe Rickard		24 W Brookwood Dr	A.H	22
10	DIMITRIOS ANGELOPOULOS		5-E. BROOKWOOD DR.	A-H	6
11	MARIA ANGELOPOULOS		5-E BROOKWOOD DR.	A-H	6
12	DEBRA FOCKE		2E. BROOKWOOD	AH	11
13	Elizabeth Ciepiela		2 E. Brookwood Dr	AH	29
14	Cleopatra Bruce		601 W. Rand Rd Unit 310	AH	35
15	DONATA CONENNA		701 W. RAND RD	A.H.	8

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residency
1	Colleen Flores	Colleen Flores	11 E Brookwood Dr.	Arlingtonhts	57
2	KATHLEEN SPAHR, AGENT FOR GEORGE J. SCHMID	Kathleen Spahr (agent)	28 W. BROOKWOOD DRV.	ARL. HTS	49 YRS!
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residency
1	Jo A. Gibbs	Jo A Gibbs	2607 N. Highland	Arl.	42 yr
2	Elaine Nielsen	Elaine Nielsen	2620 N Highland	Arl	49 yrs
3	Ken Nielsen	Kenneth Nielsen	2620 N Highland	Arl	49 yrs
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residency
1	JOAN SCHRAGER	Joan Schrager	2518 N Chestnut	A.H	23
2	Mike Schrager	Mike Schrager	2518 N Chestnut	AH	23
3	ISA Losurdo	Isa Losurdo	2618 N. Chestnut	A. H	10
4	Augie Nunez		2618 N. Chestnut	A.H	10
5	Gosha JAROS		2614 N Chestnut	A H	2
6	Ben Simon	Benjamin Simon	2610 N. Chestnut Ave	A. H.	3
7	Stephanie Simon	Stephanie Simon	2610 N. Chestnut Ave	A. H	3
8	Carole Johnson		2606 N. Chestnut	AH	53
9	BOB Johnson		2606 N. Chestnut	AH	11
10	MARY DAVISSON	Mary Davisson	2502 N Chestnut	AH	17
11	Karen Stern		2611 N Chestnut	AH	3
12	Don BERGSTROM		2623 N Chestnut	AH	9
13	LAURA MAY		2623 N Chestnut	AH	9
14	STEFANIE BROWN	S Brown	2524 N WALNUT AVE	AH	10
15	JASON BROWN	J Br	2524 N WALNUT AVE	AH	10

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residency
1	Tina Schaefer	Tina Schaefer	2511 N. Chestnut Ave	AH	31
2	Terry Schaefer	Terry Schaefer	2511 N. Chestnut	AH	31
3	~~Anne Quego~~		2222 N. Ridge Ave	AH	~~30~~
4	Jorsey Abraham		2424 N. Chestnut Ave	AH	20
5	James Abraham		2424 N. Chestnut Ave	AH	20
6	[illegible]		2619 N Chestnut Ave	AH	28
7	[illegible]		2439 N. Chestnut Ave	AH	10
8	Loren R Wolvertons Jr		2439 N Chestnut Ave	AH	10
9					
10					
11					
12					
13					
14					
15					

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residency
1	Renee Czeryba	Renee C	105 W. Appletree Ln	Arlington Hts	19
2	DEREK CZERYBA	Derek C	105 W. Appletree Ln	Arlington Hts	19
3	Kanan Damania	Anup K. Dhru	29 W. Appletree Lane	Arlington Heights	3
4	John Poletto		5 E Appletree Lane	AH	6
5	Cheryl Poletto	Cheryl S Poletto	5E. Appletree Lane	AH	6
6	Nina Wardon		12 W Appletree Lane	AH	1
7	Angela Nevel		7 E. Appletree Ln.	AH	10
8	Mike Nevel		7 E. Appletree Ln	AH	20
9	PAUL NEVEL	Paul Nevel	7 E. APPLETREE LN	AH	49
10	Bonnie Nevel	Bonnie Nevel	7 E. Appletree Ln	AH	49
11	CARL BADE		3 W. APPLETREE	AL	22
12	Mike Motzny		18 W Appletree	AH	48
13	Cindy Motzny		18 W Appletree	AH	18
14	JOSEPH LOCONTE		19 W APPLETREE	AH	47
15	MARGARET KOPERNY	Margaret Koperny	36 W. Appletree	AH	48

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Resider
1	JOHN TRPLOSKY		36 W APPLETREE	AH	48
2	Tino Baker		212 W. APPLETREE LN	AH	17
3	POLYANTHI BAKIR		212 W. APPLETREE LN	AH	20
4	Cory BALDWIN	Cory Baldwin	202 W. APPLETREE LN	AH	13
5	Falak Najam	Falak Najm	117 W. Appletree Ln	AH	5
6	Ken Ramdass	Kenneth Ramdass	123 W. Appletree Ln	AH	30
7					
8					
9					
10					
11					
12					
13					
14					
15					

Ches

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Resider
1	Mariacristina Fiore		2304 N. Evergreen Ave	Arl	4 6 L
2	~~[illegible]~~				
3	Ken Jochum		2410 Evergreen	AH	25
4	~~[illegible]~~	~~[illegible]~~	2315 N. EVERGREEN	~~[illegible]~~	26
5	Bob Beckman		15 W. Brookwood Dr	AH	10
6	Mary Beckman	Mary Beckman	15 W Brookwood Dr	AH	10
7	Joan Hewgran		2315 N. Evergreen	AH	26
8	ALISON R. SAIKI		2401 N. Evergreen	AH	15y
9	~~[illegible]~~	~~[illegible]~~	~~17 W. Liberty Rd~~	~~AH~~	~~21y~~
10	Paula Karll		2425 N. Chestnut Av	AH	8yr
11	~~[illegible]~~	2415 N	2415 N. Evergreen	CH Hts	10yr
12	Barbara Lucas	Barbara Lucas	2420 N. EVERGREEN AVE	AH	35
13	Phyllis Larmore	Phyllis Larmore	2309 N Evergreen	~~AH~~	47y
14	CLAUDIA WOJTALEWICZ	Claudia Wojtalewicz	2436 N. Evergreen	AH	8yr
15	Sidellen Silverman		2424 N Evergreen	AH	10yr
16					
17					
18					

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Resider
1	Beth Nathan	Beth Nathan	15 E. Canterbury Dr.	A.H	11
2	Donald Nathan	Donald Nathan	15 E. Canterbury Dr	A.H	17
3	DAVE LESTER		12 W CANTERBURY DR	AH	13
4	MARINA BALAN	MB	12 W CANTERBURY DR	AH	13
5	KEN GALINSKI	KG	8 W Canterbury Dr	AH	30
6	GAIL GALINSKI	Gail Galinski	8 W CANTERBURY	AH	30
7					
8					
9					
10					
11					
12					
13					
14					
15					

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residenc
1	EWA WOJCIK		3 E. SUFFIELD DR.	ARL. HTS	17
2	KRZYSZTOF WOJCIK		3E. SUFFIELD DR.	ARL-HTS	17
3	Stacy Reese		4 W Suffield Dr	Arl Hts	34
4	Jessica Reese		4 West Suffield Drive	Arl. Hts.	22
5	JEFFERY REESE		4 W SUFFIELD DR	ARL HTS	34
6	Cindy Sullivan	Cindy Sullivan	5 W. Suffield Dr.	Arl. Hts.	12
7	NATHAN DAHLVIG		7 E. SUFFIELD DR	ARL HTS	1
8	KATARZYNA LACZAK		7 E SUFFIELD	ARL. HTS	1
9	NANSI HARB		17 W Suffield	ARL HTS	9
10	Mario Saucedo		8 W. Suffield	Arl. Hts	4.
11	Gisela Saucedo		8 W. Suffield	Arl. Hts	26
12	Edyta Tudrasta		1409 W CONCORD	Arlington Hts	19
13	Damian Saucedo		8 W Suffield	Arlington Hts	18
14	ANDY CYTACKI		8 W. Suffield	Arlington	3
15	Bobby Harb		17 W. Suffield Dr.	Arlington Hts	9

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Resider
1	Mark Sullivan		5 W. Suffield Dr.	Arlington Hts	12
2	M. Georgalas		109 W. Suffield	AH	35
3	Ted Georgalas		109 W. Suffield	AH	35
4	Belinda D'Souza		105 W. Suffield Dr	AH	17
5	Lancy Rodrigues	L. Rodrigues	105 W. Suffield Dr	AH	17 y
6	Cathy	Cathy	121 W. Suffield Dr.	AH	30y
7	Mike Gruzinsky		121 W. Suffield Dr	AH	30y
8	Dawn Quill		123 W Suffield Dr	AH	30 yr
9	Tom Quill	Tom Quill	123 W. Suffield Dr	AH	30 yrs
10	LEE RUIZ CARMEN		203 W Suffield #2	AH	37
11	CARMEN RUIZ		203W Suffield	AH	37
12	Sophia Manukian	Sophia Manu	16 W Suffield Dr	AH.	17
13	Arthur Manukian	Arthur Manu	16 W. Suffield Dr	AH.	17y
14	Boris Manukian	B. Ma	20 W. Suffield Dr	AH.	17y
15	Ludmila Manukian	L. Manukian	20 W. Suffield Dr	AH.	17y

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Resident
P1	Mike Pondrelli		111 W Suffield	AH	21
O2	Aparna Air		122 W Suffield Dr	Arl. Hts.	9
O3	Bogdan Zapat		122 W Suffield Dr	Arlington Hts	9
O4	Debbie Johnson		204 W. Suffield Dr.	Ar. Hts	9
P5	Lisa Nasan		15 E Suffieldde	A.H.	11
O6	Jeff Nison		15 E Stricker Dr.	AH	11
7					
8					
9					
10					
11					
12					
13					
14					
15					

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Resident
1	TOM DINEEN		205 W. Waverly Rd	~~A.H.~~	23
2	Chris DiNeen	Chris Dineen	205 W. Waverly Rd	A H	23
3	Karen Rosenthal	Karen Rosenthal	215 W. Waverly	A H	~~43~~ 43
4	GARY ROSENTHAL	Gary Rosenthal	215 W. WAVERLY RD	A.H.	43
5	Maria Washer		9 W. Waverly Road	A.H.	17
6	Alan Washer		9 W. Waverly Rd.	AH	17
7	Krista Zyck	Krista Zyck	17W Waverly Rd.	AH	2
8	Greg Zyck		17W. Waverly Rd.	AH	
9	MAGDALENA KRESTA		15 E Waverly Rd	AH	2
10	ALEK KRESTA		15 E. WAVERLY RD	A. H	2
11	GREG MIKULSKI		7 E. WAVERLY RD	A. H	6
12	MARZENA ENGER-MIKULSKI		7 E. WAVERLY RD	A. H	6
13	ANNA MINUKHIN		11 E. WAVERLY RD	AH	18
14	OLEG MINUKHIN		11 E. WAVERLY RD	AH	18
15	Michael Enger	Michael Enger	7 E. WAVERLY RD	AH	6

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Resident
1	GABRIELA ZYDZIK		15 E WAVERLY	A.H	2
2	Brittany Polihronis		336 W. Waverly Ct	A. H	6
3	John Polihronis		336 W. Waverly Ct.	A H	6
4	Arlene Sikora		3 E Waverly Rd.	AH	2
5	DANIEL SIKORA		3 E. WAVERLY RD	A.H.	29
6	JOHN FINATO		5 W. WAVERLY RD	A.H.	2
7					
8					
9					
10					
11					
12					
13					
14					
15					

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residenc
1	Adrienne & Rob Eschenbrenner		2555 N Ridge Ave	AH	24
2	David & EWA Zurowski		2559 N. Ridge ave	AH	4
3	Susan Garcia		2606 N. Ridge Ave	AH	23
4	Debra Tollaksen		2578 N Ridge Ave	AH	27
5	SHARON DEMBINSKI		2614 N RIDGE AVE	AH	33 Yr
6	DAN DEMBINSKI		2614 N RIDGE AVE	AH	33 Yr
7	[illegible]		2603 N Ridge Ave	AH	52 yr
8	Robert Darwell		2574 N Ridge AVE	AH	31 yrs
9	[illegible]		2535 N Ridge Ave	AH	40 yr
10	Robert Eschenbrenner		2555 N. Ridge Ave	AH	24 yr
11	David Zurowski		2559 N. Ridge Ave	AH	4 yr
12	Elke Halle		2523 N. Ridge Ave	AH	20
13	Terry Halle		2523 N Ridge Ave	AH	20
14	Sergei Karpovich		2510 N Ridge Ave	AH	1 yr
15	JANINE HANIGAN		2514 N. Ridge Ave.	Arl. Hts.	Hoyt

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Resider
1	PHILIP HANIGAN	Phil Hanigan	2514 N. Ridge Ave.	Arl. Hts.	40 ye
2	Katie Jarr	Katie Jarr	2566 N. Ridge Ave.	Arl. Hts	27 yr
3	Dan Kaminski	Dan Kaminski	2546 N. Ridge Ave	Arl. Hts	35 y
4	Ken Kaminski	Ken Kaminski	2546 N. Ridge Ave	Arl. Hts	35 y
5	Dan Kaminski	Dan Kaminski	2546 N. Ridge Ave	Arl. Hts	35 yr
6	Nicole Longden	Nicole Longden	2511 N. Ridge Ave	Arlington Hts	24 yr
7	Patty Longden	Patty Longden	2511 N. Ridge Ave	ARL HTS	21 y
8	Samantha Longden	Samantha Longden	2511 N. Ridge Ave	A.H.	27
9	Robert Longden	Robert Longden	2511 N Ridge Ave	Arl	53
10	JANICE MACK	Janice Mack	2515 N Ridge AVE	Arl Hts	48
11	ANTHONY J. MACK	Anthony J. Mack	2515 N. RIDGE AVE	ARL HTS	48
12	Emily Anderson	Emily Anderson	2527 N Ridge Ave	Arl Hts	2 mo
13	Jason Ruffatto	Jason Ruffatto	2527 N. Ridge Ave	Arl Hts	2 mon
14	JAMES RAMSAY	James Ramsay	2531 N. Ridge Ave	Arl. Hts	40 yr
15	Judy Ramsay	Judy Ramsay	2531 N. Ridge Ave	Arl Hts	40

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Reside
D 1	MARK RADER	Mark Rader	2607 N RIDGE	ARL HTS	30
D 2	MICHELLE BARRERA	Michelle Barrera	2607 N RIDGE	ARL HTS	30
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Reside
1	GRZEGORZ LEPIONKA		2718 N. PATTON AVE	ARLINGTON HTS	1
2	JOANNA LEPIONKA	Joanna Lepionka	2718 N. Patton Ave	Arlington Hts	11
3	Nancy Worsley	Nancy Worsley	2730 N. Patton Ave	Arl. Hts	31 ye
4	David E. Worsley	David E Worsley	2730 N. Patton Ave	Arl. Hts	31 y
5	CORNELIA RODEN	Cornelia Roden	2807 N. PATTON	ARL. HTS	40
6	EARL RODEN	Earl Roden	2807 N. PATTON	ARLINGTON HTS	40
7	Nancy Del Page	Nancy Del Page	2719 N. Patton	Arlington Hts.	50
8	SEAN LIEU		2714 N. PATTON AVE	Arlington Hts	15
9	DIEM LIEU		2714 N. Patton Ave	ARL. HTS	15
10	Jennifer Sadowski		2711 N. Patton	Arl Hts	14
11	Kevin Sadowski		2711 N. Patton	Arl. Hts	14
12	Raymond Olsen		2715 N. PATTON AVE	Arlington	2
13	Colleen Olsen		2715 N. PATTON AVE	Arlington	2
14	Ronald Del Page	Ronald Del Page	2719 N. PATTON AVE	ARLINGTON	50
15	Kym Wehrle		2723 N. PATTON AVE	ARLINGTON HEIGHTS	14

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Reside
1	NANCY COLE		2807 N. Harvard Ave	AH	2
2	BRAD COLE		2807 N. Harvard Ave	AH	2
3	MARY MAENTANIS		2803 N Harvard Ave	AH	1
4	Patrick Lehrle		2723 N Patton Ave	AH	1
5	BARBARA MALYSZKO		2722 N. Patton Ave	AH	20
6	GIUSEPPE CUFFARO		2727 N. PATTON AVE	AH	7
7	Prudence Cuffaro		2727 N. Patton Ave	AH	7
8	Colleen Sintich		2731 N. Patton	AH	1
9	ALICIA & ZIGGY GORECKI		701 W Rand Rd	AH	2
10	ZIGGY GORECKI		707 W Rand Rd	AH	2
11	Michael Tam		601 W. Rand Rd.	A.H.	2
12	Tina Tam		601 W. Rand Rd.	A.H	2
13	Krystyna Chubin		601 W. Rand Rd	AH	5
14	ALICE MENACKER		701 W RAND RD	AH	14
15	AARON HEIN		2071 N. CHESTNUT	AH	2

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Year Reside
1	John O'Doherty		2715 N. Harvard Ave	Arlington Hts	21
2	Chris O'Doherty		2715 N. Harvard Ave	Arlington Hts	21
3	Kathy Karavitis		2735 N. Harvard Ave	Arlington Hts	2
4	John Karavitis		2735 N. Harvard Ave	Arlington Hts	2
5	Sebastian Solarz		1106 W. Brittany Ct.	Arlington Hts	6 m
6	Holly Ragland	Holly Ragland	2731 N. Harvard Ave.	Arlington Hts	5
7	Jordan Katz		2730 N. Harvard Ave	Arlington Hts	2
8	Marie Heino		2071 N. Chestnut Ave	AH	2.
9	Jennifer Hoffenkamp		2208 N. Chestnut Av	AH	3.
10					
11					
12					
13					
14					
15					

Anne Grego
2222 N. Ridge
AH

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residency
01	Anne Grego		2222 N. Ridge Ave	AH	✓ 3
02	Michael Roth		2226 N. Ridge Ave	A.H.	✓ 4
03	Justine Tirrgibi		2223 N. Ridge AVE	AH	✓ 3
04	Monica Santilli		2215 N. Ridge Ave	AH	✓
05	Noreen Duffy		2211 N. Ridge	AH	✓ 2
06	Megan DUFFY		2211 N. RIDGE	AH	✓ 2
07	Colleen Duffy		2211 N Ridge	AH	✓
08	PHYLLIS STRUCK		2201 N RIDGE	AH	✓ 4
09	DOMINIC JONES		2129 N RIDGE	AH	✓
10	KARL STEINLE		2106 N RIDGE	A/H	✓
11	Dan Randolph		212 N. Ridge	AH	✓
12	ROBIN GEORGE		603 W. LAUD ST.	AH	✓
13	LUANNE BURCHAM		2226 N. Heron	AH	✓
14	Ellen Kroeger		2221 N. Heron	A.H.	✓
15	Regina Fortman		607 W. Techny	A.H.	✓

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residency
01	SONYA B. HESTERMAN	Sonya B Hesterman	606 W LADD	ARL. HTS	45 YR.
02	JAN BORSUK	Jan Borsuk	2206 N. RIDGE	ARL. HTS	21 ye
03	Bob Grego	Robert V. Grego	2222 N. RIDGE	AH.	36
04	JEAN BRADLEY	Jean Bradley	2214 N. RIDGE	ARL. HTS.	37 YEA
05	M. GIAMUNDI	M. [illegible]	230 N. WALNUT	AH	30 YR
06	Lucy Pagels	[illegible]	402 W. Ladd St	AH	41 y
07	RAY AGERS	[illegible]	402 W LADD STR	AH	41 y
08	LISA POMIS	Lisa Pomis	2209 W. Walnut	AH	10 y
09	Brian [illegible]	Brian [illegible]	2209 N Walnut	AH	10 y
10	Steven Anne	[illegible]	2221 N Walnut	AH	1 y
11	N Frauze	[illegible]	425 W. IVY	AH	10 ye
12	Enkhtuya Munkhbayar	[illegible]	415 W Ivy	AH	36 y
13	Jaya Venkat	[illegible]	345 W Ivy	AH	2 ye
14	Edmundas Janusaitis	[illegible]	305 W Ivy Ln	AH	20 ye
15	Pradeep L. Punnam	[illegible]	340 W Ivy Ln	AH	5 ye

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Resider
01	George Bertsiwe	George	329 W Ivy Ln	Arlington	20
02	Elaine Jarvis	ELAINE JARVIS	2227 N. RIDGE AVE	ARLINGTON HEIGHTS	25
03	John Popp	JOHN POPP	2230 N Ridge Ave	Arlington Hts, IL	38
04	Lynn Reling	Lynn Reling	2106 N. Ridge Ave.	Arlington Hts, IL	31
05	Krystyna Jaworski	KRYSTYNA JAWORSKI	2218 N Ridge Ave	Arlington Hts.	22
06	Koki Edison	Koki Edison	600 TECHNY	ARL HTS	34
07	LEONIDAS HARRISIADIS		503 Techny Rd	A. H	4
08	Sandra Hepner		2307 N. James	Arlington	4
09	John W. Hepner		2335 N. James Ct	AH	40
10	Cheryl Davidson		2324 N. James	AH	30
11	PAM LAMBERT		2316 N. JAMES CT	AH	41
12	JERRY W. LAMBERT		2316 N. JAMES CT.	ARL. HTS.	41
13	Rose Ordonedes	Rose Ordonedes	2239 N. Kennicott	" "	54
14	Elia Arias	Elia Arias	773 W Gettysburg	AH	20
15	John Cole	John M Cole	2228 N. Walnut	AH	22

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Reside
1	Barb Georges	Barbara Georges	2204 N. Walnut	A.H.	[illegible]
2	Janice Bradley	Janice Bradley	2312 N James Ct.	A.H.	37
3	BEVERLY MOSES	Beverly Moses	608 W. TECHNY RD	A.H	30
4	Sheila Marmangeli	[illegible]	704 W Techny	AH	30
5	CHRIS ZLOTKOWSKI	Chris Zlotkowski	708 W Techny	AH	1
6	Kevin Higgins	[illegible]	808 W Techny	AH	26
7	Mary Higgins	Mary M Higgins	808 W Techny	AH	26
8	Maureen Girardi	Maureen Girardi	715 W Techny Rd	AH	49
9	Carl Hagland	Carl Ma. Hagland	807 W. Techny Rd	AH	56
10	CARLA HEIMSOTH	Carla E Heimsoth	711 Gettysburg	AH	56
11	Victor Heimsoth	Victor Heimsoth	711 "	"	"
12	Adam Seidler	[illegible]	730 W Gettysburg	AH	6
13	Carly Seidler	Carly Seidler	730 W Gettysburg	AH	6
14	ROBERT WERNER	Robert Werner	802 W. LADD	AH	56
15	Tess Slivka	TESS SLIVKA	610 W. LADD		55

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Reside
1	ROBERT SLIVKA	Robert Slivka	610 W. LADD	A/H	55
2	JEFF SLIVKA	Jeff Slivka	610 W. LADD	A/H	55
3	Margaret Barontì	Margaret Barontì	2219 N Ridge	AH	66
4	Sally Schlatter	Sally Schlatter	1204 Luther Lane	AH	46
5	Nancy Hoffa	Nancy Hoffa	138 S. Pc Hts	AH	38
6	Bonnie Nacht	Bonnie Nacht	704 W. Gettysburg Dr.	AH	54
7	Charles Nacht	Charles Nacht	704 W Gettysburg Dr	AH	54
8	Alice ALICE STEPANEK	Alice Stepanek	2423 N KENNICOTT	AH	[illegible]
9	Jennifer M Gohoon	Jennifer Gohoon	2336 N Lafayette St	AH	30
10	Neil E Gohoon	Neil Gohoon	2336 N Lafayette St	AH	10
11	Jeanette Zirngibl	Jeanette Zirngibl	2223 N. Ridge Ave	AH	30
12	Richard Zirngibl	Richard Zirngibl	2223 N. Ridge Ave	AH	30
13	JACLYN Zirngibl	Jaclyn Zirngibl	2223 N. Ridge Ave	AH	25
14	[illegible]	[illegible]	2010 N ELIZABETH	AH	18
15	Scott [illegible]	[illegible]	2010 N Elizabeth	AH	18

CRESENT PLACE 40 Units 1-2 BR
80 Cars

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Year Resid
01	Heather Banyas	Heather Banyas	2002 N Chestnut Ave	Arlington Heights	21
02	Soojin Lee		450 W. Ivy Ln	AH	8
03	SRIKAR GUDITAKA		303 W Ladd St	AH	2
04	Christopher Klemmer		315 W. Rand Rd	AH	21
05	JOHN REILLY		2215 N WALNUT	AH	32
06	Jaclyn Pagels	Jaclyn Pagels	402 W. Ladd St.	AH	42
07	PATRICK STELMASIAK		2309 N HURON STR	AH	9
08	JUSTYNA STELMASIAK		2309 N HURON ST	AH	9
09					
10					
11					
12					
13					
14					
15					

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Year Resid
01	Sierra Bugno		2902 N. Mitchell Ave	Arlington Hts	1
02	Marcia Marconi		2055 N. Chestnut Ave	Arl. Hts	32
~~03~~	~~Raymond Pagels~~		~~4602 W. Ladd St.~~	~~Arl Hts~~	~~41~~
~~4~~	~~Lucille Pagels~~		" "	" "	~~41~~
05	DALE J BUGNO		2055 N Chestnut Ave	Arl Hts	33
06	Andrew Bosse		2902 N. Mitchell Ave	Arlington Hts	1
07	RENATO ARIAS		225 W. Waverly Rd	Arl. Hts.	45
08	DONNA DAVISSON		2502 N. CHESTNUT	ARL. HTS.	17
09	Dan Davisson		2502 N. CHESTNUT	ARL. HTS	17
10	TERRI SEVERIN		2902 N RIDGE	ARL. HTS	
11	TOM TOPCZEWSKI		1913 DUNHILL CT	ARL. HTS	5
12	LARRY MONGOVEN		3921 N. PROCTOR	ARL HTS	10
13	ROSANNA RICH		1307 W. ROANOKE DR.	ARL. HTS	28
14	LIDIA ARNIERI		1407 W. ROANOKE DR	ARL. HTS	26
15	[illegible]		1107 [illegible]	[illegible]	31

1107

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Reside
1	MARIA DENISIUK		2211 N Champlain St	Arlington Hts	6
2	KRYSTYNA TYBOR		916 W. FRONTENAC	ARL. HTS	18
3	WITOLD TYBOR		916 W FRONTENAC DR	ARLINGTON	18
4	TOMASZ DENISIUK		2211 N CHAMPLAIN ST	ARLINGTON HTS	6
5	Malgorzata Patryarcha		2111 N Verde dr	Arlington Hts	3
6	Marcin Patryarchja		2111 N Verde Dr	Arlington Hts	3
7	Karolina Wisniewski		537 S. Dryden Pl	Arlington Hts	4
8	Wojciech Wisniewski		537 S. DRYDEN PL	ARLINGTON HTS	4
9	Wyrostek Wieslawa		1108 W Alexandria st	Arlington Hts	4
10	Natalia Wyrostek		1108 W ALEXANDRIA ST	Arlington Hts	4
11					
12					
13					
14					
15					

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residency
1	NEIL HAGGLUND	Neil Haggland	603 E. BURR OAK	ARLINGTON HTS	46
2	Priscilla Haggland	Priscilla Haggland	603 E. Burr Oak Dr	Arl. Hts	46
3	ANN HUDELL	Ann Hudell	607 E Burr Oak Dr	AR. HEIGHTS	40
4	[illegible]	[illegible]	[illegible]	[illegible]	40
5	CHRIS KOZACZKA	[illegible]	711 E BURR OAK	Arlington Hts	22
6	DOROTA KOZACZKA	Dorota Kozaczka	711 E. BURR OAK Dr.	ARLINGTON HTS	22
7	Caroline Kozaczka	Caroline Kozaczka	711 E Burr Oak Dr	Arlington Hts	22
8	Ana Sheftos	[illegible]	1305 E. Best Dr	Arlington Hts	20
9	JORGO Sheftos	[illegible]	1305 E BEST DR	ARLINGTON	20
10	Steve Sheftos	[illegible]	305 E Best Dr	A H	20
11	Greta GULIKAN	[illegible]	3104 N Vail Dr W	A H	14
12	Waldemar RATOWSKI	[illegible]	3102 N. Dryden	A. H	20
13	Patrick BARSOFSKI	[illegible]	3103 N Dryden	A.H	20
14	ZACEK PALIGACA	[illegible]	2137 N. WINDSOR DR.	A.H.	12
15	Kasia Pawlik	[illegible]	3135 N WINDSOR DR	AH	16

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Reside
1	MAREK PALCZEWSKI	Marek Palczewski	2919 N. DRYDEN PLACE	ARLINGTON HTS	20
2	Oscar Palczewski	Oscar Palczewski	2919 N Dryden Pl	Arlington Heights	19
3	PHILIP HAWKINSON	Philip Hawkinson	2918 N DRYDEN PL	ARLINGTON HTS	30
4	Marie Hawkinson	Marie Hawkinson	2918 N. Dry DEN PL	ARLINGTON HTS	30
5	Zygmunt Zdanowicz	Zygmunt Zdanowicz	406 E. Burr Oak	Arlington Hts	26
6	Halina Kaczmarska	Halina Kaczmarska	806 E Burr Oak Dr	Hoffman Est	100
7	RUTH D. O'Connell	Ruth D. O'Connell	3123 N. Windsor Dr.	Arl Hts.	43
8	Vicki Laskaris	Vicki Laskaris	3129 N. Windsor Dr.	Arl Hts.	16
9	ALAN B. CARLTON	Alan B. Carlton	3126 N ~~WALDEN~~ WALKER LN EAST	ARL HTS	42
10	JADWIGA BAZORSH	Jadwiga Bazorsh	3103 W. Dryden	Arlington Hts	60
11	NORMAN BREYER	Norman Breyer	3007 N. Dryden Pl	Arlington Hts	52
12	Rosalin Breyer	Rosalin Breyer	3007 N. Dryden Pl	Arl Hts. IL	52
13	RENATH PALCZEWSKI	Renata Palczewski	2919 N. Dryden Pl.	Arlington Hts.	20
14	Boginka IZDANEWICZ	B Izdanewicz	406 E. Burr Oak Dr.	Arlington Hts	26
15	ANTONINA STOLARZ	Antonina Stolarz	410 E. BURR OAK DR	ARLINGTON HTS	40

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City
1	VICTOR PRAWICA		3135 N. WINDSOR DR.	ARLINGTON HTS
2	Anna Peligoca		3137 N Windsor Dr	Arlington Hts
3	CZESLAW WORNY		3138 N WINDSOR	ARLINGTON HTS
4			3138 N. WOLF W	N. Hts
5	Michal Rudnicki		1447 N Stratford	AH
6	JERZY STRAPOC		411 E. BURR OAK	Arl
7	IGOR IGNATOV		2922 N. DRYDEN PL.	Ar. Hgh.
8	Larisa Ignatova		2922 N. Dayden PL	Ar H.
9	Maciej Lojewski		326 S Phelps Ave	Arlington Hts
10	Malgorzata Sokolowska		3039 N. Dryden PL	Arlington HA
11	Dariusz Sokolowski		3039 N. Dryden Pl	Arlington H
12	TOM KEOUGH		1704 E. FLENTIE	ARLINGTON
13	Paul Gal		3126 N. Stratford	Arlington Hts
14	Marta Wlodarczyk		3126 N. Stratford Rd	Arlington Hts
15	Maria Gaughran		2714 N Dryden Pl	Arlington

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residence
1	Jamie SOSKICH	Jamie Soskich	403 W Brittany Dr	Arlington Hts	24
2	TONY SOSKICH		403 W. Brittany Dr	Arlington Hts	24
3	JOHN NOVELLO		2508 N. Mitchell	Arlington Hts	6
4	BERNICE NOVELLO	Bernice Novello	2808 N Mitchell	Arlington Hts	60
5	Julie Soskich	Julie Soskich	403 W. BRITTANY DR	A.H.	25
6	Jessica Soskich	Jessica Soskich	403 W. Brittany Dr	AH	21
7	Nicholas Tannhauser	Nicholas Tannhauser	1101 S Belmont Ave	AH	18
8	Renee Tannhauser	Renee Tannhauser	1101 S. Belmont Ave.	AH	21
9	Darryl Tannhauser	Darryl Tannhauser	1101 S Belmont Ave	AH	21
10	Carlee Tannhauser	Carlee Tannhauser	1101 S. Belmont Ave	Arlington Hts	21
11	Jill Czech	Jill Czech	802 S. IOKA	Mt Prospect	19
12	Robert Horwath	Robert Horwath	107 N. Windsor	AH	60
13	Christine Turner	Christine Turner	1304 W. Mulberry Ln	AH	30
14	Tim Horwath		1232 N. RACE AVE	AH	12
15	Erica Horwath	Erica Horwath	1232 N. Race Ave	AH	12

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Reside
1	Sophie Liambotis		507 W. Hintz RD	AH	21
2	John Liambotis		507 W. Hintz Rd	AH	2
3	Daniel Hoffenkamp		2008 N. Chestnut Ave	AH	4
4	MARIUSZ PIENIAZEK		1870 W SURREY PARK	AH	4
5	THOMAS CIEPIELA		2E. BROOKWOOD DR	A.H.	30
6	MONIKA CIEPIELA		1415 N MAUDE AVE	A.H.	12
7	ROBERT CIEPIELA		1415 N MAUDE AVE	A.H	[illegible]
8	TOM KOPACZ		1424 N. VAIL AVE	A. H	11
9					
10					
11					
12					
13					
14					
15					

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Resider
1	Jill Smith	Jill Smith	1515 W. Partridge Ln #7 Arlington Hts, IL 60004	Arlington Hts	27
2	Betti Schulstad	Betti Schulstad	2407 N. Brighton Pl. Arlington Hts	Arlington Hts	26
3	LANCE SCHULSTAD	Lance P. Schulstad	2407 N BRIGHTON PL	ARLINGTON HTS	26
4	VAVI TOPALIS		2311 N. Brighton A.	Ar/Hts	25
5	PANOS TOPALIS		2311 N BRIGHTON PL	ARLNGTN IL	25
	Iris Shapiro	Iris Shapiro	2571 N Douglas Ave	Arlington Hts	34
	Ursula Esquivel	Ursula Esquivel	714 E. Waverly Dr	Arlington Hts	34
	ARNIE ESQUIVEL		714 E. WAVERLY DR	ARLINGTON HTS	34
	Lisa Zickert	Lisa Zickert	712 W Berkley Dr.	A.H.	20

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Reside
1	LINDA TRANSOM	Linda Transom	2644 N. DOUGLAS	A.H.	3
2	BOB TRANSOM		2644 N. Douglas	A H	3
~~3~~	~~Katie TRANSOM~~				
4	LOIS Bianchi	Lois Bianchi	2411 N. Hickory Ln	A.H.	50
5	Matthew TRANSOM		2644 N. Douglas Rd	A.H.	29
6	Mary Aiello	Mary Ann Aiello	1961 N. Oakwood	A H	~~46~~
7	Tony Aiello		1961 N. Oakwood Dr	A H	~~30~~
8	Cindy Nisbet		407 E. Waverly Rd	A.H.	27
9	Laura Heissel	Laura Heissel	1102 E Waverly DRive	A.H	~~[illegible]~~
10	Jeff Heissel		" " "	"	40
11	~~GEORGE~~ NISBET		407 E. WAVERLY RD.	A.H.	27
12					
13					
14					
15					

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Resider
1	Kyle Grove		1519 N. Kaspar Ave	AH 60004	20
2	Melissa Grove		1519 N. Kaspar Ave	AH 60004	20
3	Katrina Maniscalco		2440 N Evergreen	AH	45
4	Christian Rivera		230 N. Evergreen	AH	24
5	IWONA ROMANOWSKA		2433 N. CHESTNUT	AH	31
6	ARTUR ROMANOWSKI		2433 N. CHESTNUT	AH	31
7					
8					
9					
10					
11					
12					
13					
14					
15					

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Reside
1	ART POWROZNIK		1015 E Waverly Dr	Arlington Heights	
2	Anthony J White		1011 E waverly DR	Arlin Hts	17
3	Michael White		1011 E. Waverly Dr.	Arlington Hts	17
4	MAGDA POWROZNIK		1015 E. Waverly Dr.	Arlington Hts	4
5	KEVIN MATYNIA		1320 E. Camelot Ct.	Arlington Hts.	5
6	MARGARET MATYNIA		1320 E. CAMELOT CT	ARLINGTON HTS	5
7	Piotr Szymanczak		1320E CAMELOT CT	ARLINGTON H	5
8	ASEN TOTKOV		1631 N. Windsor dr	Arlington Hgts	5
9	JOANNA MATYNIA		2825 JACKSON Dr	ARLING. Hts	5
10	Wioleta Matynia		2825 JACKSON Dr	ARLINGTON H	5
11	Artur Celuch		2825 Jackson Dr	Arlington Hts	5
12	Boguslawa Poprota		1631 N. Windsor	ARLINGTON HTS	5
13	MARCELINA HUCKO		715 E CHERRY LN	ARLINGTON HTS	5
14	GRZEGORZ HUCKO		715 E CHERRY LN	ARLINGTON HTS	5
15	MALGORZATA POLITECKA		~~7~~ 2014 N BURKE	Arlington Hts	8

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Reside
1	Katie Rausch	Katie Rausch	711 E. Suffield Dr.	Arlington Hts	13
2	Brian Rausch	[illegible]	711 E. Suffield Dr.	Arlington Hts	13
3	Patricia Herzog	[illegible]	214 E. Ivy Lane	Arl. Hts.	34
4	John Herzog	[illegible]	214 E Ivy Ln	A H	34
5	MALGORZATA WAZ	[illegible]	1118 E CRABTREE DR	A Hts.	17
6	ANNA POTAPO	[illegible]	407 E. Valley Ln	AH	7
7	PIOTR POTAPO	[illegible]	407 E Valley Ln	Arl. Hts.	7 ye
8	JOLANTA SZYMANSKA	[illegible]	303 E KNOB HILL DR	Arlington Hts	8 y
9	KRZYSZTOF SZEWCZYK	[illegible]	303 E KNOB HILL DR	Arlington Hts	8 y
10	Jason Ugent	[illegible]	2551 N Douglas Ave	Arlington Hts	9 yr
11	Kari Ugent	[illegible]	2551 N Douglas Ave	A.H.	9
12	Christy Goduto	[illegible]	1918 N Pinetree Drive	A. H.	4
13	Matt Goduto	[illegible]	1918 N. Pinetree Drive	A H	4
14	KASIA IWANICKI	[illegible]	1908 N. EASTWOOD	A.H	16
15	KRIS IWANICKI	[illegible]	1903 N. Eastwood Dr.	A.H.	16

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Year Resid
1	PAWEL POLITEWICZ		2014 N Burke Dr	Arlington Hts	5
2	Tom Lakomski		2031 N. Burke Dr.	Arl Hts	8
3	PIOTR SLIWA		2027 N Burke Dr.	Arl Hts	3
4	Anna Bielat		219 E Suffield Dr	Arl. Hts	2
5	Tomasz Bielat		219 E Suffield Dr	Arl. Hts	2
6	Wojciech Kowalkowski		311 E IVY Ln.	Arl Hts	13
7	KATARZYNA KORZATKOWSKA		311 E. IVY LN	ARLINGTON HTS	13
8	Patryk Korzatkowski		311 E IVY LN	Arl. Hts	13
9	Sherin Babu		603 E Crestwood dr	AH	2
10	Alvin Thomas		603 E Crestwood dr	AH	2
11	MARTA GIERSZ		2631 N STUART DR	AH	10
12	THOMAS BANNON		601 W. RAND	AH	14
13	Karen Dargenio		601 W RAND	AH	4
14	SUSAN ALMANETTI		601 W RAND RD.	AH	2
15	LOU ALMANETTI		601 W RAND RD	AH	2

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residency
1	Nina Velissaropoulos		515 E. Ridge Rd.	AH	1
~~2~~	~~Polly Bakir~~		~~212 W. Appletree Ln~~	~~AH~~	~~10~~
3	Georgia Koumousidis		445 E. Lincoln St.	MP	2
4	JAMES PALLIS		725 E Rand Rd	AH	
5	BARBARA OLEDZKA		701 W RAND RD	AP	5
6	Swita Mariusz		701 W. RAND	AH	8
7	DEBRA FILIPOWSKI		701 W RAND	AH	8
8	KEITH FILIPOWSKI		701 W RAND	AH	8
9	Skrzeczkowski Marian		701 W. Rand	AH	10
10	Olecki Waldemar		701 W. Rand rd	AH	5
11	Szukalo Andrej		701 W. Rand	AH	7
12	SUSAN PESOLI		601 W. Rand	AH	18
13	JOSEPH PESOLI		601 W Rand	AH	3
14	Jason Pabatty		701 W Rand	AH	7
15	Giuliana Lavelle	GIULIANA CONENNA	701 W. RAND RD	AH.	8

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Resident
1	Carole Behrends	Carole Behrends	2414 N. Evergreen Ave	Arlington Hts	35 yrs
2	Andria Dawranov		2421 N. Evergreen Ave	Arlington H	1 yr
3	Teodora Hristova		2409 N. Evergreen	Arlington H	2 yr
4	Roopa Narayan Rao	RNR	2314 N. Evergreen Ave		11 yr
5	Murray Lenton		2305 N. Evergreen	Arlington Hts	38
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

Greenbrier

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Resider
1	Dina Oberman	Dina Oberman	1970 N. Walnut Ave.	AH	17
2	RICHARD OBERMAN		1970 N. WALNUT	AH	17
3	Max Oberman	Max Oberman	1970 N. Walnut Ave	AH	17
4	Kishore Varma		1923 N. RIDGE AV	AH	10
5	Aditi Mainkar		1923 N. RIDGE AVE	AH	10
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years of Residenc
1	JAMES MAHLER	James Mahler	318 W. Waverly Ct	Arl Hgts	40 yr
2	CAROL GUERTLER	C Guertler	311 Waverly Ct	Arl. Hgts	20 yrs
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

IVY HILL

19. Louann Benbow — 1910 N. Pinetree Dr. AH — 19 years
20. Richard Benbow — 1910 N. PINE TREE DR — 19 YEARS

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Resider
1	TED BRAINER.		702 East Cherry	Arlington	23
2	Chandra Brauner		702 E. Cherry Dr	Arlingh	23
3	MARC PALAND		2315 N Pine AH IL	ARL HTS	25
4	Jessica Paland		2315 N. Pine Ave	Arlington Hts	15
5	Shelly Grossman		1009 E Crabtree Dr	AH	15
6	Melissa Passannante		2938 N. Windsor Dr.	Arl. Hts.	20
7	Laura Vavalle		710 E Thorntree Ter	Arl Hts	13
8	Peter Vavalle		710 E Thorntree Ter	Arl Hts	13
9	Lisa Alelian		720 Bradford Ct	Arl Hts	17
10	Joseph Alkelian		720 Bradford Ct	Arl. Hts.	7
11	Lynn Pangle		2307 N. Douglas		21
12	NICH PERRICONE		2303 N. Burke Dr	Arl Hts	22
13	Joey Perricone		2303 N. Burke Dr	Arl. Hts	19
14	ERIC PANGLE		2307 N. DOUGLAS AVE	AH	21
15	MATT PANGLE		2307 N DOUGLAS AVE	AH	21
16	COLIN PANGLE	Colin Pangle	2307 N. DOUGLAS AVE	AH	19
17	Katherine Finck	Katherine Finck	2330 N. Brighton PL	AH	20
18	Ali Zaimi		615 E. Appletree Lane	AH	12

PETITION

Dear Mayor, board members, and all voting bodies,
We are asking you, our representatives, to listen to the voices of this community.
We ask you to vote NO on the rezoning proposal of 310 W. Rand Road, Arlington Heights.

	Print Name	Signature	Street Address	City	Years Resider
1	Ann Marie Landstoom	Ann Marie Landstoom	2644 N. Waterman Ave	Arl. Hts	45
2	JAMES SPAZZIARI	James Spazziari	201 N. VAIL	A. HEIGHTS	6
3	Craig Grandt		302 S. Prindle	Arl Hts	62
4	Debbie Grandt	Debbie Grandt	302 S. Prindle Ave	Arl. Hgts	65
5	James W. Cole	James W. Cole	555 VAIL AVE APT. 1316	ARL. HGTS	9
6	PEGGY KING	Peggy King	2229 N. Illinois Ave	A. H.	42
7	BASILIO KING JR.		2229 N. ILLINOIS AVE	ARLINGTON HTS	42
8	JIM HILTON		8 N. GIBBONS AVE	ARL. HTS	24
9	Jon Grout		1616 E. Eastman St.	A. H.	14
10	EDWARD WELLHAUSEN		807 E. JENNIFER CT	A. H	48
11	TIM BRISTOL		207 S. RIDGE AVE	AH	38
12	PATRICIA BIELAT		401 W Pine Ave	AH	31
13	Tracy Perkins		406 E. Ridge Rd	A.H.	31
14	Marcia Perkins	Marcia Perkins	406 E. Ridge Rd	A. H.	31
15	Peter Lombardo	Peter Lombardo	507 W. Hintz Rd	A.H.	21

Hubbard, Sam

From: Alice Sylvester [redacted]
Sent: Tuesday, June 22, 2021 1:42 PM
To: Hubbard, Sam
Subject: Crescent Place - Traffic & Park Question

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Hi Sam,
I read the materials for tomorrow night's Plan Commission meeting.
And I see that the developer did a traffic impact study associated with adding 40 units/80 cars to the corner of Rand & Chestnut Ave.

I find it difficult to believe that the development will have so little impact on the ability to leave the neighborhood via Chestnut Avenue. I was happy to see that they adjusted for covid and the lighter traffic patterns we're routinely experiencing. However, I still have two remaining traffic questions and one park use question.

Traffic

1) The possibility of a Traffic signal at Chestnut
2) What about Chestnut & Walnut and the cut-through traffic to Hintz?

Was there any consideration given to adding a traffic signal to Chestnut Ave? I know everyone is loath to add another light to Rand Rd, but there is at least one redundant light already. My recommendation would be to remove the first "retail light" (heading southbound) on Rand from Chestnut given the large number of empty storefronts and the fact that the shopping area can be covered by the light just down Rand – this first one basically goes into Community Threads and the second goes into Harvest Fresh – both stores in the same "strip mall."

The reason I'm advocating a light at Rand & Chestnut is that it is impossible for bikes or god forbid, pedestrians, to cross out of the neighborhood into Greenbriar. It's hard enough in a car – but there is no other safe crossing for bikes except the light at Kennicott. Kennicott, as you know, is the western edge of the Berkley Square community – so it's a challenge crossing there.

And as I wrote to your colleague in March, my real question is about traffic cutting through the neighborhood at Chestnut and Walnut. Anyone heading north from Rand Road (e.g., all the Stonebridge residents) cut through to the light at Hintz to avoid the AH/Rand, increasing the traffic in the neighborhood.

That impact was not assessed in the traffic report, to the best of my knowledge.

Park Capacity
And finally, I am concerned about the availability of park playground equipment. The playlot at Chestnut and Waverly is now shared by children from the immediate vicinity of Berkley Square, Holy Nation Presbyterian Church (which has a daycare facility as well), the Stonebridge apartments and smaller children visiting while people are playing in the baseball/soccer fields. It's quite crowded, especially on weekends, and I'm concerned that there will not be enough equipment to handle an influx of families. I know this is a park district issue, but I wonder if some sort of usage study could be done to determine whether the amount of equipment there is adequate for all of these sources. The only other playlot in the area is at Poe school.

Another idea is whether the developer be asked to put in a playlot on premise. Have we given any thought to that?

I'm excited about the development – I'm sure you are aware big tractor trailer trucks park there over the weekend and it's very unsightly.

Please let me know your thoughts.
Alice K. Sylvester
2509 N. Walnut Ave
AH IL 60004
[redacted]

Hubbard, Sam

From: Wichmann [redacted]
Sent: Tuesday, June 22, 2021 4:45 PM
To: Hubbard, Sam
Subject: Crescent Place

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

In reviewing the information related to Crescent Place, I find that the considerations for density in that area and the traffic review is lacking. Living in the area and using Chestnut Ave the thought that this will not add to an already congested area is misguided. Also the Certified Traffic Engineer preparing an evaluation of the area in April is naïve. Living in this area, I know that during the pandemic the traffic pattern is very light. Measuring during this period and drawing any conclusion is incorrect. You cannot draw a conclusion from a sample size that is not credible. Now add the potential for 80 cars to enter into that side street (Chestnut) and the congestion will be very noticeable.

Additionally, having the entrance/exit onto Chestnut is adding a much higher volume of traffic to that side street. The area was not designed to handle this influx. Overlooking the design of the street, its current use and not planning for this increased traffic pattern is short sighted.

I do not think this should be approved as I believe the impact to the community has not been properly addressed.

Thank you.

Dave Wichmann

Sent from Mail for Windows 10

VILLAGE OF ARLINGTON HEIGHTS

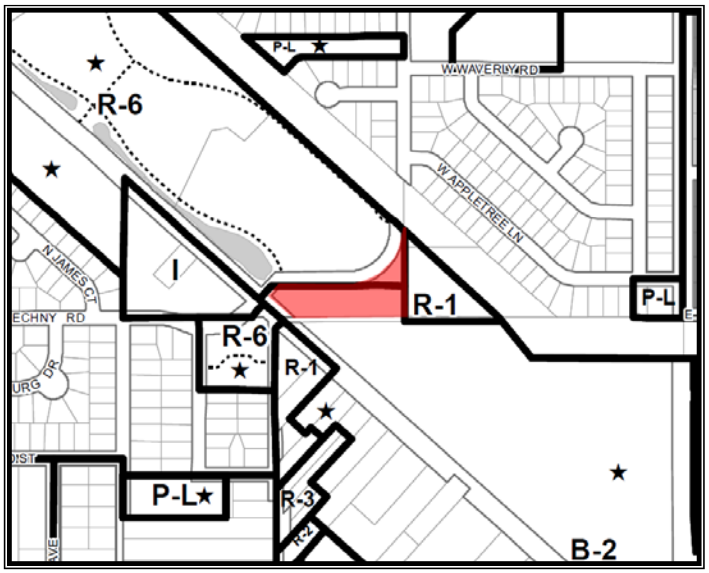
STAFF DEVELOPMENT COMMITTEE REPORT

***Project Number**: PC #21-010*
***Project Title**: Crescent Place*
***Location**: 310 W. Rand Road*
***PIN**: 03-18-204-008, 03-18-204-024*

***To**: Plan Commission*
***Prepared By**: Sam Hubbard, Development Planner*
***Meeting Date**: June 23, 2021*
***Date Prepared**: June 18, 2021*

***Petitioner**: Jake Zunamon*
Housing Trust Group
***Address**: 3225 Aviation Avenue, 6th Floor*
Miami, FL 33133

***Existing Zoning**: B-2: General Business District, R-6: Multiple-Family Dwelling District*
***Comprehensive Plan**: Commercial, Moderate Density Multi-Family*



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-6: Multiple-Family Dwelling District	Multi-Family rental development	Moderate Density Multi-Family
South	B-2: General Business District	Vacant land with power lines	Commercial
East	R-1: One-Family Dwelling District	ComEd substation	Parks
West	R-6: Multiple-Family Dwelling District, I: Institution District	Townhomes, Waverly Inn Memory Care Facility	Moderate Density Multi-Family, Institutional

Requested Action:

1. Amendment to Comprehensive Plan to reclassify the subject property from "Commercial" to "Moderate Density Multi-Family".
2. Rezoning from the B-2, General Business District, to the R-6, Multiple-Family Dwelling District.
3. Preliminary Plat of Subdivision approval to consolidate the subject property into one lot.

Variations Required:

1. None.

Project Background:

The subject property is 2.46 acres in size and located at the southeast corner of the intersection of Chestnut Avenue/Techny Road and Rand Road. The site was formerly used as a restaurant, however, the restaurant building has been demolished and the site has sat vacant for close to 20 years, although it has occasionally been used for the seasonal sale of Christmas trees. Access to the site comes from one existing curb cut along Rand Road and one existing curb cut along Chestnut. The intersection of Chestnut/Techny and Rand Road is non-signalized and under the jurisdiction of IDOT. The Chestnut and Techny approaches are under stop sign control.

Housing Trust Group, a national developer of affordable housing located in Florida, has proposed a 40-unit apartment building on the subject property, comprised of 20 one-bedroom units and 20 two-bedroom units dispersed through-out a four-story building of approximately 45,000 square feet. The project would be developed in conjunction with a local partner (Turnstone Development), which has done similar projects in Northlake, Crystal Lake, and Riverdale.

Approximately 80% of the units (32 units) would be made affordable for families earning no more than 60% of the Area Median Income (AMI). Specifically, 12 one-bedroom units and 20 two-bedroom units would be rented to families earning no more than 60% AMI, which translates to a monthly rent of $871 per month for a one-bedroom unit and $1,047 per month for a two-bedroom unit.

The remaining eight one-bedroom units would be rented to families earning at or below 30% of AMI, which translates to a monthly rent of $384 per month. The petitioner will keep all 40 units rented at affordable levels for no less than 30 years, although a certain percentage of the units must remain affordable in perpetuity per the Villages' Inclusionary Housing Ordinance, and further details on this are outlined within the Housing Commission section of this report.

Access to the site would come from two curb cuts along Chestnut Avenue; the existing curb cut along Rand Road would be eliminated. A total of 80 parking spaces would be provided onsite. The proposed property manager is Carefree Management, and the site would include a full-time property manager and a part-time maintenance supervisor. Through-out the first year, a leasing agent would also be employed at the site. The development would include various amenities, such as a computer café, private storage lockers, library, fitness center, community room, and outdoor amenity areas. Security cameras would be positioned through-out the development and access to all exterior entry doors would be restricted via key-fob readers. The building common areas have been designed to be completely accessible to the disabled and four of the units would also be completely accessible. In addition, 12 units would be handicap adaptable.

Zoning and Comprehensive Plan

The majority of the subject property is within the B-2, General Business District, however, a small portion at the north is within the R-6, Multiple-Family Dwelling District. The proposed use is classified as a "Multi-Family Building", which is not a permitted use in the B-2 District. Therefore, the petitioner has proposed a rezoning of the B-2 portion of the site into the R-6 District; if approved, the entire subject property would be within the R-6, Multiple-Family Dwelling District. The proposed multi-family development is a permitted use within the R-6 District.

The subject property currently exists as two separate lots and must be consolidated into one lot to allow the proposed development. Accordingly, the petitioner has requested Preliminary Plat of Subdivision approval to consolidate both lots. Should the preliminary plat be approved, the petitioner would need to

appear again before the Plan Commission, and ultimately the Village Board, for approval of the Final Plat of Subdivision. There is a 0.14 acre part of the subject property that projects out into Rand Road, and this portion must be dedicated as IDOT Right-of-Way (ROW). The required dedication is shown on the preliminary plat, and the remaining balance of the site would total 2.32 acres (101,166 square feet).

The Comprehensive Plan designates the B-2 portion of the property as "Commercial" and the R-6 portion of the property as "Moderate Density Multi-family". The petitioner has proposed an amendment to the Comprehensive Plan, which would reclassify the "Commercial" portion of the site to "Moderate Density Multi-family", and would align the proposed rezoning with the Comprehensive Plan land use designation for this site. The Staff Development Committee notes that the proposed rezoning would allow a development that conforms to the following goals and policies as identified within the Comprehensive Plan:

- General: To promote affordable housing for various income levels and housing types.
- Housing & Population: To encourage a wide variety of housing alternatives by type, size, and price range.
- Housing & Population: To provide a wide variety of housing for young, elderly, disabled and single households, including rental housing.
- Sustainability: To promote and encourage energy efficiency for residential and commercial buildings (development has committed to obtaining National Green Building "Bronze" status and will have "Energy Star" rated appliances).

In order to justify the change in land use and zoning, the petitioner has provided a market study that analyzed the demand for an affordable housing development in this location. The study concluded that the project was well positioned relative to similar developments in the area; the existing supply of affordable housing within the study area was found to be modest. Given projected rents, unit sizes, and onsite amenities the study estimated a rapid lease up and absorption rate with 95% occupancy expected within six months.

The subject property has sat mostly vacant for close to twenty years and the site is not ideal for commercial uses (as would be allowed under the existing B-2 zoning); there is no signalized access to/from Rand Road and IDOT would likely prohibit any direct access/curb cut to the site from Rand Road due to proximity to the Chestnut Avenue and Rand Road intersection. Given that Crescent Place would: 1) comply with several of the goals and policies within the Comprehensive Plan, 2) provide a product that is underserved in the current market, and 3) provide a viable use on a site that is not ideal for commercial uses as allowed under the current zoning, the Staff Development Committee is supportive of the proposed rezoning, lot consolidation, and amendment to the Comprehensive Plan.

Conceptual Plan Review Committee:

The petitioner appeared before the Conceptual Plan Review Committee (CPRC) on January 27, 2021 for review of their development concept. The CPRC did not express any major concerns with the proposed use and conceptual plan, and were generally favorable of this redevelopment as they recognized that the site had been vacant for many years and had certain characteristics that were impediments towards redevelopment. There was discussion on the affordable component of the development and how long the units would be required to remain affordable. The CPRC encouraged the petitioner to conduct outreach with the surrounding neighbors to introduce their project and understand potential concerns. The minutes from the CPRC meeting are included within the Plan Commission packet.

Housing Commission:
On March 2, 2021, the petitioner appeared before the Housing Commission for review of this project, which resulted in a unanimous recommendation of approval. While the financing sources for the development require that all units be rented at affordable levels (as outlined above) for a period of no less than 30 years, the Village's Inclusionary Housing Ordinance (IHO) has slightly different requirements. Specifically, the IHO requires two actual one-bedroom and two actual two-bedroom units be rented to individuals or families earning no more than 60% of AMI. Accordingly, although the developers' lenders only require 30 years of affordability, the four units as outlined above shall be rented at affordable levels in perpetuity in order to comply with the Inclusionary Housing Ordinance.

Neighborhood Meeting:
As recommended by both staff and the Conceptual Plan Review Committee, on the evening of March 10th, 2021 the petitioner held a neighborhood meeting via Zoom to introduce the project to adjacent neighbors. Three members of the public attended the meeting, and according to the petitioner, asked questions about traffic movements at the intersection of Chestnut and Rand Road. The petitioner responded that they had hired a traffic consultant to analyze the impact of the development on traffic movements in the vicinity, but that they expected traffic generation from the 40-unit development to be minimal.

Design Commission:
On May 11, 2021, the Design Commission met to discuss the project and voted unanimously to recommend approval of the application subject to six required modifications relative to material colors, window trim, and additional brick along the southwest corner of the building. Subsequent to this meeting, the petitioner made all of the changes as required by the Design Commission; the plans provided to the Plan Commission reflect these design changes. Meeting minutes from the May 11th Design Commission meeting are included in the packet to the Plan Commission.

Building, Site, and Landscaping:
The proposed development conforms to all height, bulk, density, and setback requirements. No variations are required for the building, site, or landscaping. The petitioner has submitted fire truck turning exhibits showing that emergency service vehicles can adequately maneuver through the site. The development would provide several sustainable design features, such as native seed mixes within the detention/bioswale/volume control areas, National Green Building "Bronze" status, and "Energy Star" related appliances, exhaust systems, and light fixtures.

A stormwater detention area is proposed at the northeast of the site, which has been designed to hold water during heavy rain events but will gradually drain after rainfall has ceased to where it is considered a "dry bottom" stormwater basin. This basin will be well screened with perimeter landscaping and the interior will include a layered mix of low-profile native plantings and slightly taller bioswale plantings within the center of the basin. The landscaping has been designed to provide a dense buffer to the east abutting the ComEd substation property, including preservation of six existing trees along the eastern property line and the installation of a mix of 17 new deciduous and evergreen trees. To the south abutting the commercial uses, the petitioner has proposed over 20 new deciduous and evergreen trees, along with the preservation of an existing Syberian Oak tree that is in fair condition. The landscape plan goes above and beyond code requirements.

At the request of staff, the petitioner has relocated the proposed transformer on the west side of the structure to within a wing wall enclosure at the southwest corner of the building. However, staff notes that

the landscape plan will need to be revised to reflect this change. Additionally, the petitioner has not provided sufficient specificity on the heights of the proposed fixtures, and illumination values along the eastern property line abutting the ComEd substation slightly exceed code requirements. A condition of approval have been recommended that would require the petitioner to provide a revised photometric plan and fixture details at time of Final Plat of Subdivision submission, for review and approval by staff.

Parking & Traffic:

The petitioner has provided a traffic and parking study prepared by a Certified Traffic Engineer, which has surveyed traffic volumes during April of this year and assessed the existing roadway system characteristics, anticipated trip generation, directional distribution of the site traffic, capacity analysis at area intersections, site access, and parking for the proposed development. Based on the information provided, the Staff Development Committee believes the proposed low-intensity development will not create hazardous travel conditions; the existing roadway network in the vicinity of the site is capable of handling the anticipated traffic volumes from the proposed multi-family development.

Specifically, the study estimated that during peak morning travel times (7:15am – 8:15am) and peak evening travel times (4:45pm - 5:45pm), the site is estimated to generate 14 additional vehicle trips and 18 additional vehicle trips, respectively. This translates to one additional car every 4 minutes on average during the morning peak and one additional car every three minutes on average during the evening peak. Furthermore, the study found that the proposed development would result in an additional delay time of 3 seconds for left-hand turns from westbound Chestnut Avenue onto Rand Road during the evening peak, and approximately 1 additional second of delay for the same movement during the morning peak.

Although on days when traffic is significantly heavy, the queue on westbound Chestnut awaiting movement through the Rand Road intersection will stack to reach the westernmost entrance drive to the Stonebridge Apartments, this is estimated to occur only 5% of the time. Furthermore, Stonebridge has three additional curb cuts onto Chestnut Avenue located further east of this intersection, which provide viable alternatives to enter/exit that development. Left turn movements from southeast bound Rand Road onto Chestnut Avenue, which has a dedicated left-turn lane on Rand Road, will operate with minimal delay and this movement is classified with a Level of Service (LOS) of “A” during the morning peak and LOS “B” during the evening peak. No stacking issues are projected for the dedicated left turn lane on Rand Road and the study has found that no traffic infrastructure improvements are necessary as a result of the proposed development.

In comparison to an approximately 5,000 square foot restaurant on the subject property, which would be an acceptable use for the site given the existing commercial zoning, the proposed multi-family development would generate significantly less traffic (more than 50% reduction in trips both overall and during peak travel times). The Staff Development Committee believes the proposed development would not create an undue traffic burden on the adjacent roadway network.

With regards to parking, 80 parking stalls are required and 80 stalls have been proposed on the site. In comparison to two similar affordable rental developments in the Chicagoland suburbs, the study found that parking demand would equate to approximately one parking space per unit whereas the proposed development would provide two parking spaces per unit. When compared to ITE parking generation models for multi-family housing developments, which would expect peak parking demand of 1.47 cars per unit, the proposed parking supply at Crescent Place would exceed demand. The SDC believes that sufficient parking has been provided onsite and does not have concerns over the proposed parking supply. Finally,

the petitioner has proposed four bike parking stalls adjacent to the front entrance of the building, which satisfies the code requirement of four bike parking spaces.

RECOMMENDATION

The Staff Development Committee has reviewed the proposed amendment to the Comprehensive Plan to reclassify the subject property from "Commercial" to "Moderate Density Multi-Family", rezoning of the subject property from the B-2, General Business District, to the R-6, Multiple-Family Dwelling District, and Preliminary Plat of Subdivision approval to consolidate the subject property into one lot and recommends **APPROVAL** of the application subject to the following conditions:

1. Final Plat of Subdivision approval shall be required.
2. Impact fees in accordance with Chapter 29 of the Municipal Code shall be required for each unit within the development.
3. Compliance with the March 2, 2021 Housing Commission motion shall be required.
4. Compliance with the May 11, 2021 Design Commission motion shall be required.
5. At time of Final Plat of Subdivision submission, the petitioner shall provide additional details on the light fixtures, as well as a revised photometric plan that conforms to all code requirements, for review and approval by staff.
6. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

_____ June 18, 2021
Bill Enright, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

PLAN
_____
_____
_____

COMMISSION

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

RE: CRESCENT PLACE - 310 WEST RAND ROAD - PC #21-010
AMENDMENT TO THE COMPREHENSIVE PLAN FROM 'COMMERCIAL' TO 'MODERATE DENSITY MULTI-FAMILY', REZONING FROM THE B-2 DISTRICT TO THE R-6 DISTRICT, PRELIMINARY PLAT OF SUBDIVISION TO CONSOLIDATE THE SUBJECT PROPERTY INTO ONE LOT

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 23rd day of June, 2021 at the hour of 7:45 p.m.

MEMBERS PRESENT:

SUSAN DAWSON, Chairperson
LYNN JENSEN
JOSEPH LORENZINI
BRUCE GREEN
GEORGE DROST
TERRY ENNES
JOHN SIGALOS

ALSO PRESENT:

SAM HUBBARD, Development Planner
JACOB SCHMIDT, Development Planner

CHAIRPERSON DAWSON: All right, next item on the agenda is Crescent Place.

Do we have the Petitioner? Sure.

Okay, before you begin, have all public notices been given? Yes?

MR. HUBBARD: Yes, they have.

CHAIRPERSON DAWSON: Thank you.

Okay, will both of you be presenting to us this evening?

MR. ZUNAMON: Yes.

MR. GREEN: Yes.

CHAIRPERSON DAWSON: Okay, so if you could both then please respond to do you swear to tell the truth on all matters discussed during the public hearing this evening?

COMMISSIONER ENNES: We have another person coming up.

CHAIRPERSON DAWSON: Oh, we have another person; we have a third. So, yes, you all -- oh, we've got a fourth, look at that.

Anybody else want to just come on up? Just kidding.

(Witnesses sworn.)

CHAIRPERSON DAWSON: Okay, before you begin, one at a time when you go step up to do whatever portion you'll be speaking to, could you please state your name and spell your last name for the court reporter?

MR. GREEN: Of course, thank you. Mr. Zunamon is going to begin, so the rest of us will disappear momentarily.

MR. ZUNAMON: All right, well, good evening. Yes, I'm Jake Zunamon, it's Z-u-n-a-m-o-n. I am Senior Vice President of Development with Housing Trust Group. We're a nationally renowned affordable workforce housing developers out of Florida. This past year, we were actually ranked number 20 in the top 50 of groups in the country. So, this is our bread and butter; this is what we do.

A little bit of history about this particular development. Last year with COVID, I moved my family up here. I'm initially from Evanston. I actually used to do some work in Arlington Heights, helping people sign up for Affordable Care Act. Obviously, a beautiful community you guys have here, love the building. We decided, hey, you know, why don't we try to expand a little bit into Illinois?

We partnered Turnstone Development Group who has been a fantastic nonprofit partner, really great reputation with the state, has done a lot of developments in the north and south suburbs of Cook County. So, yes, we basically, you know, found this piece of land, spoke with the seller. I know it's been sitting vacant for a while and kind of proposed this development.

Working with your Staff has been phenomenal. I think we initially kind of broached the idea back in maybe October of 2020, started working on site plans with them, got a lot of great feedback. I've definitely enjoyed the process. I think, you know, from every Commission meeting we've been to, from meeting all the folks on this initially to the Design Commission that we recently did, just really have helped us to elevate the design of this community. Since that meeting, we've actually been awarded tax credits and sought funding from not only the state IHDA, about $15 million plus in that, another $1 million from Cook County, and we're just excited to bring this $16 million 40-unit community to Arlington Heights.

So, that's the quick background. Some of the images you have on the screen are existing developments that the Housing Trust Group, my company, on top and Turnstone below have built in both Florida and Illinois. We currently, you know, own and manage over 3,000 units, and yes, we're long-term owners, managers. We're here to be here and just excited to be back in person and see everybody.

So, with that, I'm going to bring John Green back up who is our fantastic architect, and he's going to explain a little bit more about the development before we get into the Staff report.

MR. HUBBARD: Mr. Green, there should be a projector. There you go, you got it.

MR. GREEN: Good evening. I'm John Green with GroundWork Architects, Engineers and Planners located in Buffalo Grove at 351 West Dundee. We are here --

CHAIRPERSON DAWSON: Could you spell your last name for us as well?

MR. GREEN: Green like the color, G-r-e-e-n.

CHAIRPERSON DAWSON: No extra e on the end?

MR. GREEN: No extra e, just two in the middle. We are here for this parcel regarding a 40-unit proposed affordable housing development. We're here for three requests. The first one is a lot consolidation. The site is surrounded by Stonebridge to the north, there is a Commonwealth Edison transfer station to the east, and there is a Commonwealth Edison small right-of-way to the south, farther south of that is commercial development, and to the west there are some townhomes and there is a manor home development for memory care individuals.

The site has sat there vacant for about 20 years. You can see the remnants of the parking lot, and the lighter area is about where the building is as I understood it. The last things that have been done there had been the sale of Christmas trees.

The three requests coming before you are to consolidate this area. There are currently two lots on the site that compose the site. The northern lot is a triangular shaped lot that follows the curve around on Chestnut. That is already currently zoned R-6. The southern portion of it which is where the restaurant was is zoned B-2. So, we are requesting a consolidation of it into a single lot.

The second thing we would be requesting is that it have a single zoning over the lot, all R-6. So, essentially, we're down-zoning the part that is B-2 into R-6, which would eliminate any commercial uses and allow for only the residential uses.

The third thing that we're asking for is for an amendment to the, your Comprehensive Plan since this parcel, that portion that is currently B-2, is listed in the Comprehensive Plan as commercial because it was. The parcel is isolated from the balance of the commercial to the south because of that right-of-way. There is currently an access for the restaurant that's existed forever right off of Route 12-Rand Road. We would be eliminating that access as part of our proposal, taking away what we consider to be a relatively dangerous access point.

I should state that we have received your Staff reports. We have reviewed the Staff report. We concur with all of their recommendations. We have no objections and no comments, no negative comments to them at all. I will reiterate what Mr. Zunamon has said, we have worked very, very hard and I hope very well with your Staff. When we come to a community, we consider that the Staff members of the community are probably the best

representatives of what is in the heart and minds of its community. We try to come together with them at a level meeting ground to use their skill and their knowledge to help us make our development better as we go through the process.

We are not asking for a planned unit development. That's fairly unusual for a development of this size. But the reason why we're not doing that is because we're not asking for any variations. Once under R-6, we will meet all of the ordinance requirements.

We are proposing 40 units total. They are only one-bedroom and two-bedroom, they are 21 bedrooms and 22 bedrooms. We will meet all of the bulk standards in this facility for height, setbacks, coverage, parking, density, stormwater management, and landscaping.

We started this process, as Jake had indicated, back in October. In December, we had a Conceptual Plan meeting, or I'm sorry, in January we had a Conceptual Plan meeting with the members of this Commission that provided additional feedback. We have since that meeting moved forward at the request of the Staff and at your suggestions and had a neighbor meeting which we did in March of this year.

We also have gone to the Housing Commission. As you know, the Village of Arlington Heights recently approved a new ordinance for affordable housing. We are I guess the first ones to come through with a development that not only meets the desires and requirements of that affordable housing desire and program, but this entire building is affordable housing.

We also have been to the Design Commission. We have gone through the meetings with them. We are approved by the Housing Commission based on the representations I just offered to you, and we also were approved recently by the [Design] Commission. The [Design] Commission had six stipulations or regulations that they wanted us to include. The plans that you are seeing today include all six of those. We have subsequently gone back to Steve Hautzinger who oversees that for the Plan Commission and have presented the modified documents to him. So, we have concluded making all of the revisions. I know it's one of your Staff conditions, so it's not hard for us to agree to them because you're going to see them all, they're in here already.

During the process, we went through two rounds of Staff review comments with Planning, two rounds with the Design Commission, three rounds of engineering reviews. In addition to that, we started with a Staff review back in October of last year. We called that the bible. Once we got the outline from every Staff Department of what they felt was important for this development to be viable, to comply with the rules and regulations of the zoning for Arlington Heights, we did not deviate from it.

The plan that I've put up before you now is a comparison site plan. On the bottom is the plan that was shown and discussed at the Plan Commission preliminary consultation meeting. The plan at the top is the final plan that is being presented to you today. You may note that there are very few differences between then and now. While they're different, they were important. We've had to rework the driveway and driveway entrances to miss existing streetlights. We've had to re-work or we've re-balanced the parking around the building.

We have, from the Staff reports, needed to, yes, needed to comply with their request to enhance the landscaping significantly along the south side of the property. You'll see that on the landscape plan. So, you'll see the parking lot bending a little bit, so we did

a little bit of pulling and pushing so that we could add the additional landscaping. Once we added the landscaping, the Staff reviewed it and said, well, can you add a little more, and we did. We kept bending the lot until we could make grading work, so it conforms to all grading requirements, or exceeds all the grading requirements for the Village standards.

The building itself, as I said, consists of 40 units. There are 10 units per floor. The western end of the building as you saw on the rendering has a lot of geometric movement to it. That is the front door to Rand Avenue. So, we wanted to step it down as it approached there, give it interest, used the geometry of it, and that entire section that has the two, three and four-story portion is all common space, community space within the building. We believe in creating a development that is, that forms neighborhoods.

So, each of the floors becomes its own neighborhood. There's common community space on each floor. The building includes a community room, it includes a cyber cafe, it includes a library, it includes individual tenant storage, it includes a bike storage, a secure bike storage room on the first floor. It also includes the units which have different designations by IHDA. We are required by them to have 10 percent of the units be fully accessible.

The units that you see in yellow are fully accessible units. The jigsaw puzzle part of it is they must be representative of all the different types of units so there is no discrimination on unit types for people with disabilities. We must also have 20 percent of the building for people who might have a need for assistance or have accessibility requirements in the future. Eight of the units are shown in blue. Those are constructed completely adaptable. They made all the turnaround access requirements, all the bracing and grab bar requirements are in place.

An interesting little fact about them is they have showers with removable curbs. I know it may seem like a silly thing, but when you're in the shower, if you don't have to roll into the shower, the water splashes out to the floor which creates a bit of a dangerous situation. When you need to roll into the shower, you need to roll into the shower. So, these showers have a curb that's integral to it that snap out so that if we have to change the unit, we now can make a shower completely accessible without having to have anybody who doesn't need the accessibility have that issue of relating to the floor. It's a relatively new development. We used them on three or four other buildings. Those are the little things that, as I mentioned, that we kept working through as we went through this process.

All the other units that are in white, they are not constructed accessible, but they are all adaptable. So, if the need arises, any one of those units, should we exceed the 12 units that are there that have been adapted, have a need to service a resident, we can adapt that unit readily, although we do little secrets. Like we put double backing behind the cabinets in the kitchen because you have to lower the upper cabinets when a unit becomes accessible. So, if you just put up the normal backing that you nail the cabinets to, you've got to take down the wall. We put up a double backing, so just take them down and move them down. This is the level of detail that's necessary to create a project of this type and, at the same time, to make it affordable.

There are no differences within the units for any person, whether they have an accessibility need or an income differential. They are all identical in their finished design and program.

On the site, we have exceeded the landscaping requirements

considerably. We also are putting in the parkway trees that do not currently exist on Chestnut. We have created layering of landscaping from Rand to the building that you can see. There's some landscaping that's immediately close to Rand, and there's another layer of landscaping that's just on the east side of the driveway, and then next to the building there's another layer of landscaping. That behind it is the section that is moving up and down two, three, and four stories.

We split the parking around the building to provide the shortest travel distances for everyone to get into the building. We are also required by IHDA to do 10 percent handicap spaces, not five. So, that's why you see additional handicap spaces on the plan. We had several discussions with the Staff, particularly during the Design Commission and following with the Staff reviews that they even wanted us to enclose the only one piece of equipment we have on the ground, and that's the electric transformer which is about six-foot by six-foot by five-foot. It's enclosed.

We've tried to meet and exceed all of those conditions. You can see the extensive landscaping along the south, much of that is evergreen. There is a really nice, tall tree there that may not be the best specimen in the world, but when you start with a 40-foot tree right there where you want to create some landscaping, you don't take it down. That's where you see some of the changes and maneuvering. Once we knew we could save that tree, we were going to find a way to do that.

We also are saving a number of trees that now will be along where the detention is which is at the upper right-hand corner, the triangular area. That's the detention basin. Your ordinance requires heavy landscaping around it. We have done that, but we are also saving a number of trees over in that area as well as a number of trees down at the southeast corner of the development. Once again, if they're there and they're big and we clean them up and we make them good, they'll get good. So, we did not want to remove anything that we did not have to remove.

The final plan includes the 80 parking spaces that are required by your ordinance. The final plan includes the 10 percent handicap spaces that are required by IHDA. The final plan breaks up the parking into a number of small islands.

You have very strict fire requirements here. They require a 26-foot wide fire lane that extends on one long side of the building and around. This meets all of those requirements. The fire lane is unobstructed and extends along the south side of the building.

We've missed the light poles. We have our front yard, side yards, rear yard, in fact, we far exceed most of our yard setback requirements. There's even a canopy that sticks out over the entry and that doesn't stick out for more than the square footage that is permitted. In fact, it doesn't stick out at all over the square footage that's permitted to stick out onto the required yard.

We wanted to bring you something that we could stand here and say we are simply asking for two lots to become one, the lots to be consolidated, and that process then to take on a single zoning which gets rid of the commercial use that exists on an isolated parcel, and to allow us the chance to do an affordable housing project which is consistent with the new goals of the Village of Arlington Heights.

We have had the opportunity to get some feedback from comments that had been mailed into the Village. If I may now, what I'd like to do is to invite the traffic engineer up so that he can respond to those comments. Hopefully, that will give some answers

to questions that I believe are already here. We understand the traffic issues. So, since we already have some comments that are made, we would like to at least bring that forward at this point. Then I'll come back and conclude this.

CHAIRPERSON DAWSON: Sure.

MR. GREEN: Thank you.

CHAIRPERSON DAWSON: Take your time. I understand you were one of the ones previously sworn in, correct? Could you just state your name and spell your last name for the court reporter?

MR. MILLAN: Yes. Good evening. My name is Javier Millan, that's J-a-v-i-e-r, last name M-i-l-l-a-n. I'm a principal with KLOA, Incorporated, 9575 West Higgins Road, and we were retained to conduct the traffic study for the proposed development.

This traffic study was conducted following all industry guidelines. I'm going to try to briefly go over what the traffic study entailed and what we found.

So, as part of the traffic study, we conducted traffic counts at the intersections of Chestnut Avenue with Rand Road, Chestnut and Stonebridge Drive, the east and the west, east and westernmost access drives and the two access drives in between those drives. The counts were conducted in April of 2021 during the morning and evening peak periods.

Due to the ongoing COVID-19 pandemic, at the time of the traffic counts, the traffic volumes in the study area do not reflect normal or typical conditions. As such, we compared those counts in April 2021 with previous counts conducted by us in 2015 at that intersection. We adjusted those 2015 traffic counts with growth factors provided to KLOA by the Chicago Metropolitan Agency for Planning to bring them up to 2021 conditions, normal conditions not pandemic conditions, and then we're able to compare both counts.

Based on the comparison, the weekday morning peak hour volumes were very, very similar, and the evening peak hour volumes were approximately 10 percent lower. So, as such, we increased the p.m. peak hour volumes in the area by 10 percent. I want to point out that this methodology of adjusting traffic volumes has been approved by the state, counties and other municipalities as it provides an acceptable data set.

Once we have the peak hours of traffic, we then proceeded to estimate the number of trips that the proposed development will generate during the peak hours. This is done using the Institute of Transportation Engineers, or ITE, trip generation manual, and this is the industry standard accepted by all public agencies and municipalities including the Village of Arlington Heights.

For analysis purposes, we actually, the traffic that will be generated by their proposed development was compared to the traffic that would be generated by a restaurant. Based on the comparison, the restaurant would generate significantly more traffic than their proposed residential development. So, in order to analyze, or sorry, in order to not analyze future conditions in a vacuum, the existing adjusted traffic volumes were increased to year 2027 projections. We utilized the growth factors that CMAP gave us and then bumped up those traffic volumes to 2027, and then to that background traffic volume, we added the traffic that will be generated by this development. We then conducted capacity analyses of all the study intersections to determine how well they are operating, and based on the results of the analyses, all of the intersections have enough reserve capacity to accommodate the projected year 2027 traffic volumes with minimal increases in the overall delay. This is due to the fact that

their proposed development is a very low traffic generator.

We also looked at the projected volumes at the intersection of Rand Road and Chestnut to see if a traffic signal will be warranted at that location. As you may be aware, Rand Road is an SRA, meaning strategic regional arterial, designated by the State of Illinois, and they have stricter guidelines in terms of providing a traffic signal. You would have to meet certain volume requirements in an hourly, eight hours of the day. Unfortunately, the volumes in here whether it's existing or projected do not meet those requirements and the state will not warrant the signal.

Lastly, as part of the traffic study, we also conducted a parking evaluation, and their proposed development meets the required number of parking spaces per Village of Arlington Heights code and exceeds the ITE peak parking demand that we calculated.

So, in summary, the development-generated traffic will add less than one percent of the traffic projected to be traversing the intersection of Rand Road and Chestnut during the peak hours. Their proposed access drives will be adequate in accommodating the load traffic projected to be generated by the development. Their proposed residential development will certainly generate significantly less traffic than a restaurant and, as such, will have a lower impact on the area roadways, and their proposed parking that will be provided will ensure that adequate parking is provided, meeting Village code, and exceeding or being able to accommodate the projected peak parking demand.

Any questions you might have, I'll be more than happy to answer them, but at this time, I'm going to turn it over to John.

MR. GREEN: Thank you, Javier.

There are a few other things that I'd like to at least mention as we conclude this. One of them is that this property has sat vacant, so this will put this property back on producing property taxes at the level which it should be producing, and in our opinion, the residential level.

Secondly, the population for 40 units is projected to be low because it's one-bedrooms and two-bedrooms. It is a family, a non-age restricted facility, but it's been purposely designed for one-bedrooms and two-bedrooms. It minimizes any large family things and primarily will tend to attract people who are single, people who are living alone now. Even in the projections by the School District for its impact fees, the impact fees that we have to pay to the schools are relatively low because they recognize through their numbers that we will not be generating a lot of children to the development.

We will, however, be making a full contribution on all impact fees, and one of those is the Park District. There was a question that came to us earlier about the impact to the Park District with children that might be here, or actually a whole population. I'd like to think a lot of us go out and use the parks. We will be making the full impact fee payment to the Park District which in this case is the largest of the fees that will be paid, and that's over $106,000. That's a relatively significant contribution to the Park District, and hopefully they would use some of that to help improve parks in this general area even though Arlington Heights has a phenomenal park system.

Lastly, I'd like to indicate that if you think of the super triangle, or that's what I've called it in my head, between Rand, Hintz and Arlington Heights Road, this is the last undeveloped parcel in that entire triangle. So, while we are bringing in a low population impact, and we believe a low overall impact, this is the last impact in this entire area. That

completes the triangle. We will be taking out a curb cut that's dangerous and bringing in a residential thing.

Somebody said to me somewhere along the process, well, what if people need to drive down over to the shopping center? I said, well, they can just cross the 25-foot ComEd thing and they're at the shopping center. Several times that I've been down to the site, I've noticed Stonebridge people taking the route. We don't intend to block the route, it's a nice route. We'll also be completing the walkway loop. There's a couple of gaps in there, and part of the requirements that were provided to us by the Staff were to complete those loops, and we are doing so.

We appreciate the time you've given us. We appreciate the patience of everybody sitting behind me. Believe me, it's not a lot of fun knowing you have to stand up in front of a lot of people and tell them, no, we're not really that bad, and I have to do it with my back to you. So, forgive me that my back is to you, it's just the way it's set up. We look forward to hearing the Staff report, so I'll report again no variations and we concur with everything the Staff report has said. Thank you for your time.

CHAIRPERSON DAWSON: All right, thank you for your presentation, and I did hear you say that you had read the Staff report and that you do agree to all conditions of approval. If you could just confirm that for me?

MR. GREEN: That is correct.

CHAIRPERSON DAWSON: All right, terrific.

Staff report, please.

MR. HUBBARD: Thank you, Chair Dawson.

So, the Petitioner is here before you this evening, as you heard, they want to develop a 40-unit multi-family project at 310 West Rand Road. That's at the southeast corner of Rand and Chestnut. The site is currently in two zoning districts: B-2 district for the majority of the site, that's where the existing asphalt pavement area is and that's the part that was formerly occupied by a restaurant close to 20 years ago; and then at the northeast section of the site there's a triangular portion as Chestnut begins to curve north that's in the R-6 Multiple-Family Dwelling District.

Similarly, the Comprehensive Plan designates the B-2 portion of the site as appropriate for commercial uses, and the R-6 portion as appropriate for moderate density multi-family uses. So, in order to obtain the necessary zoning to accomplish this development, the Petitioner needs three separate zoning actions. One would be an amendment to the Comprehensive Plan, and that's going to reclassify the commercial portion of the site into the moderate density multi-family site to align that with that portion in the northeast corner. The entirety of the site would then be within the modern density multi-family classification of the Comprehensive Plan. Additionally, the B-2 portion of the site needs to be rezoned to R-6, again uniting the entire site into the R-6 Multiple-Family Dwelling District. Finally, the site needs to be consolidated via a plat of subdivision so that it's all one lot. Currently, each separate zoning portion, the R-6 portion and the B-2 portion, are each on their own separate lot and they must be combined into one lot to accommodate for the development.

This evening, the Petitioner is only requesting preliminary plat of subdivision approval. Once they finalize their engineering and finalize their final plat, they will have to come back before the Plan Commission for approval of the final plat of subdivision.

There have been several committees and commissions and

meetings that the Petitioner has undertaken to get them to the point where they're at this evening. It started earlier this year on January 27th when they appeared in front of the Conceptual Plan Review Committee. At that time, the Conceptual Plan Review Committee didn't express any major concerns with that very preliminary concept. I think they were generally supportive of seeing the site redeveloped. They acknowledged that it was somewhat of a challenging site to develop given access issues and some of the neighboring uses, but they were very excited to entertain the prospect of redevelopment here.

They did encourage the Petitioner to hold a neighborhood meeting in advance of their appearance before the Plan Commission this evening, which the Petitioner did do. However, before they organized that meeting, they appeared in front of the Housing Commission, that was on March 2nd. They did receive a unanimous recommendation of approval from the Housing Commission.

There are some differences between the affordable component required by our Inclusionary Housing Ordinance and the amount of affordable housing that they are providing on the site. Specifically, the Village regulations require that two one-bedroom units be designated and rented at affordable levels in perpetuity, and two two-bedroom units also be designated and rented at affordable levels in perpetuity. So, that's only four out of the 40 units within the development, that's what the Village Code requires as a minimum. The remaining units are elected to be rented at those affordable levels by the Petitioner.

There's different requirements between the Petitioner's length of affordability and the Village's for those four units. The Village requires those units be held and rented at affordable levels in perpetuity. My understanding from the developer's lending requirements, they are only required to have those remaining 36 units rented at affordable levels for a period of 30 years. That being said, they still received the unanimous recommendation of approval from the Housing Commission in March, and then later that month the Petitioner held a neighborhood meeting via Zoom for residents in the surrounding community.

According to the Petitioner, there were some general questions about traffic movements through the Chestnut and Rand Road intersection. The Petitioner stated that they would be working with a traffic consultant to prepare a traffic analysis and parking analysis and would take those considerations and concerns into consideration.

Then on May 11th, they appeared in front of the Design Commission and also received a unanimous recommendation of approval of the architecture and design for the site. There were several conditions of approval attached to that recommendation, and the Petitioner has incorporated all of those changes required by the Design Commission into the plans that went before the Plan Commission this evening. So, all of the proposed plans and development are compliant with the Design Commission recommendation.

When Staff analyzed the request for rezoning and amendment to the Comprehensive Plan, we looked towards the goals and objectives contained within the Comprehensive Plan, and we did find that this rezoning and development met several of those goals and objectives in the Comprehensive Plan and they're listed here. One of the general goals of the Comprehensive Plan is to promote affordable housing for various income levels and housing types. Certainly, this proposed development hits that goal to a T.

Additionally, there is a recommendation to encourage a wide variety of housing alternatives by type size and price range. The Petitioner has gone through in detail the programming within their building. It does provide housing options that are not readily, or

widely available in the community, so we felt that this development met that goal as well. Additionally, they will be providing a wide variety of housing for young, elderly, disabled, and single households including rental housing. This development is a fully rental housing development, so it does again provide this housing option that's not widely available in the community.

Finally, there are several sustainable elements that they are proposing within the development. They have committed to obtaining a National Green Building Bronze status. They'll have Energy Star appliances and exhaust systems, and that is compatible with one of the goals in the Comprehensive Plan, which is to promote and encourage energy efficiency for residential and commercial buildings.

So, relative to the rezoning, the Comprehensive Plan amendment, and the preliminary plat of subdivision approval, the Staff Development Committee is supportive of those zoning actions and is recommending approval subject to several conditions which I will get into at the end of this presentation.

So, again here is the aerial of the site. You can see the subject property in the center. It's bounded by that red line, red box here. To the north, you've heard, the multi-family Stonebridge Apartment development. To the east is the ComEd substation. At the south is the Arlington Plaza Shopping Center. Then directly across the street, there are some townhome developments.

Rand Road is a major arterial that runs adjacent to the site. It is under IDOT control. Chestnut Avenue here is classified as a local street in the Village's Thoroughfare Plan. As has been noted, there is existing access to the site from Rand Road that will be eliminated as part of this development. The new access points to the site will be approximately here, and then again, a little farther east, approximately in this location.

Here's the site plan for the development. Again, there are no variations needed as part of this development request. But certainly, the Village preference, when we see a redevelopment on what we consider to be a green site, an undeveloped site, it's not always common to see redevelopment proposals that do not require any variations. But this plan does not require any variations.

At the northeast of the site, there is a proposed detention basin. This has been designed as a dry bottom detention basin so it's not going to be holding water for everyday of the year. Certainly, during heavy rain events it will hold water, potentially for a day or two, depending on the severity of the rain event, but it is designed to slowly percolate into the ground and enter into the stormwater system.

There are 80 parking spaces proposed on the site. There are 80 parking spaces required by code. So, this development meets the parking standards of the Village.

Again, here you see the landscape plan. One of the requests that Staff made when evaluating this proposal was to provide a dense buffer to the east abutting the ComEd substation, and then again at the south abutting the commercial uses of the Arlington Plaza Shopping Center. The Petitioner does exceed code requirements for landscaping in many areas. Along the east of the site, they are proposing up to 17 new trees, it will be a mix of evergreen and deciduous trees. Then on the south, they are proposing many shrubs and 20 trees, again a mix of evergreens and deciduous trees, and they are preserving one existing maple tree in that area.

Around the detention basin, there is a heavily landscaped buffer which is a code requirement. They have, you know, added additional plantings at the request of Staff, and we feel that the detention area is very well landscaped and goes beyond code requirements as well.

You did hear the Petitioner discuss a transformer that was originally proposed in this location. At the request of Staff, they moved the transformer here and they have extended a wing wall of the building to screen that element. They will need to make adjustments to their landscape plan as they move forward to permit to reflect that adjusted location. You can see the landscaping is still designed to accommodate for that original location of the transformer here. But that's certainly something we'll be able to work with them on as they finalize their plans for a building permit should this project receive approval.

As required by code, they did submit a photometric plan for review. Under our review, we did note that on the east side property line where the site abuts the ComEd substation, some of the photometric levels appear to exceed code requirements. It was a very, very minor excess of code requirements. I think it was 0.3-foot candles where the maximum level of foot candles is 0.1 where a property abuts a residential zoning district. Even though there are no residential uses occurring at the ComEd substation, it is zoned within a residential zoning district, so those standards do apply. As a condition of approval, we have requested that the Petitioner provide a revised code-compliant photometric plan as part of their final plat of subdivision submission for review and approval by Staff.

Relative to traffic and parking, there's not too much more I can add beyond the KLOA study and presentation you heard this evening. Again, they studied existing traffic volumes, adjusted it for regional growth factors, compared it to previous studies in the area to account for any lower COVID values experienced during the pandemic. Generally, they found the peak travel times in this area were between 7:15 and 8:15 in the morning, and then again between 4:45 and 5:45 in the evening. According to the traffic analysis and based on the ITE estimations for traffic generation, they estimated that during that evening peak, I'm sorry, that morning peak hour, this proposed development would generate approximately 14 additional car trips on Chestnut. That equates to about one car every four minutes. Again, in the evening peak hour, an additional 18 vehicle trips which equates to one car every three minutes on average.

We were concerned, excuse me, we were concerned with the intersection of Chestnut and Rand Road because there is no traffic signal in this area. It's under stop sign control on both legs, the Techny Road leg and the Chestnut Avenue leg. So, we were concerned that, you know, we wanted to make sure that the traffic study and Petitioner had evaluated the impact to this intersection to make sure that they weren't creating an unsafe traffic situation. Specifically, as cars are lining up and queuing here waiting to make a left turn, we wanted to make sure that there wasn't a stacking issue that would, you know, reach back farther down Chestnut Avenue and create an unsafe situation for cars trying to enter Chestnut Avenue from the adjacent driveway entrances.

The study found that during peak times, about five percent of the time the stacking here would project out about 90 feet. That would get it just about to the entrance of the Stonebridge Apartment facility, their westernmost entrance. This would only occur, as estimated, about five percent of the time during very heavy traffic situations. Staff notes that there are other alternative means for access into Stonebridge, that should this

stacking be a, you know, a problem at limited times during the morning or evening peak hour, that residents do have alternative options for ingress and egress into the Stonebridge Apartments. The proposed driveway entrance to this development, you know, the stacking is not anticipated to reach back there, so we don't anticipate that to be a problem. But again, there is an alternative means of ingress and egress to the subject property as well.

You heard about the potential for cut-through traffic, people that, you know, may be heading southbound, southeast bound on Rand Road, and instead of going all the way down to the Arlington Heights Road intersection to make a left north on Arlington Heights Road, they may opt instead to cut through on Chestnut and head up through the residential neighborhood. This development, you know, will certainly have people doing that, you know, but the traffic study estimated that only five percent of the traffic flow would really utilize that area. That equates to, you know, one car during the morning peak and one car during the evening peak. So, we don't expect this to have a substantial or undue traffic impact for that movement.

So, to conclude the Staff report, we are recommending approval of this application subject to several conditions. I will note that there has been a last minute change to one of the conditions within the Staff report, and really it's not a substantive change. It's really more to provide additional specificity. The motion sheets in front of the Plan Commission do reflect that. So, the original recommended condition of approval was just to generally require compliance with the March 2nd Housing Commission motion. The revised condition is basically just to specify what that March 2nd motion from the Housing Commission was. Again, there's really no substantive change here, it's just additional specificity added.

So, that will conclude the presentation this evening, and happy to answer questions.

CHAIRPERSON DAWSON: Great. Thank you, Sam.

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

COMMISSIONER ENNES: I'll move to accept the Staff report into the record.

CHAIRPERSON DAWSON: Second?

COMMISSIONER GREEN: I'll second that.

CHAIRPERSON DAWSON: All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: Any opposed?

(No response.)

CHAIRPERSON DAWSON: All right, motion carries.

All right, at this time, do we have any initial questions for the Petitioner or Staff before we open for public commentary? We started down there last time.

Okay, Commissioner Lorenzini?

COMMISSIONER LORENZINI: I'll wait to hear from the public.

COMMISSIONER GREEN: I have a question for Staff.

Sam, maybe you can answer this. Our Housing Commission has 60 percent of the Area Median Income requirement. Where does the 30 percent come from?

MR. HUBBARD: The 30 percent is the Petitioner's proposal, that's what their, I believe their lending requirements require. It's not a Village requirement. Our threshold is that 60 percent.

COMMISSIONER GREEN: So, basically, they can do whatever they want

in that, I would assume?

MR. HUBBARD: Well, I mean, you may have to ask the Petitioner, but I mean, I think they have lending requirements that would require a certain percentage of the units be rented at those 30 percent or less levels.

COMMISSIONER GREEN: Because of the state funds they're using?

MR. HUBBARD: I believe that to be so, yes.

COMMISSIONER GREEN: Ah, okay. That was it. No other question.

CHAIRPERSON DAWSON: Commissioner Drost, any question?

COMMISSIONER DROST: Now, does this have any similarity to the Park Side development that was on Eastman and that was developed on Eastman and Dunton? So, kind of putting it into perspective that this isn't our first effort at affordable housing. Are there any other locations that we have considered?

MR. HUBBARD: So, the Parkview Apartments.

COMMISSIONER DROST: Parkview, excuse me.

MR. HUBBARD: It did utilize low income housing tax credits for their development. So, it's the same funding stream that the Petitioner is accessing for this development as well.

COMMISSIONER DROST: So, you know, we won't have to ask the funding questions and the financing, so it's similar to what Parkview did. Good, thank you.

COMMISSIONER ENNES: I have a question for the developer.

If Mr. Zunamon, am I pronouncing your name right?

MR. ZUNAMON: Zunamon.

COMMISSIONER ENNES: Zunamon, I apologize. So, you're developing and managing this property?

MR. ZUNAMON: We're developing it, we're owning it. We're going to third party manage it. In Florida, we manage everything, in-house management. But in our first, you know, foray here into Illinois, we're going to third party manage with a group called Carefree Management that our nonprofit partner has utilized on other developments. Again, just to be very clear, I mean, when we build these developments, you know, we own them long term. This is not a we build it and somehow we're going to flip it to somebody else. So, we have a very vested interest to make it successful and frankly to have the best, you know, potential tenants so that we have minimal problems, just like anybody else that operates their business.

I mean, we're private developers working with a non-profit group to build this. So, hopefully that --

COMMISSIONER ENNES: Okay, so, well, then I misunderstood. I thought you had indicated that there were a number of these types of properties that you've developed in the Chicago Metropolitan areas outside. Are you just looking at properties?

MR. ZUNAMON: No, our non-profit partner, Turnstone, they have developed a lot of properties in Illinois. So, we, as our, you know, kind of entering this market, decided to partner with them so we have kind of best of both worlds. So, if that was confusing, yes, our company out of Florida, we're one of the, you know, top national firms in the country. I'm initially from Illinois, so bringing my family back here, it made sense to partner with local experts and bring those two forces together.

COMMISSIONER ENNES: Okay, and, well, what my main question is in that regard is what, in the case of Florida, but in Illinois you're going to use a third-party

manager. What does, do they have a management person on site? There's a document that's referred to in your papers a number of times and it's called the, what is it, it's the review form that you use for tenants to qualify them.

MR. ZUNAMON: I guess I'm not clear on the question.

COMMISSIONER ENNES: Well, what is that process?

MR. ZUNAMON: Yes, so in that process, you know, to kind of sidebar with the question about the percentage, when we do these developments, most of them are 60 percent and under.

COMMISSIONER ENNES: Right.

MR. ZUNAMON: This development only has eight of the 42, or 40 units, excuse me, are at the 30 percent AMI. Basically, when we, you know, are awarded these tax credits from the state, we go out and we work with big banks like Bank of America, Chase, BMO Harris, whoever, and they buy those credits from us to build these developments. So, we stick around them long term, and when we do the third-party management or we manage ourselves, everybody's got to do a thorough credit check, background check, police report, all those kind of things.

On top of that, I know that, you know, there's been questions about, hey, how much do folks make? So, you know, we're talking about people for a one-bedroom making $40,000 or less. If it was four people in a two-bedroom which would be the max and why again we don't expect there to be, you know, these huge families, that's a family making about $55K or under. That's just the top end threshold, you have to make that or less. But as a more, you know, kind of stringent threshold, everybody's got to make at least 2.5 times the rent because obviously we don't want to set people up for not success and moving in and not being able to afford.

So, all the things that you would expect when you're trying to go through a typical rental process at any other property, we do that and frankly more, because not just, we have to do compliance. We hire typically a third-party compliance expert. Our banks have in-house compliance folks. It's to no one's interest to see these not be successful long-term.

COMMISSIONER ENNES: Okay, so as you've said, you hire a third-party management company that uses this tenant preference form. Is there any advantage given to Arlington Heights residents or people working right in the area?

MR. ZUNAMON: I mean, that's probably against fair housing to do it like that. But definitely, every best effort will be made to, you know, speak with HUD and whatever guidelines there could be to make it more towards Arlington Heights, but I think from a legal standpoint, we couldn't do that. But obviously, from a practical standpoint, you know, the marketing efforts will be local, grassroots, work with the Village, and make sure that folks that are in Arlington Heights that obviously need this kind of housing after the pretty terrible year that we all just experienced are able to stay in their community and have a lot of extra income frankly to, you know, hopefully this is a temporary thing that, you know, happened because of the pandemic and are able to advance and get back to, you know, wherever else they'd like to move.

COMMISSIONER ENNES: Okay, we've had a number of developments that have either had a minimum number of affordable housing units or, in your case, you're the second developer that's coming in that will have the entire building affordable. How do, you

provide an annual report to the Village, is that correct, on the income of the various tenants?

MR. ZUNAMON: I'm not aware of a Village requirement to do that, but if, I mean, typically it doesn't work in that fashion. I guess I'm not following exactly where --

COMMISSIONER ENNES: Sam, is that a requirement?

MR. HUBBARD: For the four units that the Village requires to be rented at affordable levels, we do require reporting from the --

COMMISSIONER ENNES: But the rest of them aren't?

MR. HUBBARD: For the rest of them, they just have their independent reporting requirements from the --

COMMISSIONER ENNES: I was just backing into some of these numbers, and at 30 percent with the rent, if the rent has to be 30 percent of their income, and you backed it in. You're talking about somebody that's making $15,000 a year?

MR. ZUNAMON: I'm not clear on for which units, because basically --

COMMISSIONER ENNES: That would be like the rent on some of your one-bedrooms are $381 if I'm, I don't have it right in front of me but that's what I recall.

MR. ZUNAMON: Yes. So, to be clear, this is a 40-unit development. Eight of the units will be rented to folks that make, you know, $381, but for the rest of the one-bedrooms, it's going to be at $880.

COMMISSIONER ENNES: Wait, that's the rent, not what they would make.

MR. ZUNAMON: Correct, the rent.

COMMISSIONER ENNES: So, that's 30 percent of what they would make.

MR. ZUNAMON: Yes.

COMMISSIONER ENNES: Or potentially, okay.

MR. ZUNAMON: Well, for eight of the units, and again, I mean, I think there's probably a lot of people that could really benefit from that. But the majority of the community is going to be making it at the 60 percent AMI, that's part of the Comprehensive Plan. Those rents for the one-bedroom will be $880, and for the two-bedroom will be about $1,050.

COMMISSIONER ENNES: Okay, and you're saying the four units that are in perpetuity, the rest of the units will just stay that way for 30 years?

MR. ZUNAMON: Well, they have what's called a land use restriction or some kind of extended use agreement, a legal instrument to ensure that that takes place. At the end of the 30 years, they could convert to market rate or, frankly, we as owners could continue to keep them affordable. But that's, in effect, the land use, you know, document that the state requires and there's no reason we couldn't keep them for longer. That's just the minimum requirement.

COMMISSIONER ENNES: Okay, that's all I have for right now. Thank you.

MR. ZUNAMON: All right, thank you.

CHAIRPERSON DAWSON: Commissioner Sigalos?

COMMISSIONER SIGALOS: Yes, I don't really have anything at this point. I'd like to hear what the residents, the audience may have.

CHAIRPERSON DAWSON: Okay, I have a --

COMMISSIONER ENNES: Can we turn the lights on?

CHAIRPERSON DAWSON: Sure, why are our lights off? Good grief.

COMMISSIONER ENNES: Well, maybe for the screen.

CHAIRPERSON DAWSON: I have a question about the condition on the

photometric plan. I don't know who related to the Petitioner would have information about your photometric plan. So, I see that there is a condition that would require you to come back with a photometric plan that conforms. Now, again this is preliminary, so it's not quite the same as if, you know, you could come back and ask for a variance, but I just wanted some information about the plan.

Given that it's abutting the ComEd facility and not a residential area, and also given that this is lighting your parking lot and then therefore light would be a safety issue for your residents, and appropriate lighting, so I wanted to understand.

MR. GREEN: Exactly.

CHAIRPERSON DAWSON: Is this an issue for you with respect to safety?

MR. GREEN: No, not at all. Actually, we just have to point the light, the one light fixture a little bit further to the west. I think it's kind of funny that the light is spilling over on to ComEd.

CHAIRPERSON DAWSON: Right, it is.

MR. GREEN: But it is not an issue for us at all.

CHAIRPERSON DAWSON: Okay, I just wanted to make sure, because if it was a safety issue, then I wanted to engage in a discussion about whether or not we should allow some sort of waiver or open it up to allow some sort of waiver because I want your residents to be safe.

MR. GREEN: Two-tenths of a foot candle at one spot, that's it.

CHAIRPERSON DAWSON: Okay, great, that answers that. Then I just wanted to talk a little bit, Sam, about maybe for the benefit of the audience, I don't know if they have any questions about this, but I did note in the, which is no longer the Plat and Sub Commission, but there was talk about the perpetuity issue. When we say in perpetuity, could you just explain for everyone that someone could 50 years down the road come in and ask for a modification to that. It's not set in stone. I mean, we're not talking about for the next 500 years, right? I mean, there is in theory a process that we could follow?

MR. HUBBARD: Sure. I mean, yes, the Village could change our code which requires that, you know, in perpetuity clause so to speak but, you know, it may require an amendment to the, you know, to this approval as well. But, I mean, in theory, you know, yes, anything could be changed in the future.

CHAIRPERSON DAWSON: Right, okay. I just wanted to make that clear. Perpetuity sounds very permanent, it doesn't have to be. There is a process, requires public commentary and all of that, but I noted that Jay who is not here had stated in that, one of his comments was that he felt that that was unnecessary. I just wanted to address the fact that things can change.

Okay, so with that, seeing no more comments before we open the public commentary, correct?

(No response.)

CHAIRPERSON DAWSON: All right, we are going to open the public commentary. Before we start this process, it's helpful to me to know so we know how to be calling people up to the microphone, by raise of hands, I'm not holding you to it, who is planning on speaking?

(Show of hands.)

CHAIRPERSON DAWSON: Okay, great. So, it's pretty even on the two

sides, so we'll probably go row by row. Obviously, respect, I know we're all in person but try to respect social distancing as you're passing. So, I can start here and we can move along the row.

Anybody here on this front row that wishes to speak? Okay, I had you raise hands, I've already forgotten what rows you were all in. Okay, second row, who over here in the second row would like to speak?

Okay, before you speak, we ask that you state your first and last name, and spell your last name. We also ask that you provide your address but that is optional to you. It does allow the Commissioners to have a better understanding of your commentary.

QUESTIONS FROM AUDIENCE

MR. ZYCK: No, absolutely, thank you. Thank you for your time. My name is Greg Zyck, the last name is spelled Z-y-c-k. Actually my address is pertinent to this conversation. I live at 17 West Waverly Road, which Waverly Road is if you go up Chestnut, it's about two blocks north of where this development is.

Being a past member actually of the Housing Commission, I actually applaud the Petitioner on what they're trying to do here and on their mission, that it's actually a great thing. I think it's a good thing for the neighborhood, too, for our community.

Also, this land has been an eyesore for a while. I've been there since 1999, and it's just been an eyesore. It's been opened I think the entire time I've been there. It's actually become more of a truck stop lately than it has anything. So, doing something with this land is something that's good. I think one of the big things that you're talking about is to combine the zoning between the two of those, and personally I think it would be a great thing to do because I think it would make it easier to do something with this land.

The issue though that I have, there's actually a couple of them. First of all, I just have to make the one statement about the public meeting that was talked about. According to the report, there was three people that went to it. For many of us, this was the first meeting that we've heard about this particular situation, so my guess is that not enough people knew about the situation in order to give our thoughts.

(Applause.)

MR. ZYCK: So, this is the first time you've going to be hearing a lot of these thoughts tonight or anybody in the Village is going to be hearing a lot of these thoughts.

The big issue has to do with the traffic, and I respect that the traffic study was done. I understand the models that were probably used. But being there since 1999, I've seen the traffic that goes through here. One of the things that wasn't discussed and wasn't shown on the maps is actually you come in from, what happens a lot of times is Waverly Road comes directly off of Arlington Heights Road and it is an access point into that whole subdivision area. Living there on that road, I put up with that and I know what I'm in for when I'm there, that I'm going to have traffic that's cutting through. But what happens a lot is they come up Chestnut, they come over to Waverly and they go out to Arlington Heights road, or vice versa and they come through. So, there is a good amount of traffic that goes through that area already.

I know they're saying that there's not going to be very much more. I have a hard time believing that because there's enough traffic going through there right now. Matter of fact, it's funny, just this week I was thinking about, or not thinking about, I was going to

call the Village because lately Waverly Road has become a little bit more of a racetrack than it should. They've tried to stop it and in times past they had cameras out there and everything but there's still a lot of traffic there that's going through there. So, there is already an issue that's going on, at least with my road particularly and coming up to Chestnut.

This is only going to take it, make it worse. I do respect that they said it's going to be less than a restaurant. Yes, I have no doubt about that because you've got traffic coming in and out there all the time, it wouldn't be like that. But our feeling is that it's going to be more. So, please take that in consideration. I don't know if that's in the purview of this Commission, but I hope it's something that the Village does take into account when they're considering all of this.

One point that I also, looking at that map and showing coming off of Chestnut on to Rand, they've showed a left turn and a right turn. What it didn't show was going straight across, and that happens quite a bit. There is nothing, that is not a right-turn only or a left-turn, well, there's a left-turn only. That is not a right-turn only lane. It can go straight across. So, what happens is traffic does go across that quite a bit. So, now you're adding more cars into that.

It's a dangerous situation. Trust me being somebody who's risked that going straight across more times than I probably should have, it's going to become more of an issue there when you've got 80 spots there and 40 units there, too. So, that's all I had, but please take in consideration traffic is going to be an issue. Thank you.

COMMISSIONER ENNES: Greg, can I ask you a question?

MR. ZYCK: Absolutely.

COMMISSIONER ENNES: So, you're talking about the, Chestnut lines up with the drive next to the auto repair shop across the street?

MR. ZYCK: Techny. You have to come a little bit farther northwest, isn't it?

CHAIRPERSON DAWSON: Sam, could you put the aerial up perhaps?

COMMISSIONER DROST: Yes.

CHAIRPERSON DAWSON: That would be helpful.

MR. ZYCK: Okay, so if you see the --

COMMISSIONER ENNES: Oh, okay, that's a, yes, block a little bit away.

MR. ZYCK: Right there, okay, come across there, that's Techny. That's Techny right across there, and people shoot across that street all the time and they go through that whole area and try to get over to Palatine Road.

COMMISSIONER ENNES: Right.

MR. ZYCK: Both ways. Both ways, yes.

(Audience members put forth some comments.)

COMMISSIONER ENNES: Well, that is a legitimate --

CHAIRPERSON DAWSON: Okay, we need to keep commentary to the person at the podium. You'll have opportunity to come speak.

COMMISSIONER JENSEN: Could I ask a question, too?

CHAIRPERSON DAWSON: Yes.

COMMISSIONER JENSEN: Just to follow-up.

MR. ZYCK: Sure.

COMMISSIONER JENSEN: So, when you say you want us and the Village Board to take that into consideration, what are you suggesting? Deny the proposal or what do

you want to have happen?

MR. ZYCK: As I said before, it's an eyesore. I mean, we want to see something done. I want to see something done with this. This to me is a step too far as far as the traffic goes. I totally respect and I'm not trying to diss anybody as far as the work that they've done on traffic study. That's not part of this. But living in that neighborhood and just knowing that you're now going to be adding that many more cars to that area, it is going to increase traffic. Whether it's one percent or whether it's X amount of percent, it is going to be adding to that area. That area does have a good amount of traffic already and it is already something that's dangerous as it is.

So, yes, I guess as you've put me on the spot here, which I appreciate, yes, at this particular point I probably would be against this development.

COMMISSIONER JENSEN: Okay, and you'd prefer maybe a restaurant?

MR. ZYCK: No, I do not want a restaurant. I do not want a restaurant there.

COMMISSIONER JENSEN: No, but that probably could go in there without much review --

MR. ZYCK: But it could be, what about single-family housing or something to that effect?

COMMISSIONER JENSEN: Well, all those would require review, but if you put a restaurant in there, it's not sure how much additional review has to happen. So, you might not even have the input on that that you have now.

MR. ZYCK: I'm not sure I understand the point, sir.

COMMISSIONER JENSEN: Well, if it doesn't change use, it was a restaurant, so it may not need the kind of review that this is getting because they're changing the use. So, you might encourage a restaurant to be there and not have the kind of input you're having now.

Is that a choice you'd like?

MR. ZYCK: I understand where you're going to. I guess I would appreciate, if the Village is going to do something like that, it gives us more notice of what is going to go on than say that the public meeting was back in March, for us to at least discuss and have our voice in what's going on.

COMMISSIONER JENSEN: Well, I appreciate your answers. That helps me clarify what you're asking. Okay, thank you.

COMMISSIONER ENNES: Sam, on this, two quick questions. One, whose responsibility is it to send out the notices on the public meeting?

MR. HUBBARD: So, on the neighborhood meeting, the Petitioner sends out those notices.

COMMISSIONER ENNES: The Petitioner does.

MR. HUBBARD: Both for the neighborhood meeting and this public hearing.

COMMISSIONER ENNES: Nobody got those notices and they were supposed --

(Chorus of noes from the audience members.)

COMMISSIONER ENNES: Oh, okay. The other question is what we're proposing here is two drives in and out on to Chestnut as opposed to the drive that used to be

out on to Rand Road. Has the state, why are we taking the ingress and egress off of Rand Road? Is that a state requirement?

MR. HUBBARD: Well, I mean, it was what the Petitioner proposed. I think that any, if IDOT would allow, you know, a curb cut in that location, certainly it would be right-in and right-out only, and I don't know if that's something the Petitioner was interested in. I mean, I think you'd have to hear that from them why they designed it that way.

I think it would be a tough approval from IDOT. I think that, you know, it's in close proximity to the Chestnut and Techny intersection, so, you know, there's a good chance that IDOT may not even allow access there, it's possible.

COMMISSIONER ENNES: Anymore? I'm just thinking if there weren't two drives on Chestnut, I would think that would cut down some of the traffic on Chestnut, okay.

COMMISSIONER DROST: Yes, and if you were to down-zone it to residential, you know, you're doing R-3, you might get more houses there than you would get units. Right, Sam? 0.46 acres.

MR. HUBBARD: Probably not.

COMMISSIONER DROST: Oh, you're looking at --

MR. HUBBARD: Probably not. You're probably looking at, you know, around 20 single-family homes if not less.

COMMISSIONER DROST: Yes, with more bedrooms though.

MR. HUBBARD: Potentially.

COMMISSIONER DROST: Yes, so I mean, what I'm trying to get to is if you're down-zoning, your use may be comparable, looking at single-family.

MR. HUBBARD: I don't think this is a great site for single-family use --

COMMISSIONER DROST: Well, that's another question, but I'm just doing, trying to compare some apples and apples here, you know, from the standpoint of, you know, be careful what you wish for type.

CHAIRPERSON DAWSON: All right, thank you.

MR. ZYCK: All right, thank you.

COMMISSIONER SIGALOS: I have one question regarding the public response of the --

CHAIRPERSON DAWSON: John, is your, for this individual or is it just a general? Can we let him sit down?

COMMISSIONER SIGALOS: No, just a general, not for this individual. No, I'm sorry.

CHAIRPERSON DAWSON: Okay, it's okay.

COMMISSIONER SIGALOS: Regarding the notice of a public meeting, it sounds like unanimously here no one got a notice. What is the requirement? 250-foot radius? Is that for a notice to be published?

MR. HUBBARD: For the public hearing this evening, it's a 250-foot radius requirement.

COMMISSIONER SIGALOS: But not for a public meeting?

COMMISSIONER ENNES: For the neighborhood meeting.

COMMISSIONER SIGALOS: Neighborhood meeting I mean.

MR. HUBBARD: For the neighborhood meeting, there is no, I mean, it's not a code requirement. It's a strong recommendation that Staff makes. We typically make, we ask

that the same properties that would be required to be noticed for this public hearing also be invited to that neighborhood meeting.

COMMISSIONER SIGALOS: Right.

MR. HUBBARD: It's my understanding that they went beyond what was required for the, you know, public hearing radius.

COMMISSIONER SIGALOS: How were the notices posted for the public, or neighborhood meeting?

MR. GREEN: I can give you those answers. They are required to be sent via regular mail. They were sent via regular mail. The Staff provided us with the list of those that would be required to be notified for the public hearing tonight, and that was 44, I believe it was 44, it might have been 43 properties that fall within the 250 feet. We went to 500 feet. We sent out notices to 97 homes.

This first gentleman who came up, from the address he gave me, I'm going to guess he's 700 to 800 feet away. So, we went twice the distance that was required and notified twice as many people as were required. We did make an outreach. We got zero of those 90-some mailings back.

On this one for public notice, we had to send out the 43 or 44. We got one back, and it was just, I think somebody had moved. We re-sent it so that we made sure we were covering the notices and covering more than was required.

COMMISSIONER GREEN: John, before you leave, does that include the Commonwealth Edison right-of-way?

MR. GREEN: Right-of-ways are excluded.

COMMISSIONER GREEN: So, you went to the other side of the property and then went 250 or 500 feet?

MR. GREEN: Yes, we had to go, we had to do that. In fact, for Rand and every other street, we had to go 250 minus right-of-ways.

COMMISSIONER GREEN: Thank you.

MR. GREEN: Thank you.

CHAIRPERSON DAWSON: Okay, so second row over here, anybody wish to speak in the second row?

(No response.)

CHAIRPERSON DAWSON: Okay, so we're going to third -- oh, we didn't finish your second row, sorry. I thought nobody else was standing up. So, there we go.

MRS. ZYCK: My name is Krista Zyck, I'm Greg's wife, Z-y-c-k, 17 West Waverly Road. I will echo, I will agree with what he said, the traffic study is not correct.

One of the problems is without the high school being in session, we have lots of high school kids who cut over to get to Buffalo Grove. So, I totally disagree with that study that was made. I also agree that going across from Techny is a dangerous situation. It's just going to be worse because people are just going to continue to back up over there, trying to go across that way.

I would say I would personally prefer a restaurant. I don't agree that the traffic would be worse with a restaurant because people going to a restaurant are there all different times of the day coming and going. It's not people are going to the restaurant only in the morning, only in the evening. But when it's a home, it's more likely you're going to go at certain hours in the morning to go to work and certain hours to go home from work. So, that

would just be my opinion. I would prefer a restaurant. I do not agree with this building the way it's proposed.

CHAIRPERSON DAWSON: All right, thank you.

COMMISSIONER JENSEN: Could I ask a question. It relates to what Mrs. Zyck said, but I think I'm asking it --

CHAIRPERSON DAWSON: But is it for Staff or could we allow her to sit down?

COMMISSIONER JENSEN: She can sit down, yes.

CHAIRPERSON DAWSON: Okay, thank you.

COMMISSIONER JENSEN: I guess my question is this. We have some traffic going through this shortcut. I used to live in that neighborhood, so I'm aware of it. I used to live on Brookwood. But are we to focus on the flow of traffic that goes through there whether this development is there or not, or are we to focus on the addition that this would make to that traffic? Because I don't think we can hold the Petitioner responsible for all of the cut-through traffic that goes on whether they're there or not. So, the issue is do they add significantly to the traffic that's cutting through there? Am I framing that correctly, Sam?

MR. HUBBARD: Right. The existing, you know, backups on Chestnut or cut-through traffic is an existing condition obviously without this development. So, what we from a Staff perspective and what the Plan Commission should look to is, you know, is the traffic that will be generated by this development in addition to what's already there, is that, you know, the straw that will break the camel's back so to speak? You know, this development cannot address the existing cut-through traffic that already goes through there and, you know, it's not responsible for the backups that already may occur on Chestnut. It's just what is the impact from this development to that existing situation, and is the impact from this development going to be, you know, create an even further unsafe situation that's undue.

COMMISSIONER JENSEN: Is there any place that the residents can go to get a little relief for what's happening there now, whether this development is approved or not? Obviously, they have a condition that they're not very happy with, and there is traffic there which I was aware of when I lived in that area. Is there any place they can go to the Village or somewhere to get some relief or something that helps with that flow of traffic? Which really has nothing to do with the Petitioner at this point.

MR. HUBBARD: I mean, the intersection of Chestnut and Techny and Rand is under IDOT control. So, the Village, you know, can't install a traffic signal there unless IDOT wants that to happen and agrees that the necessary warrants have been met. But certainly, you know, I can reach out to our Engineering Department and see what, you know, communications and options there may be for any improvements to the traffic here.

COMMISSIONER JENSEN: Okay, just to summarize that, we're to focus on the addition that this development would make to the traffic, not the overall flow of traffic through there.

MR. HUBBARD: Correct.

COMMISSIONER JENSEN: Thank you.

COMMISSIONER LORENZINI: I have a follow-up question to that. So, Sam, the additional traffic this will bring, does it change the level of service of that road or that intersection?

MR. HUBBARD: Under future conditions, there is a change to the level of

service. I believe, I'd have to go back to the traffic study. I mean, it was already functioning at either an E or F and it would continue to function that way, or go from an E to an F. The level of delay in seconds was about a one to three-second additional delay, but I do believe it did kick up one of those level of services from E to F, but I'd have to confirm that with the traffic study.

COMMISSIONER LORENZINI: But it wasn't enough to warrant a traffic light with IDOT?

MR. HUBBARD: No, per the volumes observed and from the traffic consultant, yes, they don't believe that the warrants would be met from IDOT.

COMMISSIONER LORENZINI: Okay, thank you.

CHAIRPERSON DAWSON: Okay, thank you.

Anybody else on that row?

MS. SIKORA: Hello, Eileen Sikora, S-i-k-o-r-a. I also live on Waverly Raceway. I've lived there for 29 years now, and I do want to ask one question because I don't know the legal rules. But has Arlington Heights already achieved their affordable housing limit or whatever percentage they need? That's just a rhetorical question, I don't know what the numbers are. Have we achieved it already? Do we need this in our community?

There is also another affordable housing development about a mile and a half away toward Dundee Road. I don't know if anybody knows that. We have a lot of that in the northern part of Arlington Heights.

There was a restaurant right at that corner you're talking about, at Rand and Chestnut. A little pizza place, it was very nice. People were really sad when it left. It would be nice to have another restaurant there for that community.

The Board approved a church right at Chestnut and Waverly last year or the year before. So, we have additional traffic in the neighborhood from a church that has gone in there recently. It's the same thing that they said already, it's the traffic down there which doesn't really have to do with this development.

But you have to know how bad it is. I've been passed on my own street trying to turn into my own driveway. It's bad. It's not good. It's amazing, I've seen little kids being pulled back by their parent from the ball field and the park because a car is whizzing down there. Something has to be stopped for that. I'm sorry. Thanks for listening.

CHAIRPERSON DAWSON: Anybody else in that row?

MS. GALSTER: I live in that area, I live down in Brookwood.

CHAIRPERSON DAWSON: State your name.

MS. GALSTER: Oh, I'm sorry. My name is Gail Galster, it's G-a-l-s-t-e-r. The first name is Gail, G-a-i-l.

I live in that area. I am not aware of anybody that, and we've put out a lot of feelers about this for tonight, and people just heard about this in the last couple of weeks. So, I am not aware of anybody that was notified for that neighborhood meeting because people who live on Appletree would have communicated to people in the surrounding area, and that didn't happen. So, I mean, you should just be aware that there's a lot of people in the few blocks that are surrounding that corridor with Chestnut-Waverly, and Chestnut all the way down through Suffield and Hintz that people are affected.

Also, I talked to Sam today who was very, very helpful, answered a lot of questions, but one of my questions was about the School District. Does the School District even get informed about a project like this? Because I think that Ivy Hill is at a pretty high

capacity now. Then, you know, he mentioned that the one and two-bedroom apartments will not have a lot of people in them, you know, children feeding into the schools. So, I'm wondering about this, you know, the petition to rent an apartment, how detailed it gets and are there limits?

I mean, in my day, four kids slept in a bedroom. So, you know, you can have a one-bedroom where parents, somebody's sleeping in the dining area. I mean, I really want to know, and I don't have children in the schools now, I mean, I'm just concerned. I'm concerned about the density, I'm concerned about the schools, and particularly of course about the traffic, too. I walk the neighborhood all the time at different hours, and I can tell you that there is an existing problem. But that area, I also see the school buses pick up, I'm walking in the morning when the school buses are picking up, and I'm trying to figure out how they'll be blocking Chestnut or where they will go to pick up children from that development.

It's a real concern because people are turning in and out of Rand Road very close to where those driveways are. So, I mean, that's just something to keep in mind. So, density, the schools, and the traffic, that pretty much encompasses my concerns.

CHAIRPERSON DAWSON: Thank you.

Sam, do you want to speak to the school being notified?

MR. HUBBARD: Yes. We don't notify the School District when we receive an application to move forward unless it's, you know, an extremely dense development that we expect to generate a lot of children. On a 40-unit multi-family development with one and two-bedroom units; we don't expect this to generate a whole lot of children. It certainly, you know, will generate some children.

I would note that, you know, the Ivy Hill School completed an expansion in 2016 to, you know, as a result of, you know, forecasted projections of enrollment increases. The Plan Commission probably recalls that project as it went before the Plan Commission. Then in 2017, Thomas Middle School also went through an expansion to increase capacity in expectations for increasing enrollments. So, again, you know, the development will also contribute as you've heard, you know, impact fees to the School District to, you know, help accommodate for any impact felt from this development.

CHAIRPERSON DAWSON: Thank you. I wanted to make another comment about the comment about there being a lot of affordable housing in the north. Does the Village have any type of map that shows where all of the affordable housing units are located throughout that you're aware of? If you're not aware, I would presume the Housing, so I'm a former member and former Chair of the Housing Commission, and we had a map of all of those. So, there might be something.

I think that many people might be surprised where the affordable housing is located. It's right over there, it's right downtown. it's right all over the Village. So, that might be something of interest to see, it's not just located along to the north.

Okay, so anybody else in this row? Yes, sir.

MR. GALSTER: My name is Sheldon Galster, G-a-l-s-t-e-r, 25 West Brookwood. I don't know the protocol. Can I ask the developers questions, or do I have to pose the question to you?

CHAIRPERSON DAWSON: You would propose it to us and then we would propose it, yes.

MR. GALSTER: Okay, so, one, my wife brought up about the buses. So, have they decided where buses would go? If they stop on Chestnut, when they put out that stop

sign, traffic is going to back up both ways no matter how many cars come in, right? So, I don't know if there's room for buses to go into the complex and come out, or if they're going to be on Chestnut.

The other question I have that I'd like to ask you is I didn't see any recreation area for children to play in the complex. So, where are they going to go? I mean, they could play in the retention pond, but I'm not sure that's the best play to go for kids even though I've seen that in many places.

The other thing is about traffic. I understand the addition but there was a study and he said, the traffic engineer said in 2015, I'd like to know why there was a traffic study then because there's been no movement in that. Why was there one done? Since 2015, there's an app called Waze that's come aboard that sends people down Chestnut to Waverly to get off Arlington Heights Road and vice versa. So, that's increased the traffic tremendously there.

I had one other issue and I don't remember what it was. So, maybe if I'll be allowed to come back and I think about it, I'll --

CHAIRPERSON DAWSON: Unfortunately, no. This is your chance to give us commentary. Once you sit down --

MR. GALSTER: Okay, I could stay here then and filibuster like --

CHAIRPERSON DAWSON: Oh, we also, there are limits where we just try not enforce them.

MR. GALSTER: Okay, I'm only kidding.

CHAIRPERSON DAWSON: Right.

MR. GALSTER: Let's see. Quite a few years ago when we first moved in here, there was a proposal for this same property for a condo development. I don't know if it was the Plan Commission or the actual Board denied that because of density issues. So, I don't understand why now the density issues are no longer a concern. Thank you.

CHAIRPERSON DAWSON: Okay, thank you.

Sam, do you know about that? Yes.

MR. HUBBARD: Yes, and I believe it was around 2002, there was a proposed condominium development on this property. It was 48 units. It was all two-bedroom units. The property that was under contract did not include this kind of triangular piece at the northeast, so it was a smaller site for the development. It did not meet our density standards. They required setback variations, they required height variations, and Staff was not supportive of that development for those reasons. My understanding is that after several appearances before the Plan Commission, it was ultimately withdrawn.

CHAIRPERSON DAWSON: Okay, thank you.

COMMISSIONER JENSEN: Sam, can you comment on the 2015 traffic study?

MR. HUBBARD: Sure. So, when the Waverly Inn Memory Care facility was developed in 2015, as part of that development, they did do a traffic and parking analysis in this vicinity, which is why they referenced that previous data that they had.

CHAIRPERSON DAWSON: Okay, you know, along those lines, there was another note that was made, that the high-schoolers were not in high school in April, but they, at least my high school was in school. So, District 214 was open while this. Wait, sorry, looking at Sam, so District 214 was open, correct, at this time?

MR. HUBBARD: I don't know, but when, you know, the study was compared to the 2015 numbers, you know, I believe that the school was in session when those, you know, numbers were taken in 2015 and then adjusted for that growth factor over six years.

CHAIRPERSON DAWSON: Okay, and you know, as people come up, if you want to correct me on that, feel free. We just can't have open dialogue between the Board and the audience.

Okay, that was row was completed, and again nobody over here in the second row wanted to speak so I'm starting over here with the third row. Anyone here in the third row? Anyone on the other side?

Okay, let's just go start over here to the back, the fourth row in the back, just feel free to come on up.

MR. ESCHENBRENNER: Hi, thank you for having us tonight. My name is Robert Eschenbrenner, it's E-s-c-h-e-n-b-r-e-n-n-e-r. I live at 2555 North Ridge which basically runs parallel behind the Stonebridge Apartments off of Chestnut.

Now, I have lived there for 24 years, and in those 24 years the traffic, the main reason again is traffic. There was a wonderful traffic study done, but unfortunately, I don't follow and believe all 56 pages of the traffic study. They went back to 2015, they did one in April of this year, it was a 10 percent decrease, so they increased it to 10 percent. I believe the area has grown in that timeframe, as well as when they looked and then projected it out to 2027, there's a grading of A to F on traffic in intersections both at the morning and in the evening rush hour, and basically what you had somewhat acknowledged is prior to this being added into the neighborhood, a left turn lane off of Chestnut on to Rand is graded an F. You can't get any worse.

They could say it's going to add a minimal, small increase. Any increase you can't get any worse. It's over, they won't even give a time limit, it's greater than a 50-second wait per car to turn left during the evening rush hour for a grade of F per the traffic study. They're saying it's going to back, it backs up, I believe it was 50-some feet, so you're talking at least five cars on average consistent through that hour. So, it's going to take you almost five minutes to make a left-hand turn coming out of that prior to adding the additional cars.

They said in the evening rush hour there's 18 cars coming out of that subdivision. One is headed north, 17 are south. That's 17 more cars going that direction. If you were to turn right, it's graded a C. It's going to go back 90-some feet, that's probably at least nine cars. As they stated, it probably almost goes to the front main drive of Stonebridge. That will add more traffic there.

This is a terrible intersection. I know we're not here to add, we'd have to go somewhere else to add for improvements to this intersection which is what's needed. If IDOT doesn't want to put a right, maybe you need a right-turn lane. You've got two accesses to Rand Road, a straight and a turn right lane. So, if someone wants to go straight, that backs it all up. Whether it's nine cars, whether it's 10 cars, that backs it up. You're going to add more cars there. Turning left is bad. Going across, we know how difficult that is.

I believe there wouldn't be additional traffic by going to a restaurant. You wouldn't have to add a curb cut on Rand Road. There's one that exists from the prior restaurant. Most of the traffic for that restaurant is going to come off of Rand Road. If they come off of Chestnut, which did have one curb cut, that's probably from the neighborhood, so

they'll come in and go back to their homes. Most of the traffic that's going to come down Rand Road going to a restaurant is going to continue coming off of Rand Road.

The schools, currently the buses pick up and pull into Stonebridge at those intersections. Stonebridge is 586 units of apartments in there. There's three entrances, three main entrances: one at the far west end, one in the center of the complex, and the rest, the whole easterly residents of Stonebridge exit on to Chestnut. So, even if you say a third of that 586, that's 180 cars potentially coming out on to Chestnut. Add another 80 from this complex, add the neighborhood that lives directly behind, that's our access to come out to Rand Road to go to Trader Joe's, to go to all these businesses that are right here between Chestnut and Arlington Heights Road.

It's compounding it. I know that it's not totally their fault, but it is adding more traffic. It's not just the existing traffic that's already graded an F, it's adding on top of that. So, it just makes it worse for the neighborhood.

I've been there 24 years. I enjoy living here. This is a great village. I appreciate all you people standing on this board up here and helping to make these decisions. But unless you live in the neighborhood, you don't know the concerns. Yes, something needs to be put there, it is the last piece in that triangle of land, but it is a neighborhood. A lot of kids, a lot of kids playing, a lot of people driving, it's just adding to the issues.

At this point, I guess that's really all my points that I have as my concerns. So, it's the traffic. It's not that it's going to add, we're already really bad. It's horrible and we're just going to compound it. Thank you very much for your time.

CHAIRPERSON DAWSON: Thank you.

Anybody else in the back on this side of the room? No problem.

MR. MARAK: Hi, my name is Steve Marak, last name is spelled M-a-r-a-k. I live at 2010 North Walnut in Arlington Heights.

I've listened to the traffic. I've listened to the job that these people have done in their surveys and their different studies that they've done. I don't care. Okay, I'm sorry, I don't care. I don't really want public housing in my neighborhood. I've worked here a long time. I've lived here since 1988. I've put up with a lot of stuff since then, and I don't really want it.

It's been proven according to Google and everybody else that's around here that public housing is basically welfare dependent. There's usually single-family parents. There's a lot of high school dropouts. There's drug users. There's non-working people and there's more crime.

I don't want that in my neighborhood. I spent a lot of years working. I'm almost 70 years old, and I really don't want to see my property values go down because you people have decided to put in public housing right across the corner from my area.

That's what I'm, you know, I've listened to all the studies. These guys have started working on this since January. I've been there since 1988. Okay, I've got a little bit more invested than they do. I don't want the public housing in my neighborhood.

That's my only comment. I'm not expecting you to ask me any questions, but I just wanted to say that. Thank you.

CHAIRPERSON DAWSON: Thank you.

(Applause.)

CHAIRPERSON DAWSON: Anybody else from this side of the room?

MR. OBERMAN: My name is Richard Oberman, O-b-e-r-m-a-n, 1970 North Walnut Avenue. I live on the other side of Rand Road and traffic is a big concern.

I teach school in Wheeling. I drive through Chestnut, or excuse me, that's Chestnut on the other side, everyday. At 3:45 I'm at the intersection of Rand Road and Chestnut and it's tough to cross. A lot of times I say to myself, am I going the right way? Because it's dangerous. If you add any more cars there, the people I would imagine, I would hope people are getting out and working at rush hour. I would hope if you have 80 cars, you have a combination for 80 cars in this development, I'm hoping people are out working, and they're going at the same time I'm going. Now, that's going to add to the congestion.

So, there was a study and maybe I misunderstood it. My hearing is not too good. I think they said there would be one car per hour or something like that at rush hour. If that's true, I don't believe that at all.

If you cross over from the old, there was an old exit off of, an entrance going into that parking lot. Cross over, you'll see there's a double, you could turn right or left on the other side of Rand Road. Come over, no, let's go a little bit farther south. Right there. If you come down this road about another 200 feet, there's no sidewalks. But everyday there's people walking with carriages, older people walking, there's joggers there, and that road right there, there's a lot of traffic. A lot of people drive too fast there and it's not safe.

Now, if you're going to put more people right there, if people want to get to 53, there's a good chance they're going to come right over down there and they're going to add to that congestion. There's a good chance more people are going to be walking there and it's not safe.

A gentleman mentioned a bus stop. At Stonebridge, the buses do pull in there everyday. I don't know if they're going to be able to pull in here. If they don't, I couldn't imagine.

I can't imagine building a place without an exercise facility and a play area for a large number of people. It's unacceptable.

Property values are not going to go up. Property values are going to go down. I've worked hard. I've got two more years until I retire, and I take pride in my home. I take pride in the neighborhood. I want my property values to go up and I don't want it to go down because somebody's living here that shouldn't be living here. There's other places to live. I would like to, maybe I can go and live in Waikiki, I would love to live there. Maybe they'll give me something there.

A restaurant would be a fantastic idea. It's not going to be crowded at rush hour. It's going to be more in the evenings. It won't add to the rush hour traffic.

I hope that you guys take into consideration, oh, and one last thing. I just texted a good friend that lives about, as soon as you cross through the green space where the high tension wires are, third house on the right, she said they didn't receive anything in the mail. She said no way, and she said the people next to her on either side, they didn't receive anything either. That's it.

CHAIRPERSON DAWSON: Thank you.

(Applause.)

CHAIRPERSON DAWSON: Okay, anybody else on this side of the room here?

MS. O'BRIEN: My name is Linda O'Brien. I live in Ivy Hill, and fortunately, I

am not in the tenuous position of the folks that have already spoken, those on Waverly or on Chestnut. I am, however, a frequent traveler on Rand Road.

What Mr. Millan's study I think failed to address is that Rand Road is a very important artery, a very well-traveled artery. The intersections of Arlington Heights Road --

COMMISSIONER ENNES: Could you please pull the microphone closer?

MS. O'BRIEN: Okay, and the intersections of Arlington Heights Road and Dundee Road are already rather burdened, especially Dundee Road. Adding 40 to 80 additional cars that will come out of this Crescent and go up and down Rand Road will make it even worse. It will exacerbate an already difficult situation, and I don't even see how they can address the problems we have now. There's really no place to enlarge those roads. So, you can't make a left turn on Dundee without sitting there through three and four lights any time of the day any day of the week.

In addition, I also take issue with the assurance that there will not be particularly a lot of children in this new complex. It's very easy for a single mom to put two sets of bunk beds in the bedroom and have a mom sleeping on an air mattress or a pull-out bed. The Stonebridge Apartments, if I'm not mistaken, are also one and two-bedroom units. Ivy Hill Elementary School where my children attend has probably half the student population coming from the Stonebridge Apartments. I mean, it's a lot of kids and a lot of buses.

So, in the event that this 40-unit does have single moms or young families with children moving in, and why wouldn't they, that will also overburden the traffic routes with buses and the school system. So, that's all I have to say. Thank you.

CHAIRPERSON DAWSON: Thank you. All right, I believe that's everybody from that side of the room.

Okay, in the back here? Sure.

MR. JOKUM: My name is Ken Jokum, I'm a resident at 2410 North Evergreen, in that group of homes right north of this which is actually part of the neighborhood even though the Petitioner doesn't recognize that.

I want to thank you all for your service on this Commission. It's not easy to do this, and I know it's not the most high paying job in the world. So, thanks.

As you know, Illinois has the highest or the second highest property tax in the nation. It's significantly higher than those lucky people who live in Florida. To give you an idea, our residents pay 10 percent and equalizes the assessed value. Most dates, it's either one to three percent. So, we're pretty darn high.

The point I want to make about that is that these, the property taxes are paid based on 10 percent of the assessed value for residential and 25 percent of the assessed value for commercial. So, your decision to move that from commercial to residential has a huge financial impact on the taxpayers, because when we go from 25 percent being paid by commercial which really helps support our tax burden and we cut that down to 10 percent with this program, who is going to pick up that difference? All of the residents all around are going to do that.

So, this is a financial impact which I think needs to be noted to absolutely everybody. It's not just a matter of commercial, industrial or residential. It's how much more tax burden are we going to put on residents? Today many of our residents struggle to stay in homes that they've already paid for, and very often have paid for those homes at least twice if

you lived in the neighborhood for 20 years. So, due to high taxes, our housing, the people who live there, is becoming unaffordable for seniors or people on fixed income having difficulty staying there and they've already paid for the house, in fact paid for it twice. So, we're putting a greater burden on that group.

I think it's important to note that this Petitioner does not have money from the State of Illinois. He has money from the taxpayers of Illinois. He does not have money granted to him by the Cook County. He has money granted to him by the taxpayers of Cook County. So, our taxpayers who pay tax in Illinois and in Cook County and locally are bearing a major burnt of this effort. I really think we should be considering making this an actual commercial property so we can help support our tax burden.

In the spirit of transparency and fairness and frankly honesty, this proposal should have an economic impact statement which covers the impact to the taxpayer. It's got lots of economic impact but nothing to the taxpayer who is getting an additional burden, and by the way, if we move that from commercial to residential, you're putting an increased burden on the taxpayer. The comparison should also include any proposed impact on increased schools and any proposed impact on increased services that may come as a result of this.

Please, I ask you, do not let something that purports to be affordable housing make the housing of current residents unaffordable. Thank you.

(Applause.)

CHAIRPERSON DAWSON: All right, anybody else on this side of the room? Oh, I think we've got someone coming up now, and then, sir, if you want to come up after.

MS. GREGO: Hello, my name is Ann Grego, G-r-e-g-o. I live at 2222 North Ridge. So, we are north, I'm sorry, we are south of Rand Road.

I just want to point out about the traffic, it's very, very concerning to me. What people don't necessarily see is due to the 2015 road study, they've made entrances on Rand and Techny for the memory care unit. So, we have cars, right, we have that. Then we have Techny, then we have, I think it's Chestnut, Chestnut. Then there's another little tiny corner there if you come in on Chestnut, and then you can turn into Arlington Performance Center.

So, Techny leading to Rand has an entrance to the Memory Care Center. They also have the cars turning in onto Techny from Rand to get into Memory Care Center from Techny. Then if you turn right or try and go straight, you're competing with the cars that are trying to turn left into the Memory Care Center, Techny, Chestnut, Walnut and, I'm sorry, not Walnut, and the Arlington Performance Center. So, as difficult as it is for anyone to turn right or left coming south, the same thing is going north.

The other thing that we've noticed is that when the traffic is bad, cars will drive through Stonegate to try and beat that intersection and still come and turn left, which means they're creating more traffic coming east. So, I am concerned for my aspect, too. Thanks for listening.

CHAIRPERSON DAWSON: Sir, you were going to come up?

MR. HEVERAN: Chairman, Commissioners, when I look up at that property, I see Sofia's, I don't know if any of you guys remember Sofia's, in which I spent my early days in the United States dancing at Sofia's because I live across the street pretty much. My name is Jarlath Heveran.

It's an eyesore for sure. It's been an eyesore for a long time. In fact,

a couple of weeks ago, I had the Arlington Heights Police Department go there because there was gang graffiti on the For Sale sign. That was a good indication that probably it's time to do something with the property.

So, I have to commend the gentleman from Evanston who lives in Florida and drove all the way up to Illinois, to Arlington Heights, to do this great deed for us in a community where the residents are middle upper class and they make on average maybe $150,000 a year, and he wants to put $15,000 a year residents among us. I think that's a despicable idea.

I also ask the gentleman, the Petitioner, about the three residents that were on the Zoom residents meeting. If he was any kind of a gentleman at all, he would have seen that that was probably not representative of the people of the neighborhood. I think that maybe he should have done something at that point, maybe took steps to reach out to the neighbors. How about a big sign on the property saying meeting by Zoom on March the 10th, or meeting at the Village Hall on January the 23rd? I think the sign went up a couple of days ago on the property over there. It wasn't there Sunday, so I kind of get upset over things like that. I started thinking things like maybe they're not as upstanding a company as we think they are or as they want us to think they are.

I look at Sam, good old Sam over here with this traffic statistics; I think he got them at the Dollar Store. Really, who lives in this neighborhood can believe that what he said and put up on the PowerPoint could represent the actual traffic on Rand Road?

One of the things that I question is the integrity of the Petitioner and his company. I question what measures does the Board take to conduct inquiries as to that very question. Do we know this Petitioner? He says he wants to spread his wings or come in to Illinois to commence further development. I'd like to know what sort of projects he has been involved in the past. We need to know that because our livelihoods depend on his success in gaining your approval.

I'm not sure, I just found out about this a couple of days ago. I would personally like to do some research myself and before, I'd hate to see something else come up or something to start digging over there before we had an opportunity as residents to take a closer look at this ourselves. It's our children that live over there and play over there in the streets. We have little crime, once in a while we get something major, but for the most part we don't have burglaries over there. Projects like this will bring burglaries to our neighborhood. They'll bring drug us and they'll bring crime. That's my business, crime.

I see these affordable housing residents all the time. I deal with them all the time. Whatever they tell you about one-person or two-person occupancies, that's not true. That's not true. That's for the statistics book. That doesn't, it doesn't work like that, and you probably know that already from Arlington Heights, from dealing with it. Go a mile up Rand Road, see how that is. There's shootings up there every night because the gangs are all over the place in Palatine.

We don't want that in our town. You don't want that in our town, let me tell you. So, I think the only thing that I would ask is that you put the brakes on this for now until we, the residents, who have invested everything in our community that we love, we dearly love our community, we ask you not to jump the gun on this one. Give us time as residents to figure out, number one, who he is, and as well as what the pros and cons for us.

I'm certainly not averse to progress in any neighborhood. I think it's

great that entities are willing to put money into certain areas, but this is not the area. So, I ask you, please, put the brakes on this project for right now until we have a closer look at it. Thank you.

(Applause.)

CHAIRPERSON DAWSON: Okay, anybody else from this side? Yes?

MS. SYLVESTER: Good evening. Hi, Sam. Sam? I'm Alice. I'm Alice Sylvester. I live at 2509 North Walnut Avenue.

CHAIRPERSON DAWSON: Can you spell your last name?

MS. SYLVESTER: S-y-l-v-e-s-t-e-r. I feel like I'm playing clean up so I've got about five or six points that I want to drive home in the conversation today. First of all, I want to go on record in saying I'm an advocate for affordable housing. The housing situation in America is despicable and I'm all in favor to just this issue. It's a human issue, so I'm in favor of the concept.

I am not in favor of the traffic the concept has wrought and the traffic situation that we are living in right now. We are living in a situation, as you know, where it is impossible to cross Rand Road and it is impossible to turn left into the retail area of Arlington Heights Road pretty much any time during the day, and that's by car. One of the reasons why is that Arlington Heights Road is posted at, what, 45 miles an hour, which means the average car is doing somewhere between 50 and 60. I know it because I was t-boned crossing Rand Road several years back.

Now, try and be a bicycle crossing Rand Road to get over to Frontier Park. No bikes can reasonably, safety cross at Chestnut. No pedestrians can cross. So, we are cut off to the south aside from the light at Kennicott, which as you can see is significantly far to the west, okay. So, there is no access to Greenbrier through Berkley Square.

I also want to point out, and Sam and I had a dialogue about this by e-mail today, there are two traffic signals associated with the shopping mall on the north end of Rand Road, okay, two traffic lights. There are 14 businesses in there right now, two traffic lights for Harvest Fresh and the barber, okay. It's luxurious, it's a complete waste of time if you get stopped at both of those, it's insane and infuriating. I recommend that the Village engage in a very meaningful conversation with IDOT about removing one of those traffic lights and putting it at the corner of Chestnut and Rand and make that cross safe. We are in a situation where it's rated F already, and it will be F minus with this development.

The other issue that has not really been raised tonight that I take very seriously and I just think we absolutely need to consider is the impact on the Park District and the Rand-Berkley play lot. As you may know, because of the church that went into that corner, we now have children from the church using that play lot. We have Futabakai families using that play lot. We have kids whose families are playing soccer or baseball in the fields at that play lot, and there is no equipment left for the original neighborhood and the houses in that neighborhood.

If you do a little bit of a math exercise here, so we have 40 units, let's say half of them have kids, right? Let's say they have 1.9 kids per unit. That's 40 more children who will have the only access to a park in Arlington Heights is the Rand and Berkley play lot that is already at maximum capacity. It's unacceptable.

I believe the first public sign of a meeting was associated with the Design Commission meeting. There was no sign posted for a neighborhood meeting for the

March meeting, so i want to reiterate that. Maybe they don't have to, but that's why this is the first time we're hearing any of this.

I think in order to protect our property values, we may need to add signage up beyond the ComEd station and say welcome to Berkley Square and everything behind this is not Barkley Square, these is where our property values are and these are the property values that we have to uphold. If we need to draw a designation there, then I think the Village should seriously consider doing that, because this whole report is very myopic. The neighborhood that they consider here is Stonebridge and the stores, not Greenbrier and not Berkley Square to the north. That's a mistake.

So, thank you very much. Thanks for listening.

CHAIRPERSON DAWSON: Thank you.

(Applause.)

CHAIRPERSON DAWSON: Anybody else on this side of the room? Anybody else on this side of the room? All right, I believe --

MR. HUBBARD: I have two items that I would like to read that I received via e-mail and asked to share at the meeting.

CHAIRPERSON DAWSON: Oh, thank you.

MR. HUBBARD: May I read them in?

CHAIRPERSON DAWSON: Of course.

MR. HUBBARD: Thank you. This is an e-mail from Kyle Grove:

Hello Sam, I'm e-mailing you to say I am against the reclassification and rezoning of the commercial area on Rand Road to a moderate density multi-family zone. Here are some concerns. I'm not in favor of additional rental property that does not contribute real estate taxes to Cook County or Arlington Heights. Taxes are already too high.

What background checks are being performed on tenants if any to ensure our community stays safe? There is already a property of this type in Downtown Arlington Heights. Des Plaines and Mount Prospect had similar proposals that were voted down. I'm sure those residents had similar concerns. I wish the residents could have a vote on this because I'm sure most would be against it.

I would appreciate it if you would share these concerns at the meeting and thank you for your time. Kyle Grove, 1519 North Kaspar Avenue.

Mr. Hubbard, I'm asking you why you have chosen this location. Stonebridge Apartments is directly across Chestnut. According to yardimatrix.com there are 586 apartment units in Stonebridge. There is no need for more apartment units. The traffic on Chestnut Avenue has already seen an increase due to the new Holy Nation Presbyterian Church that has opened. Is there a possibility of overcrowding at Ivy Hill Elementary with the addition of these 40 new families? We will need to pay more real estate taxes to support this.

What about the potential safety implications for the neighborhood? What about the decrease to our property values this will cause? For some neighbors, it is our biggest investment. I ask you, would you welcome this property as a neighbor to your home? I understand diversity and welcome it. This neighborhood is full of it. Look at the public school, look at the new church down the road, and the private school just around the block.

This property would be better suited to our community as an addition to our parks and recreations. I feel there are other areas in Arlington Heights that can welcome diversity into their neighborhoods. Thank you. Nikki Wolverton.

CHAIRPERSON DAWSON: That's it? All right, with that, seeing no further comments from the public, the public comment portion of the meeting is now closed. Just a reminder, now that it's closed, we cannot address any further comments from the public. That includes if someone comes up and makes a statement grumbling or comments from the public, that's a lie or that's wrong, you know, any of those kind of comments, we will not be able to address those and I will ask those to stop.

Keeping in mind we are a recommending body, I don't know how this is going to go because we haven't talked about it, but this isn't the end. So, listen, take notes, you are going to have other opportunities to voice your opinion about this project.

Okay, so with that, I would assume we have a number of follow-up comments, questions, I would assume the Petitioner probably, might as well come on up because there's going to be some comments.

Would you like to start?

COMMISSIONER JENSEN: Sure. Maybe we could have Mr. Green or Mr. Hubbard tell us a little bit about, is this public housing? Give us the definition of public housing.

CHAIRPERSON DAWSON: Are you referring to Section 8?

COMMISSIONER JENSEN: No, I'm just, we heard the public speak to public housing generically, and I'd like to have the Petitioner tell me what kind of property we have here.

MR. GREEN: Mr. Zunamon will probably give you a clearer answer or a longer one.

COMMISSIONER ENNES: Please speak up.

CHAIRPERSON DAWSON: Right, I'm having trouble hearing you, too.

MR. GREEN: Sorry. It is not public housing, it is affordable housing. It is under the auspices of Illinois Housing Development Authority and the programs they create to provide more affordable housing throughout. The cost, if I can use a cost number, the cost related to per unit probably exceeds the cost of most houses. In the estimate, with $18 million, you're talking of somewhere in the range of $180,000 to $190,000 in cost per unit. So, this is not in any way, shape or form resembling that. In conjunction with that, I'll say that as part of that program, it also requires us to provide a lot of amenities. Somebody mentioned exercise before, there is an exercise room in this. We do have amenities inside and outside. So, that's the semi-long answer.

COMMISSIONER JENSEN: I'll let others ask questions and then I may come back.

CHAIRPERSON DAWSON: Okay, Commissioner Lorenzini?

COMMISSIONER LORENZINI: Yes. Mr. Zunamon, please?

MR. ZUNAMON: Yes?

COMMISSIONER LORENZINI: So, when you interview potential residents, what type of profile do you look for? Are there any limits or requirements that a person must meet other than the income?

MR. ZUNAMON: Yes, so I want just to make a couple of things clear with regard first to the public housing question that you asked. So, public housing is really, you know,

owned and developed by housing authorities, public agencies. Again, we are a private development company. So, we work with all the big, you know, banks and other private folks that you work with. But it's a public-private partnership, and that's why this program that was developed in the 80's has been so successful and is a nationwide program. It's federal income housing tax credits that get allocated to each state, and private and nonprofit developers like to apply for them.

So, at the end of the day, to answer your question further when we're doing this, you know, we are the long-term owner. We are a private company and we have lots of big guarantees and other dollars at stake with banks and other folks that we work with. Again, it's not in our best interest either to create, you know, this kind of slum village that we're envisioning here.

A big part of what Mr. Green mentioned earlier is that a lot of thought was taken with regards to the unit mix and the sizes and being more one-bedrooms and twos. We don't have any three-bedrooms here. I know there was a comment with regards to, you know, potentially someone could move in and put a bunk bed and there could be all these people living in the house. That's just not possible. When you build a one-bedroom, two people could live there max. When you build a two-bedroom, four people. It's two per bedroom.

We have so many compliance and regulation with not just the state but the county and our lenders, our syndicators, our self. I mean, again we don't want any problems. If we basically create a community that then we own and either personally manage, which would be the goal over time, or third party manage, then we don't make any money as a company. It just doesn't make a lot of sense.

So, I know there's been a lot of focus on, hey, these eight units potentially, you know, they could be $15,000 rental income. Well, you have to make under $20,000, you have to make over $15,000, but that's eight units. The rest of them, we're talking about a one-bedroom, somebody is going to have to make under $40,000. I may, you know, I've got some gray hairs and a couple of kids now, but when I started in this profession, I made $40,000. So, if everybody in this room would be upset that I would live in a community and be your neighbor and then come in front of you at a later date and build housing to serve the community, I just find that tough.

I'm speaking very personally about it because I work with a lot of people in my office that are accountants, construction folks, property management people that live in the buildings that we have built as a company and I'd be happy to call them my neighbors because I'm happy to call them my colleagues and my friends. So, if we're here for a hunt about, you know, a family of four that makes under $55,000 is not someone you want in your neighborhood because they're going to cause drugs and crime, and we as a long-time owner and have lots of financial burden at stake want that to be in your neighborhood, I'm just here to tell you I find it a really hard time to, I don't know, to not just make the logical argument that I'm making here that after eight months and the next year and a half to two years that will take us to actually build this development, that we would just, you know, be okay to just make it like that and we have no investment in it.

So, I apologize for the long, you know, winded, impassioned answer but that's, I mean, that's the reality of it.

COMMISSIONER DROST: Our education has been, with regard to affordable housing, it's basically people that are wage earners that typically live in the community

addressing, let's say public service workers, teachers, but people that actually can live in a community that they serve. I think that was, you know, basically one of the missions and sort of the premise for the affordable housing. To some extent, you know, let's throw another one in there and that's subsidized housing, and we have that all over our Village where we try to create that balance. If that, and that's, if I'm wrong, somebody tell me, you know, that that is the wrong concept.

COMMISSIONER LORENZINI: So, going back to if you were to pick tenants, say you had a unit available and you had three people applying for it, what requirements do you use or things that you can do legally to pick the, let's say the best person for the neighborhood?

MR. ZUNAMON: So, realistically --

COMMISSIONER LORENZINI: Do you have preference for people with ADA handicaps or some type of learning disability or is there a preference for anything like that? Not that there's anything wrong with that.

MR. ZUNAMON: Yes, no. Ultimately, at the end of the day, some of the units as explained by Mr. Green are handicap accessible but not all of them, only, you know, a handful. But realistically on a global basis, you as a company and a property management company, you make a decision and you say, hey, here's our minimum criteria across the board. Everybody needs a credit score of whatever, 650. You can't have anything on your, you know, when we do a personal background check with regards to crimes or violent crimes or anything like that, drugs. You can't have any evictions. You need to make X amount of dollars. Sometimes that's two times the rent, sometimes it's 2.5, sometimes it's three times the rent if there's a big demand.

I think one of the things in your package is a market study that we'd done that's some 50-odd pages that says, hey, this primary market area, there's roughly 3,000 rent burdened households. We may not all know them because we don't see them, and there's only a handful of folks I see in my life with my kids and wife these days, but that's why I hire professionals like a market analyst and a traffic engineer because I can't figure those things out by myself.

So, to answer your question, you set a baseline, and then if all those people meet it, it's really on a first come first serve. But a lot of times, you set the criteria high enough that, you know, you really are getting the cream of the crop of these cost burdened individuals and families.

COMMISSIONER LORENZINI: And the units are being set aside for 60 percent of AMI or even 30 percent. But so, what is your business model? Arlington Heights requires 10 percent affordable housing units. Why did you go with 100 percent? What is the benefit there?

MR. ZUNAMON: Yes, without getting into all the financial mechanisms, in effect when you apply for housing tax credits, they are only generated by you building units that will serve low income families, individual seniors. So, if we only build 10 percent of them like, you know, the ordinance or other ordinances that we're seeing around the country, then you would only generate that amount of money for those units.

The business model not just for us, but any developer is to build basically all the units affordable, they generate these credits, and then you are able to effectively sell them to large banks who give you equity up front to build these developments. In return,

they get an offset on their taxes for the next 10 years. Then you agree that you will manage in, not perpetuity but, you know, 30 years, in Florida, it's 50 years. So, you take on that risk that, you know, you're able to get some equity up front to build these developments, and then you're the long-term owners of them.

COMMISSIONER LORENZINI: I can see some of the tenants' concerns about 100 percent affordable housing. So, not that that's wrong or bad, but how do you make sure that you get the right, I guess it goes back to the question, how do you ensure you don't have six people living in a one-bedroom apartment?

MR. ZUNAMON: Well, I mean, there's monthly checks. There's compliance reporting. At the end of the day, I think it would be very difficult for you to apply somewhere and represent that, hey, we know the max is four and somehow you've got eight. I mean, we have a property manager on site and other folks, and again if, you know, you guys have lived in rental communities, typically people talk and it's not that difficult to figure out, hey, this unit is not good and this unit is not following the rules and this is what's happening. I mean, we take care of it and that's something very, you know, near and dear to us. Just like you do in your own community where you start to make, you know, friends' groups, I mean, that's your proximity to people. If there's a problem, you go to the manager, the manager resolves that.

So, I think it's something that would be tough to get away with long term that, you know, to have an eight-member family when there could only be four or two max.

COMMISSIONER LORENZINI: So, say a tenant, what would your typical profile be? How would you explain the typical tenant at the 30 percent AMI level in a one-bedroom apartment? Single? Married? Kids?

MR. ZUNAMON: Sure. Well, it really depends. I mean, it's such a small segment of, you know, the groups that we work with because it's usually only the, you know, 10 or 20 percent of the building. But I think, you know, the other thing that kind of we've touched on a little bit is, you know, this is a family development, but that really just means that anybody could live there. So, realistically, we could build this 40-unit development and the whole building could be made up of, you know, what is considered in affordable housing as seniors which is 55 and older. So, you could have an entire community of seniors that are 55 and older and that would still qualify us as a family development.

So, the folks that fall into that category, I mean, it's hard to give you just the typical range because we build throughout the state and we have, you know, lots of these developments that we own and operate. But I mean, yes, it ranges the gamut like any other income threshold. So, we just built a development close to Jacksonville that half of the units were developed for people that make 30 percent or less, and half of them were for 80 percent of less. That's a development I oversaw and we leased it out in, I don't know, two months, and it's basically fully occupied.

So, it just, I mean, there's so many people out there that need this kind of housing and, again, yes, we take a lot of pride in it. It just, it doesn't make sense for us from a business perspective to bring people in our community that aren't going to be able to pay rent, create issues, and then we're constantly having to, you know, upkeep, re-change units, paint them, all that kind of stuff.

COMMISSIONER LORENZINI: One question for Sam. Sam, it sounds like obviously there's a traffic problem now through the neighborhood and this isn't going to make it any better. But is there anything the Village can do to try help things out like speed control or

speed bumps or some type of traffic control devices?

MR. HUBBARD: Again, we're somewhat limited relative to the Chestnut and Rand intersection. But certainly, you know, up north and east on Chestnut, you know, the Village can look at if additional traffic signal, I'm sorry, stop signs are needed on those intersections up there. I don't know if the community is supportive of, you know, speed control bumps on streets but, you know, these are other, there are certainly traffic calling measures that the Village can look into that may be practical to help reduce, you know, cut-through traffic and speeding on Chestnut.

COMMISSIONER LORENZINI: All right, thank you. That's all.

CHAIRPERSON DAWSON: Commissioner Green?

COMMISSIONER GREEN: Yes, I would like to just make a statement. In the past, in the recent past, I asked our since retired Village attorney what we could do to limit the number of people that live in a house or rent an apartment. In other words, how much control do we actually have? Her response was, basically, we don't. If a person buys a house, they can have as many people live there as they would like. That was her answer to me when I asked that question. So, when you tell me that you can somehow restrict the number of people that rent an apartment, I don't believe you can do that legally, and only from my past experience with our Village attorney.

So, and I just have to, I would like to make a statement because I'm torn between the residents that are living in this area, and I'm going to read Section 1-6.01, a statement of policy. This is from our Municipal Code. It says:

> It is the policy of the Village of Arlington Heights that its elected and appointed officials should in all cases exercise their judgment and perform their duties for the sole benefit of the citizens of the Village of Arlington Heights.

That is our mission as Plan Commissioners. That is what's giving me turmoil on tonight's case here, and that's all I want to say. Thank you.

CHAIRPERSON DAWSON: Before we move on, I recall what you're speaking about because it was an issue that came before the Board. That was related to a house, not related to an apartment or a condominium building that can have association rules.

COMMISSIONER DROST: And leases.

CHAIRPERSON DAWSON: Right. So, in a house, a house, we cannot restrict a house, and they're our houses in Arlington Heights that we can't stop the number of people that live there, but condominiums and apartment complexes do have rules that they can implement. So, while the Village can't enforce it, they can.

COMMISSIONER GREEN: Okay, so if somebody is renting a house, can they enforce it?

CHAIRPERSON DAWSON: The landlord could.

COMMISSIONER GREEN: But not the Village.

CHAIRPERSON DAWSON: No. George?

COMMISSIONER DROST: Yes, two questions. One is I've got the same concern about the traffic and having an F is very bad, and that has to sort of work itself out. If there's some solutions, those aren't ones that we're going to really address here, but that would be the red flag for me on the traffic. That's not a happy situation.

Second, some of the economics, and maybe Mr. Green or Mr. Zunamon, what kind of real estate tax is being generated right now on that vacant commercial

property? And when it's developed, what's the expected real estate tax revenue that's going to be generated from that development when it's fully online?

MR. ZUNAMON: I don't want to misquote, you know, the number right now. But I was just speaking with the broker and seller the other day, I know that it's less than $10,000. I think it's roughly $8,000, maybe a little less even, but what we've underwritten is about $65,000. So, when we build this, we plan to pay roughly $65,000 in taxes. So, I understood some of the calculations and what's been up here, but I can tell you as a person who runs the pro forma and puts together, hey, does this or does this not make sense, you know, $65,000 in there is the number we expect to pay.

COMMISSIONER DROST: Yes, so, and that $65,000, is that really a full value payment? If you had some commercial enterprises, let's say the restaurant, you throw in a couple of commercial buildings, those commercial buildings would generate more real estate tax than a 40-unit affordable housing unit. I mean, we have an expert on our board here who can pipe in as well, but it seems to me that, one, you're taking the step to really help the taxpayers by developing that property. It's not the most desirable in the world.

Secondly though, actually real estate taxes that are generated might not achieve the same level if it was put to a different use. I mean, you don't have to answer that, but --

MR. ZUNAMON: Yes. No, I just, I wanted to make it clear that, you know, just because we're building an affordable housing doesn't mean we don't expect to pay taxes. So, it's definitely going to take it much higher than it is right now and, again, I mean, that's the estimate that we've underwritten. I mean, hey, you know, hopefully it will be a little less, but if it's not, then hey, that's what we're in for.

COMMISSIONER DROST: That's it. Those are just two comments, you know, at least as you process this.

CHAIRPERSON DAWSON: Commissioner Ennes?

COMMISSIONER ENNES: Yes. I have a couple of questions, too. I'm concerned about two issues. I'm concerned about the traffic.

I live in the area, not too many blocks off of this and I am one of the people that uses that as a cut-through to get to Rand Road and head north. But for the most part, it's to avoid Arlington, Palatine, and Rand. I mean, that's a terrible corner, and that's what a lot of people are using this cut-through to avoid. I can understand the neighbors' desire to not have this get any worse.

I would really, John, you're the architect? John, you eliminated in drawing your proposed plan, you eliminated the driveway out to Rand Road.

MR. GREEN: That's correct.

COMMISSIONER ENNES: Why did you do that?

MR. GREEN: Confluence. It creates too many confluence turns very close together. IDOT would not look favorably on that. They would ask us to remove it anyway. In addition to that, somebody mentioned right-in/right-out. That, on a road like this, can create more problems because of the number of people who try to cheat on them, and just trying to cheat makes that even more dangerous than having it there. So, the goal is to eliminate that. One of the young ladies who came up spoke about the number of curb cuts up and down the road and how they have contributed to that issue of confluence. So, this eliminates that.

Also, if I may, going on to the traffic element of it, there has been a

lot of discussion tonight about 80 cars, 80 cars, 80 cars. There's 80 parking spaces; there's not necessarily 80 cars. There's 40 units. In conjunction with that, one of the things we considered when we were talking about variations was that the traffic report indicates that we could probably cut the number of parking spaces by 25 to 30 percent of what we're building because they're not really necessary for our use and our demographic of one and two-bedroom units. We elected not to pursue a variation and to build the 80 spaces. So, we're building 80 spaces, but I think we should look at the cars and we do stand behind our traffic study which studies the vehicles, not the number of parking spaces.

So, when you sit there and go, oh, 80 spaces, how can there be that little? That's because that's 80 spaces, we're talking about the traffic impact that this development adds to it.

COMMISSIONER ENNES: Right, but unfortunately, it sounds like a lot of your notices never got to people and they were never able to attend your neighbor meeting. One condition I would have on my vote would be that you reschedule that before going on to the Village Board. Now, I don't know how the other Commissioners feel about that, but that's an important thing, for the developers to hear from the neighbors a lot of things they would tell you, and you can answer. You're not in a formal setting like this, you can answer their questions and let them know how you worked that out.

One of my concerns is how you manage the property. While it seemed like you weren't sure what document I was talking about before, it's referenced in the documentation we got from Staff, and it's also referenced in the Housing Commission, your meeting before the Housing Commission. It's the tenant preference guidelines. I would like to see that be a part of the presentation that goes to the Village Board so that the Trustees can look at that, because I think that's important. You're hearing it from some of the Commissioners. You're hearing it from some of the neighbors. It's like what are the criteria for selecting tenants?

From my years on this Commission, I understand the difference between public housing and affordable housing. It takes a while to understand that. When I came up with that $15,000 a year figure, that was looking at the lowest that somebody could be in there, and yes, granted, the other apartments are going for well over $800 or whatever and that will take a much higher income.

One other question that I have is you have a lot of these buildings around the country. Can you tell me about how many? There's quite a few on your website.

MR. ZUNAMON: Yes. I think that we are up to roughly I think 30 properties that we manage and some 35 --

COMMISSIONER ENNES: That you manage.

MR. ZUNAMON: Yes.

COMMISSIONER ENNES: And how many have you developed over the years? Is that about what you've developed?

MR. ZUNAMON: No, we've developed more, but the company has been around for, I don't know, maybe 30 years.

COMMISSIONER ENNES: Okay, so you're selling off some of them from time-to-time?

MR. ZUNAMON: Yes, but you know, they've done, you know, market rate housing, and since I've been there for, I guess a little over six years, I men I personally have put together about 700 units and obviously I have a lot of colleagues and other folks in the

organization that have built a ton as well.

COMMISSIONER ENNES: What is your, what I like about affordable housing is you've got a lot of starting professionals like you said. You started, we all when we started our careers, we're not making a lot of money and it's good to have a unit like that that you can go into that isn't a slum. What kind of turnover do you have? Are these units working? Are people coming in there making $40,000 a year and they, you know, advance in their career? Or are they stagnant and they get in there and they stay in there? So, what kind of turnover figures do you have with your residents?

MR. ZUNAMON: Yes. That's an interesting question, so I may have to, obviously, you know, think about how to answer this, but I think, you know, realistically there's two sides of the coin, right? There's a lot of people that move into an apartment and there could be an argument made to say, hey, people should live there a long time because we want them invested in the community and feeling good about where they live and really, you know, what they do.

I would tell you that what I endeavor in all the communities we build is to build them to the highest of standards. I mean, just wrapped up a job in Fort Lauderdale that has porcelain tile flooring, granite countertops and is nicer than where I live. So, at the end of the day, you know, I'm not sure why people would want to leave there.

That being said, in terms of the turnover you're talking about, I would say that it could range anywhere from, you know, five percent at the low end to 20 percent at the high end.

COMMISSIONER ENNES: On annual basis?

MR. ZUNAMON: Yes, but we're not really encouraged to turnover a unit if that makes sense. I mean, it doesn't, if people are in their units, they're enjoying, this is an opportunity for them to have additional disposable income to utilize to, you know, do something else and, you know, maybe get another, you know, career or education or what have you and this is temporary housing for them. It doesn't make sense for us to say, hey, we'd like you out of here. So, no, you're paying rent, you're a great part of our community, we want you here.

So, I think it's a double-edged sword because maybe I think what I'm hearing is like it would be great if, you know, these units turned over all the time because then everybody is leaving. But I mean, I don't know how realistic that is either and if that's really a situation you'd want where you have a community where there's 40 new families every year. I don't know if you build much of a community that way.

COMMISSIONER ENNES: No, I'm just thinking if these are affordable housing for the purpose of being affordable housing where people are starting careers, that you would hope that they would move up and be able to move on into better houses, but that's a whole another issue. I think you might want to have that turnover figure for your presentation to the Village Board.

MR. GREEN: If I may add one thing to an earlier question you asked?

COMMISSIONER ENNES: I'm sorry?

MR. GREEN: Turnstone Development is also a partner in this and they have approximately two dozen facilities in the Illinois area.

COMMISSIONER ENNES: And they might be able to provide that kind of a number?

MR. GREEN: They have, they can provide some of that information, but

they also have been around for 30 years and they, well, they work in Florida also.

MR. ZUNAMON: Yes.

COMMISSIONER ENNES: Okay, that's all I have.

CHAIRPERSON DAWSON: John?

COMMISSIONER SIGALOS: I'm really kind of torn on this because I am in favor of affordable housing. But I question, you know, your 100 percent number. I've seen developers come into our Village and we have a 15 percent requirement. Again, I don't know the finances behind all of this, but they turn that down and pay a fee in lieu of because it doesn't make it financially feasible for them. How this makes it feasible for you to have 100 percent, again, I don't know the finances but I'm concerned by that.

I think it was about 15 years ago we had a developer that built a couple of condominium units up on Boeger Road, and that was 15 percent affordable housing. One of the first requisites for applicants would be people from Arlington Heights, residents of Arlington Heights would have first opportunity to buy these affordable housing units. I'm familiar with it because my daughter had just graduated from college, she started a career as a teacher and she qualified for it, and she purchased one of them. But I recall that they weren't all purchased, they had a number of affordable units that weren't used.

So, you know, with the AMI and I don't know what it is here in Arlington Heights, but if you're going with 100 percent, does that mean you're going to be going outside Arlington Heights, bringing people in from other less favorable communities into our Village? I'm concerned by that. So, I'm really kind of torn by that.

I understand, you know, so many comments here about the traffic and so forth. Yes, this will add to it. I don't understand why you have 80 parking spaces if you have only 40 units. I'd be in favor of less parking spaces and having more greenery, green space there which would make it more attractive.

But again, my main concern is if, this 30 percent of AMI and that means you're going outside of the Village of Arlington Heights, bringing other people in that may be less desirable, that's causing me to think more negatively towards this project. That's my comments.

MR. GREEN: I will tell you relative to the turnovers and those relations, we've been doing this here in Illinois, so going back to 1995, and the projects that we've worked on with Turnstone and DKI and several of the others that do this specific type of development, to this day they still have waiting lists to get into the buildings.

CHAIRPERSON DAWSON: So, I have a couple of comments to make. I haven't been able to say a lot about this project yet.

First of all, regarding the traffic, I sympathize with the residents. I'd like to remind the residents that we're all residents of Arlington Heights. I happen to live in an area that has constant cross traffic. We've complained, we've worked with the Village, I mean, I get it. I get it. But we've got a vacant parcel here that has allowed uses, and the traffic engineer which is KLOA which is a highly respected traffic engineer that we've come across this board on a number of occasions, says that many of the allowed uses would bring more traffic to the area.

So, as a Plan Commissioner, I have to think about the impact not from just this project but what would be a permitted use and how this project would vary from that. I'm being told from the engineer that it would be less restrictive. I am not a traffic engineer. I have to rely on the traffic engineers that know what they are doing. I don't go into other

people's businesses and tell them that they're wrong because I know better, and I hope people don't do that to my business. These people know what they're doing and I have to trust them.

So, I do sympathize with the traffic issue because I have dealt with it in my own neighborhood. It took years and years and years of working with the Village to come up with solutions, but we did come up with a solution. We worked with the Village and they did work with us. It takes time. You have to be patient. It's not entirely within their control, but the Village actually does care about whether or not your children are safe on the streets. They just have restrictions and they have processes they have to follow, so work with the Village to that. I think regardless of whether or not this project goes forward, and from what I'm hearing is the traffic is there regardless of whether or not this project is there, and a project is going to be going into this space whether it's this one or another one. So, I would suggest working with the Village now on the traffic issue.

On the Park District and the park being overcrowded, the park isn't just for you. I'm sorry but it's not. It's a public park. It's for everyone. If I want to bring my kids from my neighborhood to your park, sorry, but I get to do that. This building is coming in, if your park is overcrowded, guess what, the Park District is getting over $100,000. Go talk to the Park District, ask them to earmark it for your park. Ask them if they'll do that, go fight with the Park District, maybe they'll make expansions, maybe they'll do something there, but it's a public park.

I do not go around the public park where my kids play and ask where everybody lives, okay, and my park is crowded as well. So, you know, we're all one community, people, we're all one community. People get to, I get to go visit friends and go to the park.

I know that I'm very worked up, but I am extremely worked up over hearing my fellow Commissioners, hearing people in my community talk about less desirables coming to our community. I cannot be more disappointed in hearing that.

The people that are in these affordable housing units, by the way, I can walk from my house to an affordable housing unit, at least one if not two. I can walk to Section 8 housing. My kids go to school with kids that are in affordable housing units. The crime is not more, and I moved there knowing that that building was there. The crime is not worse where I live.

These people are not undeserving of living in our community because they make less than we do. They are frequently teachers. They are young firefighters. They are students. They are seniors. I have friends whose parents live in units that are affordable housing, seniors that are single that have lost their spouse and they cannot afford anywhere else to live but in these units.

So, by assuming that somehow there's some crime faction that's going to move in just because we have affordable housing, first of all, is discriminatory, completely discriminatory. Some of the questioning on behalf of this board is troubling to me because we have to be very careful, Commissioners, of discriminatory housing practices, and that our ruling could be viewed as discriminatory if we're not careful about some of the questioning and some of the statements that we make.

So, yes, I'm very worked up over this because this 'not in my backyard,' it is in my backyard. I have traffic issues. I have affordable housing in my backyard. I have friends who live in affordable housing, their parents who live in affordable housing. These are not some sort of criminal element, and to believe that somebody who makes less than $40,000 is somehow automatically a criminal/drug addict/going to ruin our community is

extremely disappointing to me, that this is the opinion. So, clearly I'm very worked up, and I am. I'm very disappointed in much of what I've heard today.

So, quite clearly, I am in favor of this project. I think the 100 percent component is fabulous because I've frequently concerned myself over buildings that have 10 percent component and worried if the residents are going to walk by and go, ooh, that's that affordable housing unit, and that those people won't feel fully incorporated or fully integrated into their community. So, I think the 100 percent is terrific.

I think that the location, while, yes, I am very concerned about the traffic, there's a lot of things that could go in there that could be worse. So, this is a great building. The pictures that we've seen of your other buildings are beautiful. Clearly you care about the maintenance of the building. We have a lot more restrictions in the number of people living in these apartments, as I've pointed out, than we would if this was single-family homes, and the number of cars could be significantly more.

I'm surprised that we want less parking because every other project that comes before this, I'm the one arguing for less parking and everyone else is arguing that we need more parking. So, I think if we're getting 80 parking spots, we should have 80 parking spots. So, that's generally my soapbox for today.

MR. HUBBARD: Sue?

CHAIRPERSON DAWSON: Yes?

MR. HUBBARD: We are approaching 10:30.

CHAIRPERSON DAWSON: That's what I was, yes, so I need a motion to extend.

COMMISSIONER DROST: I'll make that motion to extend this meeting by half an hour.

COMMISSIONER JENSEN: I'll second.

CHAIRPERSON DAWSON: Okay, with my soapbox --

MR. HUBBARD: All in favor?

CHAIRPERSON DAWSON: I'm sorry, all in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: With my soapbox firmly removed, any other discussion?

COMMISSIONER JENSEN: I have some comments, too. First of all, I couldn't agree more with you. I agree with all the points that you made and I have been disturbed by some of the discussion here tonight as well. We can't expect these developers to solve all of our problems. If we have a traffic problem or we had a problem with the parks or other things, we can't expect, this Commission can't say that we can't put this in because we're expecting this developer to take care of all the problems when many of those problems probably existed when we moved there. So, I --

MR. HUBBARD: Commissioner Jensen?

CHAIRPERSON DAWSON: Lynn, could you move your microphone? They're having trouble hearing.

COMMISSIONER JENSEN: I'm sorry.

Anyway, my point here is that you can't expect these developers who come before us, and we have a limited set of things we can evaluate them on. The Board has a broader set of things, and you will have time to do your research and go to the Board, and the

Board can make decisions that are not as constrained as the ones that we would make. But we can't expect these people to fix all of our problems with traffic, parks, and other things that have been upsetting us for years. So, it's unfair to actually use that as a standard by which we will evaluate whether we're going to vote for or against this property.

I would agree with Chairwoman Dawson that you need to go to the Village and talk to them about your parks, if that's a problem, or your traffic, and try to work through those issues because they are not the issues of these people. Their contribution is much smaller than that.

We had a comment that we're lowering the tax rate that we would get. Well, 25 percent of having a vacant property for 20 years doesn't produce any revenue. Having something there taxed at 10 percent does have some revenue for the Village. So, I think it's kind of wishful thinking that we have not been able to put anything commercial in this area for 20 years and all of a sudden we're going to do that and generate a lot of additional tax revenue to the Village.

So, I think, once again I would just conclude with the point that Sue has made a number of times. We are a recommending body. You have much more latitude when you go before the Board, and it will be sometime before this item goes before the Board. Do your research in a dispassionate way, bring your case forward, make your points, and maybe you can convince the Board. But there's a limit to the kinds of things that we have to take into consideration in evaluating this kind of a project.

CHAIRPERSON DAWSON: Any other comments from the Board? Discussion? Motion? Lots of silence.

COMMISSIONER JENSEN: Sue, I'll make a motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #21-010, Crescent Place, an Amendment to the Comprehensive Plan to reclassify the subject property from 'commercial' to 'moderate density multi-family'; Rezoning of the subject property from the B-2 General Business District to the R-6 Multiple-Family Dwelling District; and Preliminary Plat of Subdivision approval to consolidate the subject property into one lot.

This recommendation is subject to the following conditions:

1. **Final Plat of Subdivision approval shall be required.**
2. **Impact fees in accordance with Chapter 29 of the Municipal Code shall be required for each unit within the development.**
3. **The Applicant is responsible to ensure that the subject property is and remains in full compliance with the requirements of Article XVII of Chapter 7 of the Village Code, being the Village's Inclusionary Zoning Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitation, the following:**
    A. **Providing in perpetuity, at a minimum, two actual on-site affordable one-bedroom units and two actual on-site affordable two-bedroom units within the development, which units shall be in compliance with Section 7-1707(B)(3) of the Village Code;**
    B. **Ensuring compliance with all other provisions of the Inclusionary Zoning**

Ordinance and Inclusionary Housing Guidelines as applicable;

C. The developer shall submit a request for residency and local working preferences to HUD and IHDA in order to seek approval to incorporate Arlington Heights' Inclusionary Housing Ordinance tenant preferences in the tenant selection plan for this development consistent with their regulations; and

D. Even if not required, for any units the developer is making available as affordable, that the developer will make reasonable efforts to make those affordable units available according to the tenant preference in the Inclusionary Housing Guidelines.

4. Compliance with the May 11, 2021 Design Commission motion shall be required.

5. At time of Final Plat of Subdivision, the Petitioner shall provide additional details on the light fixtures as well as a revised photometric plan that conforms to all code requirements for review and approval by Staff.

6. Prior to appearing before the Village Board, the Petitioner shall hold another community meeting with advertisement and invitations to all property owners within 750 feet of the subject property.

7. The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.

CHAIRPERSON DAWSON: Do we have a second?
COMMISSIONER DROST: I'll second that motion.
CHAIRPERSON DAWSON: All right, roll call.
COMMISSIONER ENNES: Wait, I have a question.
CHAIRPERSON DAWSON: You have a question? Sorry, I should have asked if there was any discussion.
Yes?
COMMISSIONER ENNES: I had mentioned that I thought the Petitioner should have a new neighbor meeting prior to going to the -- pardon?
CHAIRPERSON DAWSON: Do you want to add that as a requirement or do you want --
COMMISSIONER ENNES: I would like that to be a requirement that they hold that. Obviously --
CHAIRPERSON DAWSON: So, we should discuss an amendment to the motion.
COMMISSIONER JENSEN: I'll accept that amendment.
COMMISSIONER DROST: I'll accept that.
CHAIRPERSON DAWSON: Okay.
COMMISSIONER ENNES: Okay.
CHAIRPERSON DAWSON: So, we would be adding a seventh condition.
Do you have any objection to adding a requirement that there be another community meeting?
MR. GREEN: No, we've had one; we're glad to have two.
CHAIRPERSON DAWSON: Sure. I think that what the members of the audience were asking though is that you go beyond the 500.

MR. GREEN: I'm going to have a little trouble figuring that out because --
CHAIRPERSON DAWSON: I understand, it is challenging.
MR. GREEN: I'm guessing that we have people here, in fact I know that we have people here who are over 1,000 feet.
CHAIRPERSON DAWSON: Right, I understand. It is always challenging to decide because when you cut it off at 1,000, then there's someone who's 1,100 who says why couldn't I have gotten a notice. We've heard that many, many, many times. I think that definitely the people that are in attendance today could somehow, I don't know how we would gather their addresses, they're clearly interested, but --
COMMISSIONER ENNES: Sam, is there a way that the Department can help get a notice out since something happened with the mailing?
MR. HUBBARD: Yes, we can help with identifying, you know, additional properties. I'm sure we could probably put something on our website.
COMMISSIONER ENNES: Or a sign on the property like was suggested.
MR. GREEN: We have the sign there now. We have to take it down. I think by ordinance we're required to take that down. It has been up twice, and so you know, on that sign has my name, my phone number and my e-mail address. So, we invited people to contact us. We'll keep doing that, but we have to have a method by which we can put up the signs. If we can work with the Staff to do that, we'll do that.
MR. HUBBARD: Absolutely.
CHAIRPERSON DAWSON: When does the sign have to come down, Sam?
MR. HUBBARD: I believe it's either five or 10 days upon conclusion of the public hearing.
CHAIRPERSON DAWSON: Okay, so if your e-mail address is on the sign, then that gives people sufficient time if they live in the neighborhood to reach out to you and ask to be included in the community meeting.
MR. GREEN: So, if I may, I would suggest that we go to 750 feet because I have to pick a number.
CHAIRPERSON DAWSON: Sure.
MR. GREEN: And that anyone who is more than 750 feet who is here who would like to be notified of that, if they would contact my office. Please be patient when you contact my office. If many of you call, yes, it's an office, yes, they're trying to do business, yes, we will take care of you. But if we have to get back to you or if you do call in and you need to leave a message, please leave it clearly so that we can make sure we got it.
CHAIRPERSON DAWSON: Terry, would a notice to 750 feet meet your --
COMMISSION ENNES: I'm fine with that. I just want the neighbors to have an opportunity since that's something that we recommend and it sounds like they have a lot of concerns that while you got some of those expressed tonight, there might be other people who --
COMMISSIONER JENSEN: I don't know if 750 feet is going to be enough because you've got that large tract of land that has --
COMMISSIONER DROST: But that's not counted, I don't think.
COMMISSIONER GREEN: It's beyond that.
COMMISSIONER DROST: Yes, those are taken out, the roads and --
MR. GREEN: Yes, we exclude right-of-ways.

CHAIRPERSON DAWSON: And keep in mind, the requirement, first of all, there is not a requirement for public notice. Second of all, the requirement for this meeting is only 250 feet. So, I think we have to cut it off somewhere. That doesn't mean that people outside that radius can't come.

COMMISSIONER GREEN: Right.

CHAIRPERSON DAWSON: So, the people in the community are free to share that information with their neighbors.

MR. GREEN: If I may say one other thing relative to a neighbor meeting, when we become a neighbor, not if, when we become a neighbor, we will become a neighbor. We become then part of that element that can help get an improvement of that signal. Can you think of another development that would have more interest in getting an improvement of that intersection?

CHAIRPERSON DAWSON: Right, it's a good point.

Okay, so we have discussed an amendment to the motion.

COMMISSIONER DROST: Yes, I'll withdraw the second so that you can amend the motion.

CHAIRPERSON DAWSON: Would you?

COMMISSIONER JENSEN: Sure. I think we should add a seventh --

COMMISSIONER ENNES: Item seven to require that before going to Village Board.

COMMISSIONER DROST: I'll second the amended motion.

CHAIRPERSON DAWSON: Okay, any further discussion?

MR. HUBBARD: So, just for clarity, the seventh condition is the Petitioner, prior to appearing before the Village Board, will hold another community meeting with advertisement and invitations to all property owners within 750 feet?

CHAIRPERSON DAWSON: Yes.

MR. HUBBARD: Thank you.

CHAIRPERSON DAWSON: Correct? Correct, okay.

COMMISSIONER ENNES: That sounds great, Sam. Thank you.

CHAIRPERSON DAWSON: Okay, roll call.

MR. HUBBARD: All right, Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes, with comment.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Chair Dawson.

CHAIRPERSON DAWSON: Yes.

Comment?

COMMISSIONER GREEN: My comment is, Lynn, you've made the best argument here tonight.

COMMISSIONER JENSEN: What was that?

COMMISSIONER GREEN: The way you put it, into a very good form, that it makes it very easy to understand why we are here tonight and what we're supposed to do. Thank you for that.

MR. GREEN: And we thank you all. We thank your Staff. Staff go unheralded sometimes and this is my time to be emotional about it. We work in scores and scores and scores of communities. This Staff picks up their phone to talk to you. This Staff gives you feedback that's not just limited to what they have to do but to what they feel in their hearts. It has been truly a pleasure to work with them.

CHAIRPERSON DAWSON: Great, thank you. We always appreciate hearing that feedback. So, again, unanimous recommendation from us. Again, a recommending body. Sam will keep you apprised of the next steps. You'll move on to the community meeting, but likely we will see you back here again.

MR. ZUNAMON: Thanks everyone.

CHAIRPERSON DAWSON: All right, thank you.

(Whereupon, at 10:37 p.m., the public hearing on the above-mentioned petition was adjourned.)

Staff Report to the Housing Commission

To:	The Chairman and Members of the Housing Commission
From:	Nora Boyer, Housing Planner
Re:	310 Arlington - Affordable Housing Plan Housing Guidelines
Report Prepared:	February 25, 2021
Meeting Date:	March 2, 2021

Background

310 Arlington is an affordable housing project proposed to be located at 310 W. Rand Road at the southeast corner of Rand Road and N. Chestnut Avenue. The developer's Affordable Housing Plan (attached) indicates the following about the proposed project:

- Current condition of property: Vacant land; 2.2 acres
- Type of housing proposed: New construction; multi-family
- Total number of units: 40
- Number of affordable units: 40
- Number of market rate units: 0
- Unit mix: 20 one-bedroom/one-bath (690 sf); and 20 two bedroom/two bath (910 sf)
- Affordability levels: 32 units to be affordable at 60% of area median income (AMI); 8 units to be affordable at 30% of area median income (AMI)
- Rents
    - 8 one-bedroom units affordable at 30% AMI: $384/month
    - 12 one-bedroom units affordable at 60% AMI: $871/month
    - 20 two-bedroom units affordable at 60% AMI: $1,047/month
- Affordability period: 30 years

Also attached are the developer's responses to questions posed by staff. This supplement:

- Provides locations of other Housing Trust Group and Turnstone Development Projects
- Indicates that the anticipated public sources of funding are: Illinois Housing Development Authority (IHDA) 9% tax credits; and a $1 million dollar Cook County HOME loan
- The developer is not applying for IHDA supportive housing financing and there is no plan to provide supportive services at this project
- Provides the staffing plan
- Describes the tenant selection process
- Explains the source of the maximum monthly rent amounts

Inclusionary Housing Requirement

Number of Required Affordable Units:

In August 2020, the Village Board approved the Village's Inclusionary Housing Ordinance. Since this development is proposed to be publicly assisted, the affordable housing requirement is found at Section 7-1707(b)(3) of the Ordinance:

> "All Zoning Districts – Publicly Assisted Development. The affordability requirement is that 10% of the total number of units in the development must be affordable on-site units. There is no fee-in-lieu option for publicly assisted development."

- Number of Affordable Units required by the Inclusionary Housing Ordinance: 4

Affordability Period

According to Section 7-1701 of the Inclusionary Housing Ordinance, the affordable units created under this Ordinance shall be affordable in perpetuity.

- Required affordability period as per the Inclusionary Housing Ordinance for the 4 units: in perpetuity

Maximum Rents

Section 7-1707(c) provides that the maximum gross rent for affordable units created under the ordinance, including a utility allowance for utilities not provided with the rent, shall be the gross rent affordable to households with annual incomes at 60% of area median income as devoting no more than 30 percent of their gross income to monthly housing expenses as calculated annually by the Illinois Housing Development Authority based on number of bedrooms in the unit. The current (2020) IHDA rent limits at 60% of AMI are $1,023 for a one-bedroom unit and $1,228 for a two-bedroom unit.

The rents proposed by the developer 95% off the IHDA maximum rent limits. IHDA Low Income Housing Tax Credit financing requires a utility allowance.

- Maximum rents for the 4 units required as per the Inclusionary Housing Ordinance: IHDA rents for applicable unit size at 60% of AMI less a utility allowance.

Preference

The Village's Inclusionary Housing Guidelines include preferences for tenancy of the affordable units provided under the ordinance for (not in an order of priority): veterans, persons with disabilities, Arlington Heights residents who have resided in Arlington Heights for at least the past two years, and people who are employees of an Arlington Heights business or organization.

According to the developer, the Illinois Housing Development Authority financing they hope to secure required the following preferences:

1. Existing tenant transfers based on household size or the need for an accessible unit
2. Applicants displaced from an urban renewal area
3. Applicants displaced as a result of a governmental action
4. Applicants displaced as a result of a major disaster
5. Veterans

The developer also plans to have 8 units which are reserved for referrals from Illinois' Statewide Referral Network program. These units must be held for 30 days so the state can send referrals. If no referrals qualify for occupancy, then a waiver is requested and the unit is rented in a manner consistent with all other units.

The developer states that they "must incorporate IHDA's mandated waitlist preferences as stated above but additional pre-approved preferences are allowed. A preference for veterans is already required by IHDA and a preference for persons with disabilities is one which the developer will comply with and customarily does in other projects.

The developer states they have "no issue complying with the residency and local working preferences; however, HUD approval is required before it can be instituted. Once HUD and IHDA confirm that establishing such a preference will not be in direct conflict with the Affirmative Fair Housing Marketing Plan, approval should be received."

The developer has also stated that they "will submit a request for residency and local working preferences to HUD and IHDA to demonstrate the need for the preferences. Once approved, they will be put into effect immediately. Additionally, the developer can work with the Village to find the most effective outlets for advertising and marketing so that local residents are aware of the new development."

Recommendation

It is recommended that the affordable housing component of 310 Arlington meet the following conditions:

1. Two 2 actual affordable one-bedroom and 2 actual affordable two-bedroom units be provided (10% of all units).

2. Maximum gross rent for the four (4) affordable units created under the ordinance, including a utility allowance for utilities not provided with the rent, shall be the gross rent affordable to households with annual incomes at 60% of median income for the Chicago-Joliet-Naperville-area as calculated annually by the Illinois Housing Development Authority based on number of bedrooms.

3. The income eligibility standard for the affordable units is to be 60% of the Area Median Income (AMI) for the Chicago-Joliet-Naperville area, adjusted for household size, as updated annually by HUD.

4. Preference for tenancy for the four (4) affordable units shall be given in compliance with the Inclusionary Affordable Housing Guidelines.

5. The developer shall submit a request for residency and local working preferences to HUD and IHDA in order to seek approval to incorporate Arlington Heights' Inclusionary Housing Ordinance tenant preferences in the tenant selection for this development.

6. The developer shall comply with the Village's Inclusionary Housing Ordinance and Guidelines.

7. The developer shall submit an annual report concerning compliance with the affordable housing program by March 1 of each year in a form as determined by the Village and in compliance with all other elements of the guidelines.

MINUTES OF A MEETING OF
THE ARLINGTON HEIGHTS HOUSING COMMISSION
VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS
March 2, 2021

IN ATTENDANCE:

Commissioners Present:	Andrew Tripp	Ken Kiefer	John Eggum
	David Miller	Jennifer Sweis	
Commissioners Absent:	Alex Hageli	William Delea	
Staff Present:	Nora Boyer, Housing Planner/Staff Liaison		

I. CALL TO ORDER
The meeting was called to order at 7:00 p.m.

II. Roll Call
The following Commissioners responded to roll: Tripp, Kiefer, Eggum, Miller & Sweis.

III. APPROVAL OF MINUTES

A motion was made by Commissioner Eggum, seconded by Commissioner Kiefer to approve the minutes of the February 2, 2021 meeting with the correction of one typographical error.

The motion was approved
Ayes: Tripp, Kiefer, Eggum, Miller & Sweis
Nays: 0.

IV. REPORTS
None

V. NEW BUSINESS

New Business was moved ahead of Old Business by Chairman Tripp for the convenience of the persons presenting at the meeting and the public.

A. 310 Arlington
Ms. Boyer introduced the 310 Arlington development that was before the Housing Commission for a review of its affordable housing component. It is proposed to be a 40-unit, 100% affordable rental building with 20 one-bedroom and 20 two-bedroom units. Tenants will be at 30% of area median income and 60% of area median income. The Inclusionary Housing Ordinance requires that 10% of the units in publicly financed housing developments be affordable. Therefore, the requirements of the Ordinance

apply to 4 units. Ms. Boyer stated that the staff recommendation is that 2 of the units be one-bedroom units and the other two be two-bedroom units, to be affordable in perpetuity. Under the Ordinance the rents for the units would be limited to the rent maximums set by the Illinois Housing Development Authority (IHDA), less a utility allowance for the unit sizes (numbers of bedrooms) for persons at 60% of area median income. There are recommendations regarding the preferences which need to be discussed with the developer. The other 36 affordable units will be subject to the affordability rules of the financing sources for the development.

Commissioner Eggum asked which other Village approvals have been sought so far. Ms. Boyer said the development was before the Conceptual Plan Committee for review, but it has not yet been reviewed by the Design Commission or Plan Commission.

Jake Zunamon with Housing Trust Group (HTG) stated that the development will provide workforce/multi-family housing in a 4-story building. HTG has primarily developed housing in Florida and is one of the top 50 affordable housing developers in the county. A partnership has been formed between HTG, Turnstone Development, Care Free Management, and Groundworks. Mr. Zunamon said the financing has been requested in the form of tax credit financing through the Illinois Housing Development Authority (IHDA).

Commissioner Eggum recognized that the developer is well exceeding the Village's affordable housing goal. His questions are intended to help the Housing Commission and the public understand the project. He asked if HTG is a for-profit company using tax credit and other affordable housing programs.

Mr. Zunamon responded that they are, and that this type of partnership (public/private) is a usual arrangement for this type of funding and project. He said that they were drawn to Arlington Heights as an opportunity area with good schools and resources. He said that they expect results from IHDA with regard to the tax credit application in May. Cook County would also be providing "soft financing" in the form of a low interest or forgivable loan of $1 million. In response to a question from Commissioner Eggum, Mr. Zunamon said that the total development cost of the project is around $16 million with the majority of the financing coming through the State or Cook County. The development would be approximately 10 – 15% privately funded. The developer is also leaving deferred development fees in the project. HTG will be a 75% owner and Turnstone will be a 25% owner. Care Free Management will be the leasing and management company. Groundworks is providing engineering services.

Commission Eggum asked what the developers have to report about the quality of the units and plans for continuing maintenance. Mr. Schneider said that the units will be 115% of the minimum size required by IHDA. The one-bedroom units will be 635 sf (Village minimum is 600 sf) and the two-bedroom units will be 845 sf (Village minimum is 700 sf). Mr. Green reported that the building will be completely accessible, 4 units being completely accessible, and 12 units will be adaptable. All of the units will have the same finishes and the building will include amenities such as a community room, fitness room, and computer room. There will be an operating deficit reserve for maintenance costs.

Commissioner Eggum asked about the decision and number of units to be affordable at 30% of area median income and 60% of area median income. Ms. Poirier said that the 8 units are 30% of area median income and are an IHDA requirement for financing. Mr. Zunamon said that the 60% of area median income level at the number to be provided is needed for the building to be financially viable.

Mr. Zunamon explained that there are maximum household incomes, but tenants will need to have sufficient income to afford the rent using 30% of the monthly income for rent. This is not a Section 8 project and not a permanent supportive housing project.

There will be a neighborhood meeting for the project. For the neighborhood meeting, the developer doubled the distance required to notify those about about public hearings for the project.

Commissioner Kiefer asked to what extent the units will be available to persons in the preference groups contained in the Inclusionary Housing Ordinance Guidelines – especially current Arlington Heights residents.

Ms. Poirier responded that the developers must follow the IHDA mandated preferences, which includes veterans. She said they are willing to do whatever they can to put the local residency preferences into effect. HUD approval would be needed and she expects that IHDA will help in submitting the proposal for the Village's preferences, but a formal process is required. Commissioner Kiefer asked whether they thought the Village would be able to expect as far as including residents in the building from the preference categories in the Guidelines.

Mr. Schneider responded that they had a project recently in Northlake where HUD approved a set aside of 10 units out of 50 for local residents. Fair housing concerns limited that number. It was stressed that this was the set aside number but it is not necessarily the number of local residents who get units. Local marketing makes a big difference in who is on the waiting list. Commissioner Eggum mentioned that the Senior Commission is interested in units being available for seniors who do not wish to leave the community but are looking to leave their single-family homes.

Commissioner Miller asked why the developer chose Arlington Heights. Mr. Schneider responded that the Village has demonstrated that it is interested in addressing its affordable housing needs. It was also a matter of finding a cooperative land seller. They also looked at locations in Northbrook and Wheeling.

Commissioner Miller asked about the timeline for the project. Mr. Schneider said that they expect to close on financing in June, complete plans by October, bid out the project over the winter, and start construction in March/April 2022. The project needs a zoning change, but they are not requesting any variations.

The discussion was opened to the public. Peg Lane asked about the nearest accessible, public transportation. Mr. Green said that it was about ½ mile away. Constance Wayman asked about the location of the project. Mr. Green said it is at the southeast corner of Rand and Chestnut – across from the automotive use.

The Commissioners discussed the Staff recommendations.

A motion was made by Commissioner Eggum, seconded by Commissioner Kiefer that the affordable housing component of 310 Arlington meet the following conditions:

1. Two actual one-bedroom and two actual two-bedroom units be provided in perpetuity.

2. The maximum gross rent of the four (4) affordable units created under the ordinance, including a utility allowance for utilities not provided with the rent, shall be the gross rent affordable to households with annual income at 60% of area median income for the Chicago-Joliet-Naperville area as calculated by the Illinois Housing Development Authority (IHDA).

3. The income eligibility standard for the four (4) affordable units created under the ordinance is to be 60% of the area median income (AMI) for the Chicago-Joliet-Naperville area, adjusted for household size, as updated annually by HUD.

4. Preference for tenancy for the four (4) affordable units shall be given in compliance with the Inclusionary Housing Ordinance Guidelines, subject to approval by HUD and IHDA.

5. The developer shall submit a request for residency and local working preferences to HUD and IHDA in order to seek approval to incorporate Arlington Heights' Inclusionary Housing Ordinance tenant preferences in the tenant selection plan for this development consistent with their regulations.

6. The developer shall comply with the Village's Inclusionary Housing Ordinance and Guidelines.

7. The developer shall submit an annual report concerning compliance with the affordable housing program by March 1 of each year in a form as determined by the Village and in compliance with all other elements of the Guidelines.

8. Even if not required, for any units the developer is making available as affordable, that the developer will make reasonable efforts to make those affordable units available according to the tenant preference in the Inclusionary Housing Guidelines.

Ayes: Tripp, Kiefer, Eggum, Miller, & Sweis
Nays: 0.

B. Arlington 425

Ms. Boyer stated that the affordable housing aspect of the Arlington 425 development was approved in 2019, but the developer has returned due to changes being made in the project, including a reduction in the total number of units. The developer is seeking a decrease in the number of affordable units required and the fee-in-lieu of units to be paid proportional to the decrease in the number of total units. There are also some requests for changes in other conditions approved for the affordable housing aspect of the program. Staff does not have an issue with the proportional decrease in the number of affordable units or the decrease in the fee-in-lieu, but states that the project should comply with the approved conditions from the 2019 project ordinance or the requirements of the (2020) Inclusionary Housing Ordinance and Guidelines, but not a combination of the two.

Chairman Tripp invited the development team to make their presentation. Mr. Firsel spoke first and introduced Mr. Adriani (owner and developer) and Mr. Messutta (attorney).

Mr. Adriani thanked the Housing Commission for reviewing the changes to the proposal. He said that due to conditions such as COVID-19, it was necessary to adjust the project and they are doing so by reducing the number of residential units, the shared office space component, commercial space, and parking garage area. He commented that this development was one of the first to engage with the development of the affordable housing requirements that the Village was working on at the time. He said that at that time, they agreed to some of the affordable housing conditions that were approved, but also had issues with some of them. Since the approvals, they tried to get financing for the project but could not due to the anticipated costs, and he said that the economics were just not there, which is the reason for the proposed changes. He said they are here to look at the affordable housing conditions and want to be able to move forward with something everyone will be happy with.

Mr. Firsel reiterated the point that the project could not move forward as approved based on the costs. He commented that the parking garage (which had 125 residential units on top) was the overbearing cost. The proposed changes include there being no residential units over the garage; one floor would be added to the Chestnut building; and 1 floor added to the Campbell building. The total number of units is 319, with 85 in the Chestnut building.

With respect to the affordable housing conditions, Mr. Firsel stated that they are not proposing to do any less; however, when they were involved in the final discussion on the affordable housing, it was agreed that if the affordable housing requirements were relaxed in the new affordable housing ordinance, that the project would be able to take advantage of the relaxed standards. He said that the developer and staff have a difference of opinion with regard to the last of the affordable housing conditions in the Arlington 425 ordinance. He said the discussion at that time included, for example, if there was a relaxation of the parking requirements in the Inclusionary Housing Ordinance, that the developer would be able to take advantage of those – and that is what happened.

Mr. Firsel stated that the developer and staff agree on most of the affordable housing conditions. There are three basic differences:

1. Payment of for the fee-in-lieu. The conditions of approval provide for payment in three stages. He said this was negotiated because the developer must pay for the large up-front costs of building the parking garage before anything else is built, and having to pay the full fee-in-lieu at the time of permit for the garage would be a burden. The developer is requesting, as approved in the 2019 conditions, that there be a phasing of the payment of the fee-in-lieu.

2. Parking. The developer had agreed to discount the charge for parking spaces for the affordable units. With the change in requirements, they proposing to not offer the discount. They seeking to take advantage of the new provisions concerning parking for the affordable units, at the option of the Village Board as presented in the Inclusionary Housing Ordinance, by asking for the "credit" of 1 parking space per affordable unit. The Inclusionary Zoning Ordinance offers, at the option of the Village Board, one parking space per affordable unit in the Village's Vail garage. This would bring the developer's parking requirement down from a total of 247 spaces to 235 spaces for the Campbell building.

   Mr. Firsel elaborated on the phasing of the development which would be in two parts: 1) the

construction of the Campbell building, parking garage, all infrastructure, and most of the landscaping; and 2) construction of the Chestnut building and the parkway between the Chestnut and Campbell buildings. He commented that the up-front costs are enormous. He said that 12 affordable units would be provided in the Campbell building and 4 in the Chestnut building. If the Chestnut building is changed to a condo building, they will comply with Code on that building.

3. Number of Affordable Units. The developer agrees to provide 5% actual affordable units (16 affordable units).

4. Affordability period. The developer is asking to reduce the minimum affordability period on the affordable units from in-perpetuity to 20 years. Mr. Firsel said that they would address this with the Village Board if they need to do so.

5. Fee-in-Lieu. There is no issue.

6. Income qualification. The developer proposed no change from the 2019 conditions.

7. Maximum rent. The developer proposed no change from the 2019 conditions.

8. Unit mix. The developer seeks to keep the 1/3 studio unit and 2/3 one-bedroom mix as approved in the 2019 conditions. This would mean a revision to 4 studio units and 8 one-bedroom units. The unit mix under the Inclusionary Housing Ordinance would be 3 studios, 9 one-bedrooms; and 4 two-bedroom.

9. Preferences. The developer agreed to the preferences requested at the time of the 2019 approval. They have no issue with changing to the preferences included in the new policy.

10. Reporting. The developer agreed at the time of the 2019 approval to submit an annual report on March 31. They have no problem with reporting on March 1st as per the new policy.

Mr. Firsel said that even with the modified proposal, this is still a thin deal with minimal profit. He pointed out that construction costs have gone up and the availability of materials has decreased due to COVID-19. He said that the developer's intent is to follow the spirit and intent of the Village on the affordable housing component. He pointed out that they are not getting any incentives from the Village. He said this will be a high-end development and that the affordable units will be the same as the market rate units, and the affordable unit tenants will benefit from all of the high-quality aspects of the project. He asked for approval of the affordable housing component as submitted in his letter.

Commissioner Eggum asked about the value of the utility allowance called for in the Inclusionary Housing Ordinance for this project. It was reported that the units will be metered and billed individually for electric. It is not certain yet if water and gas will be individually metered, and it is not certain which utilities will be divided and charged to the tenants. Some of these points are building design decisions that have not been finalized.

Ms. Boyer reiterated that staff is okay with the proportional reduction in the number of affordable units and the fee-in-lieu, but not with the going back and forth between the 2019 conditions of approval and the Inclusionary Housing Ordinance. She pointed out that with respect to the parking and fee waiver cost off-sets, the Inclusionary Housing Ordinance states that these cost off-sets may be available for projects that

meet the other requirements of the Inclusionary Housing Ordinance, which this proposal would not – particularly with respect to the new, proposed affordability period and the unit mix (which was adjusted in the original approval as a cost off-set). She repeated that staff's position is that the development should comply with the 2019 conditions of approval, or the Affordable Housing Ordinance and Guidelines, but not a combination of the two.

Mr. Firsel disagreed saying that is not what the 2019 approval ordinance says. It says the development should be afforded all relaxed provisions; otherwise the language in the last condition of the 2019 approval ordinance is meaningless.

Commissioner Miller asked about the developer's statement about paying the fee-in-lieu being a burden and about the proposed phasing of the development.

Mr. Firsel responded said that a phased payment of the fee is requested. The following scenario was discussed:

> Campbell Building:
> 25% of the proportional fee for the Campbell building at issuance of permit
> 25% of the proportional fee for the Campbell building at the issuance of the garage permit
> 50% of the proportional fee for the Campbell building at issuance of first occupancy permit
>
> Chestnut Building:
> 50% of the proportional fee for the Chestnut building at issuance of permit
> 50 % of the proportional fee for the Chestnut building at issuance of first occupancy permit

Mr. Firsel said that it is not known when the Chestnut building would be built, although it is hoped right away, but it is difficult to know due to the COVID impact, other things going on in the Village, etc.

Commissioner Miller asked about the portions of the fees to be paid for the Campbell building and the Chestnut building. He said that he understands that many things are impacting the project, but the fees-in-llieu going into the Trust Fund are important and every dollar counts. He is concerned that this is coming back again with regards to the fee. He said that he is okay with the majority of what has been asked for, but is concerned about a delay in the payment of the fee into the Trust Fund.

Mr. Adriani asked how much is in the Trust Fund now, and the response was about $500,000. Mr. Adriani asked if it would be possible to borrow funds from the Trust Fund (to be repaid with interest) to jump start this program. Chairman Tripp said the Housing Commission is developing a formal process for application for Trust Fund monies, and cannot act on such a request tonight, but it may be a good idea.

Commissioner Eggum said that he looked up the 2019 approval ordinance (2019-010) for Arlington 425 and he screen shared the affordable housing requirements. He read condition #31 which states:

> "If the Village's Affordable Housing Guidelines applicable to this project are revised prior to 12 months after the issuance of the first Certificate of Occupancy to standards that are less restrictive than this requirement, than the least restrictive of the two standards will be applied."

Commissioner Eggum stated that the paragraph references paragraphs 24 – 30 as being "this requirement"

and the new guidelines (what is the Inclusionary Housing Ordinance) as "the other of the two standards." He said that he does not read this as meaning that if any aspect of any part of the Ordinance (Inclusionary Housing Ordinance) is less restrictive than the 2019 approval ordinance then it will apply. He said that the Inclusionary Housing ordinance was passed by the Village Board and requires strict compliance of provisions such as the affordability in perpetuity, the proportional bedroom mix (which would require 2-bedroom units), inclusion of utility costs in the rent, etc. He said that he believes the developer has two options: 1) to comply with the 2019 approval ordinance (2019-019); or 2) the Inclusionary Housing Ordinance (2020-025).

The meeting was opened for public comment. Mr. Moens stated that he is concerned about what the Village will end up getting in affordable housing. He referenced letters from Mr. Firsel; one letter said that all 16 affordable units would be in the Campbell building, which violates the requirement that the units be evenly distributed in the development; and the second letter said that the affordable units will be in the Campbell and Highland buildings, but the new plan is to not have units in the Highland building. He said that proportionally, if there are 16 affordable units, 12 should be in the Campbell building and 4 should be in the Chestnut building. He agreed that they should follow one ordinance or the other, and said that with an inclusionary housing ordinance in place, they should simply follow that ordinance.

Ms. Lane asked about profitability and the project. Mr. Firsel said that the developer is entitled to a reasonable return on his risk and investment. Ms. Lane said that she does not think that anyone thinks that there should be no profit but she asked if the developer could be more specific on that. Mr. Adriani replied that he cannot be more specific because there are still too many unknowns. Ms. Lane asked how much the interest would be on a loan from the Trust Fund. An answer to that question is also not known at this time.

Mr. Firsel requested a few minutes to talk with the development team privately.

VI. OTHER BUSINESS

While they were having their consultation, the Housing Commissioners addressed Item VII. on the agenda and decided to try having their meetings on the third Wednesday of the month at 7 pm rather than the first Tuesday since several commissioners have conflicts on Tuesday evenings. Due to the lateness of the evening, it was also decided to table Agenda V.A. Affordable Housing Trust Fund Discussion to the next meeting when it may be possible for more commissioners to be present.

The meeting was opened to any other public comment. Dr. Motto stated that the Senior Commission was dismayed that senior housing was removed from the Inclusionary Housing Ordinance. He said that affordable housing is a big issue for seniors. He agreed that the Arlington 425 project should be done in strict compliance with the ordinance. He mentioned that the age-friendly initiative action plan has affordable senior housing as a high priority issue. He said they will be sending a letter; however, some kind of education or collaboration is needed in the area of affordable senior housing. He would like to see this conversation continue, including the exemption of senior housing from the IZ ordinance. Commissioner Eggum responded that the Housing Commission is not looking to take up the IZ again since it is so new, but that could be something the Senior Commission could possibly address with the Village Board. Comm Eggum pointed out that the developers for 310 Arlington project seemed interested in working with the local community and maybe that could be an opportunity for seniors. He is looking forward to more dialogue between the commission in the future.

VII. ITEMB V (B) NEW BUSINESS DISCUSSION OF ARLINGTON 425 RESUMED

The developers for Arlington 425 returned to the meeting. Mr. Firsel said they understand staff's interpretation and they don't believe that was the intent of what was negotiated. They are open to discussing the timing of the payment of the fee- in-lie as brought up by Commissioner Miller.

Mr. Firsel stated that if the Housing Commission adopts staff's recommendation, they will respectfully take that up again at the Village Board level. He said that if the Housing Commission is willing to adopt the developer's proposal, they are willing to accelerate payment of the fees-in-lieu.

Commissioner Eggum said the Inclusionary Housing Ordinance was created through an extensive process, with public comment, with consideration of multiple versions, and the Village Board ultimately adopted the final Ordinance that included various staff and commission recommendations. He said that the Housing Commission put forth its positions when the Ordinances was reviewed by the Village Board, and the Village Board indicated through the approved Ordinance how they wish for the Housing Commission to proceed. He said that he cannot speak to the 2019 project approval ordinance (2019-019), and if it was incorrect the Village Board can amend that if it sees fit. However, as a Commissioner he does not see that the Housing Commission can act in a way other than how the 2019 ordinance was enacted.

Mr. Firsel said that he respected Commissioner Eggum's points. He said the Inclusionary Housing Ordinance does not strip away the 2019 ordinance, but agreed that the Village Board approved exceptions to Inclusionary Housing Ordinance. He said he appreciates the Housing Commission's respect for the developer's position.

Chairman Tripp said that he agreed with Commissioner Eggum's position that the Housing Commission is bound to follow the Inclusionary Housing Ordinance which was the product of a lot of work and input. He said the Ordinance was adopted so that there would be clarity and certainty with regard to the affordable housing requirements. However, speaking as a citizen of Arlington Heights, he said that if there is a project that deserves consideration due to its complexities, this is the one, and he encouraged the development team to raise their issues at the Village Board level.

Mr. Firsel asked Chairman Tripp if the Housing Commission is obligated to make recommendations to the Village Board. Chairman Tripp responded that the developers have asked for relief that he does not think Housing Commission can offer. Commission Eggum asked if this was a request to staff to amend the affordable housing conditions, and Ms. Boyer said the requests for modifications to the project are made to the Village, and the aspects of the project are routed to the Village commissions as appropriate. Ms. Boyer also stated that it is the role of the Housing Commission to advise the Village Board, and that is what they are asked to do with regard to this matter.

A motion was made by Commissioner Eggum, seconded by Commissioner Miller, to concur with the staff's reading of both ordinances *(Arlington 425 Ordinance (19-019) and the Inclusionary Housing Ordinance (20-025))*, as enacted, that the options available as written to the developer are to comply with one Ordinance or the other or otherwise exercise their right to seek direct relief from the Village Board.

Ayes: Tripp, Eggum, Sweis, Kiefer, & Miller

Nays: None

The Housing Commission and the development team thanked each other for their time and consideration.

A motion was made by Chairman Tripp, seconded by Commissioner Eggum to postpone the Affordable Housing Trust Fund Discussion item to the next meeting.

Ayes: Tripp, Eggum, Sweis, Kiefer, & Miller

Nays: None

VI. ADJOURNMENT

A motion was made by Commissioner Kiefer, seconded by Commissioner Eggum, to adjourn the meeting. The motion was approved.

Ayes: Tripp, Kiefer, Eggum, & Miller
Nays: 0.

NEXT MEETING: The next meeting be held on April 21, 2021 at 7 pm.

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: Crescent Place
Project Address: 310 W Rand Road

Prepared By: Steve Hautzinger
Date Prepared: May 3, 2021

PETITIONER INFORMATION:

DC Number: 21-025
Petitioner Name: John Green
Petitioner Address: Groundwork Ltd.
351 W Dundee Rd, Suite A
Buffalo Grove, IL 60089

Meeting Date: May 11, 2021

Requested Action(s):
Approval of the proposed architectural design for a new apartment building.

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 Rezoning from B-2, General Business District to R-6, Multiple-Family Dwelling 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****."*

Architectural Design:
The petitioner is proposing to build a new four-story apartment building on an existing vacant site. Overall, the proposed design has a modern aesthetic that will fit well with the adjacent recently refreshed Stonebridge Apartments. The design does somewhat lack a residential feel, which could be enhanced with balconies for each apartment. However, the petitioner has reported that balconies are not possible due to the specified mechanical system which requires louvers under every window, thereby prohibiting balcony doors.

The primary exterior materials consist of brown brick combined with white and blue fiber cement siding panels, which are nicely varied and balanced on all sides of the building. However, the areas of blue siding panels do appear a bit monochromatic and flat. It is recommended to consider adding an enhanced window trim detail to add more color contrast and depth to the blue siding wall, such as shown in Image 1 below.

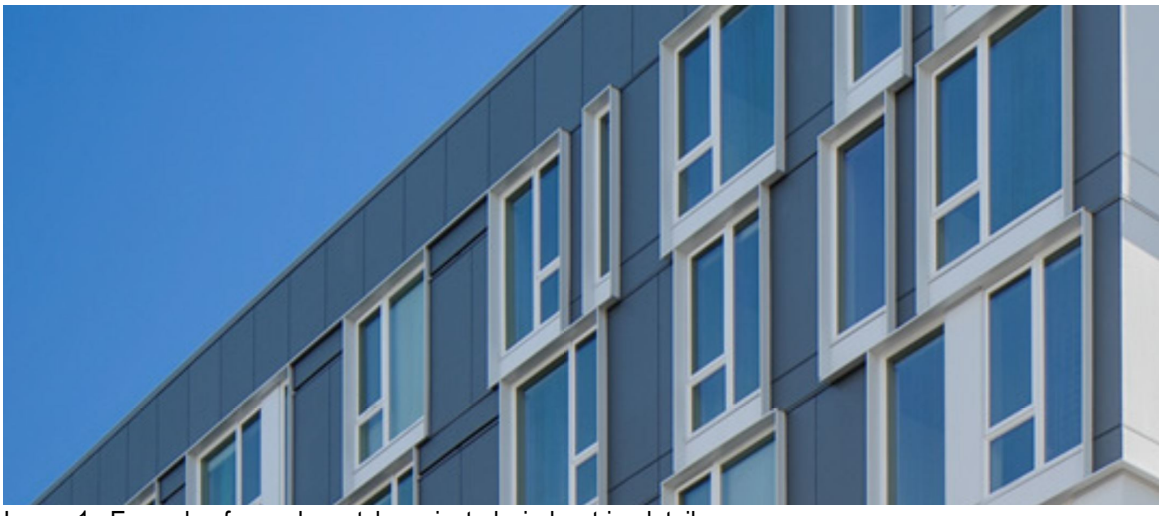


Image 1. Example of a modern style projected window trim detail.

In the perspective view rendering from Rand Road, the large white wall with blue rectangular panel at the third and fourth floor has a bold appearance that is a focal point which detracts from the rest of the design. It is recommended that the blue rectangular panel be omitted, and the brick wall at the third floor be continued across to reduce the size and prominence of the white wall.

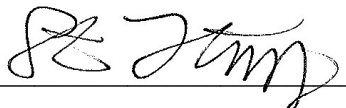
Mechanical Equipment, Utility Equipment, and Utility Meter Screening:
All exterior mechanical equipment is required to be screened from public view. The plans indicate three mechanical units to be located on the roof. The proposed design includes perimeter parapet walls which should screen the view of the equipment. However, if the equipment is visible from the adjacent public way, then additional equipment screens will be required around each unit.

All exterior wall-mounted equipment and meters must also be screened from view. Where possible, all equipment and meters should be located inside the buildings. For equipment that is required to be on the exterior, it shall be located on the side or rear elevations, away from the street frontage, and screened with an appropriate enclosure or landscaping.

Signage:
One monument style ground sign is proposed at the intersection of Chestnut Avenue and Rand Road. In a residential zoning district, development identification signs are permitted and shall be no more than 25 square feet in area and six feet in height. The proposed sign is no more than six feet tall, and the sign panel is 13.7 square feet, which complies with code. The sign design is very nicely done with colors and materials to match the building design.

RECOMMENDATION:
It is recommended that the Design Commission **approve** the proposed design for Crescent Place apartments at 310 W Rand Road. This recommendation is based on, and subject to compliance with, the plans received 4/23/21, the perspective rendering view from Rand Road received 4/26/21, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. A recommendation to consider a modern style projected window trim detail around all windows within the areas of blue siding panels to add more color contrast and depth to the design.
2. It is recommended to omit the blue rectangular panel at the third and fourth floors on the south elevation, and instead continue the brick across the third floor in that location to reduce the size and prominence of the white wall.
3. Where possible, all equipment and meters should be located inside the buildings. For equipment that is required to be on the exterior, it shall be located on the side or rear elevations, away from the street frontage, and screened with an appropriate enclosure or landscaping.
4. All signage is required to comply with Chapter 30 Sign Code, or seek variations.
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, 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.



May 4, 2021

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

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 20-025

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION
VIRTUAL MEETING

MAY 11, 2021

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

Members Present:	Ted Eckhardt, Acting Chair Scott Seyer John Fitzgerald
Members Absent:	Jonathan Kubow Kirsten Kingsley
Also Present:	John Green, *Groundwork Ltd*. for Crescent Place Jake Zunamon, *Housing Trust Group* for Crescent Place Sue Weimer, *Turnstone Development* for Crescent Place Steve Hautzinger, Staff Liaison

Acting Chair Eckhardt read the following statement: I find that the public health concerns related to the coronavirus pandemic render in-person attendance at the regular meeting location not feasible.

REVIEW OF MEETING MINUTES FOR APRIL 27, 2021

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER SEYER, TO APPROVE THE MEETING MINUTES OF APRIL 27, 2021. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 1. MULTI-FAMILY REVIEW

DC#21-025 – Crescent Place – 310 W. Rand Rd.

John Green, representing *Groundwork Ltd*, Jake Zunamon, representing *Housing Trust Group*, and Sue Weimer, representing *Turnstone Development,* were present on behalf of the project.

Mr. Hautzinger summarized Staff comments. This project requires Plan Commission review and Village Board approval for Rezoning from B-2, General Business District to R-6, Multiple-Family Dwelling District. Because this project is going to the Plan Commission, the role of the Design Commission is limited to building and signage only.

The petitioner is proposing to build a new four-story apartment building on an existing vacant site. Overall, the proposed design has a modern aesthetic that will fit well with the adjacent recently refreshed Stonebridge Apartments. The design does somewhat lack a residential feel, which could be enhanced with balconies for each apartment. However, the petitioner has reported that balconies are not possible due to the specified mechanical system which requires louvers under every window, thereby prohibiting balcony doors.

The primary exterior materials consist of brown brick combined with white and blue fiber cement siding panels, which are nicely varied and balanced on all sides of the building. However, the areas of blue siding panels do appear a bit monochromatic and flat. It is recommended to consider adding an enhanced window trim detail to add more color contrast and depth to the blue siding wall, such as shown in Image 1 of the Staff Report.

In the perspective view rendering from Rand Road, the large white wall with blue rectangular panel at the third and fourth floor has a bold appearance that is a focal point which detracts from the rest of the design. It is recommended that the blue rectangular panel be omitted, and the brick wall at the third floor be continued across to reduce the size and prominence of the white wall.

All exterior mechanical equipment is required to be screened from public view. The plans indicate three mechanical units to be located on the roof. The proposed design includes perimeter parapet walls which should screen the view of the equipment. However, if the equipment is visible from the adjacent public way, then additional equipment screens will be required around each unit.

All exterior wall-mounted equipment and meters must also be screened from view. Where possible, all equipment and meters should be located inside the buildings. For equipment that is required to be on the exterior, it shall be located on the side or rear elevations, away from the street frontage, and screened with an appropriate enclosure or landscaping.

One monument style ground sign is proposed at the intersection of Chestnut Avenue and Rand Road. In a residential zoning district, development identification signs are permitted and shall be no more than 25 square feet in area and six feet in height. The proposed sign is no more than six feet tall, and the sign panel is 13.7 square feet, which complies with code. The sign design is very nicely done with colors and materials to match the building design.

With these comments and suggestions, Staff recommends approval of the proposed design.

Mr. Zunamon, Senior VP of Development with Housing Trust Group, said that they have partnered with Turnstone Development to bring this development to life and have applied to the State for funding. He thanked Staff for their initial feedback that has elevated their original design to what is being presented tonight, and he introduced John Green, who has taken the design from start to where it is tonight.

Mr. Green said that the site is very long and very narrow, 150' from north to south and several hundred feet deep, which is one of the more entertaining elements of dealing with this project. The proposed apartment building has been

oriented north/south because it is the only way it can work on the site, and it will meet all requirements for setbacks, fire lanes, etc. They are proposing to change the existing B-2 zoning on a portion of the site to R-6, so the entire site will be zoned R-6 and will meet all R-6 requirements with no zoning variations needed. They are also working with IHDA to achieve approval of their requirements. There are Village requirements to try to connect this site into the existing surrounding pedestrian systems, and they are proposing to extend and build some sidewalks on the site to create that loop opportunity. Because the site is long and narrow, there is an additional constraint of a gas main that runs through the site, east to west and approximately 30-feet north of the south lot line, which pushed their site even tighter; however, they feel the proposed project has successfully accomplished bringing the entire site together and making all elements work to meet all R-6 zoning requirements.

Mr. Green referred to the overall building floor plan and said that the building is a non-age restricted, family apartment building with a total of 40 units, comprised of an equal mix of 1 and 2-bedroom units, with 10 units on each floor. The color coding on the floor plans depict units designed to meet accessibility needs, based on IHDA requirements, and the entire building is designed to become completely adaptive to meet the needs of those with disabilities. All of the units have been increased in size by a minimum of 15% so space can be put where families will need it most. A communal neighborhood within the building has also been created by providing a lot of community space and setting them on each floor of the building so that residents are brought together as a neighborhood both inside and outside. Windows are located at the ends of the halls to bring the outside in as well.

Mr. Green said that they have been working with Village Staff for six months on the building design, receiving valuable comments and suggestions, and as a result, the original design has evolved. Revisions to the design include large corner windows added at the second and third-floor on the west elevation (right side) of the building that are designed to feel and look more contemporary while keeping the building exciting, useful, and inviting, as well as have depth and character on the long and narrow site. Interesting and unique materials are being proposed that are intended to be bright and include the color 'Summer White' on the lighter of the panel areas, 'Summer Night' on the darker panel areas, and 'Iron Spot – Vulcan Velour' for the utility brick. The louvers of the mechanical units will match the brick color, and the white windows were changed to casement windows, to help modernize the building.

Mr. Green also clarified that the left side of the south elevation at the top, the upper element is about 18 to 20-feet further away than the masonry element below it. The entire west end of the building embraces the floor plan, and where the elements come through, they let them come through, and where the elements step back, they let them step back. Negative space was also created; the entry cuts into the corner at the northwest side and then lifts up, which was also a Staff suggestion, and the canopy extends over both ends. They want to embrace the parking at the east side of the building by making that elevation as welcoming to the residents as the west side.

Mr. Green referred to the renderings and said that after working with Staff, the entry was lifted, bays are located on the four-story sections of the building to allow for expansion of the bedrooms of the 2-bedroom units, and stairs are located behind the brick sections that go all the way up the building. Staff suggested dressing up the corner of the building where the outside refuse is located, and although the refuse is stored inside the building, it needs to be wheeled outside without being visible; therefore, they added a pergola to cover the outside refuse area. A few levels of landscaping are not shown on the rendering, such as evergreens in the foreground, higher landscaping at the corner to the left of the refuse enclosure, and landscape screening for the transformer. Mr. Green also said that since the original design was submitted, the projection of the bays was increased from 8-inches to 2-feet by offsetting the west wing about 1 and ¼-feet so the building could be shifted, while still working within the narrowness of the site.

Mr. Green responded to the suggestions in the Staff report. He presented a new rendering and elevations dated May 7th, that showed 4-inch white trim surrounds at all the windows that are set in the blue panel areas. Instead of pulling the windows out as suggested by Staff, they decided to push the windows in to create a sense of depth, but only at the areas of the blue panels. The upper section of the south elevation has also been changed to eliminate the blue rectangular panel, and the height of the masonry has been married to the masonry to the right to be consistent. Although they do not object to this change, they are also open to having a discussion about it. Mr. Green clarified that

all equipment and meters will be located inside the building; the only outside meters will be gas and water, which will not be on the front of the building, and the transformer has been relocated to the back of the building and screened. All signage will meet code.

Acting Chair Eckhardt asked if there was any public comment on the project and Mr. Hautzinger said there is one hand raised at this time.

PUBLIC COMMENT

Alice Sylvester, thanked the petitioner for developing this property that has been empty for a very long time; it is exciting to see development here. She asked about density and how the 40 units fit into this particular plot, and she also had questions about traffic patterns on Chestnut, although she understood that is not this commission's purview. She said the building design is nice and fits in pretty well with nearby Stonebridge, and she presumed that studies were done on whether or not the blue color is a good color culturally for most of the cultures in this immediate community.

Acting Chair Eckhardt said the commissioners will be discussing the blue color, and density and traffic will be discussed at the Plan Commission review. He clarified that the petitioner is asking that the entire site be zoned R-6, which provides for the density being proposed.

The commissioners summarized their comments. Commissioner Seyer said that overall the massing and design are nice, and he was glad that the process of working with Staff was productive and the design improved. He was in favor of the revised elevation (dated May 7) of the southwest corner of the building that eliminates the blue panel and continues the brick, as suggested by Staff. He wanted to make this a requirement to move forward. He found the blue accent panels to be a little too playful, and was not a fan of any of them because the massing itself is nice enough without the panels. The panels feel like the potential for a window that will never be there, or that the panels are covering up a window that was there that cannot be there. He also felt the panels take away from the canopy. Commissioner Seyer was in favor of all 3 blue panels being removed. He also commented that although he could see the material of the roof screening in plan, he did not see them in any elevation, and he asked if they are all covered below any existing parapet. Mr. Green said the parapets are designed to cover the roof screening.

Commissioner Seyer said the revised 4-inch wide white trim detail is very nice and added a level of enhanced detail; he would recommend moving forward with this revision. He pointed out that it looked like the revised south elevation with the continued brick did not show the horizontal stone sill, and he he wanted to be sure these sill accents will remain because they greatly help give the massing and scale that it has. Mr. Green confirmed that the horizontal stone stills are still there. With regards to the color palette, Commissioner Seyer said the renderings show the metal louvers for both the brick and the blue siding to appear darker, and the metal doors that are adjacent to any brick appear to blend nicely; however, when he looks at the material sample palette, it looks like Louver 1 is a lot lighter, which he was unsure how well it would go with the brick, and the blue color of Louver 2 looks really light. He was concerned about how well the colors really blend the way they are intended. The renderings look nice, but the material sample palette, especially the photo, give him pause. Commissioner Seyer also commented that the canopy itself did not need the white background where there is signage; if it was all blue it would be sharper, and it would be nice if the signage was a contrasting series of numbers. He also said that the monument sign looked nice.

Commissioner Fitzgerald agreed that the project looks nice and he had a lot of the same comments as Commissioner Seyer. He appreciated that the building looks good on all four sides and asked why the rooftop screening color is a different color than the blue or white on the building. Mr. Green replied that they want a more neutral tone and felt the proposed putty color seemed more of a natural color for the screens that are set back about 15 to 20-feet from the roof; however, he had no objection to going with white for the screening, although it is a bit stark. Commissioner Fitzgerald preferred that the screening color blend with the building and not be a new color on the building. He liked the revised elevation dated May 7th that shows white trim around the windows, and he was in favor of omitting the blue panel on the south elevation and adding the brick as shown. He was unsure how he felt about the blue panels on the first-floor; he acknowledged the blank wall that they are on, and that the loading zone on the south end does not allow for

landscaping there to help soften that wall. He was interested to hear comment from the other commissioners on this. Commissioner Fitzgerald said that the monument sign is very nice and he asked how it would be lit at night, and Mr. Green said it would be up lit from the ground. Commissioner Fitzgerald liked that the transformer was moved to the back of the building, and he agreed with the previous comment about the color of the louvers and the suggestion to remove the white color behind the numbers on the canopy.

Acting Chair Eckhardt was in support of the other commissioners' comments. He said that when he first looked at the color palette, the white color really jumped out, and he understood Staff's comments that the building looks a little institutional without balconies. He liked that there are 3 colors on the building and he liked the massing; however, he was concerned about the white color, specifically the top parapet that is very tall with a lot space above the windows, as well at the elevation section on the Rand Road elevation. He liked the petitioner's solution on the revised elevation dated May 7th to carry the brick over on the upper section of the south elevation, and he was in favor of eliminating the blue panels. He felt the massing of the building was done very well, especially with the corner of the building facing Rand Road.

Acting Chair Eckhardt also commented about the colors; the blue color really jumps out and the white is very bright, they are very contrasting colors and he tried to visualize a lighter brick color, something more taupe colored so there is not much contrast; however, the petitioner probably intended these bold colors to make the building more exciting. He wanted the other commissioners to talk more about the color palette being shown, as well as hear from the petitioner about why they chose the bright white color.

Commissioner Seyer said that he liked the colors shown in the rendering, which he could support, but he was concerned that the colors in the rendering do not match the colors of the material sample board, especially the blue panel color that feels much stronger on the sample board. He felt the metal color for both Louver 1 and 2 should be darker than the brick and darker than the fiber cement panels, but right now they are lighter; he felt darker will look better. He was okay with the brick color, he felt the color of Louver 1 should be darker to better blend in, he was okay with the white color of Panel 2, but he was concerned about the blue color of the fiber cement panel and the blue color of the louver.

Commissioner Fitzgerald agreed with comments from Commissioner Seyer. He wanted to see the real colors being proposed because Louver 2 does not look like it matches Panel 1, but rather like an additional color. He liked the white color and the idea of the blue color, and he was okay with the boldness of the colors; however, he wanted the louvers to match the colors they represent; Louver 1 to the brick and Louver 2 to Panel 1.

Commissioner Seyer felt this could be easily fixed by looking at opportunities for other colors to go darker and maybe a bit more muted on Panel 1 for the blue siding; he would be happy to support Staff's approval of that. Acting Chair Eckhardt agreed with Commissioner Seyer's comments about the colors. Mr. Green held up the actual sample board and said that the color for the blue panel is lighter than the color shown in the photograph of the sample board. He explained that the panel on the sample board has a lot of texture and grain to it; however, they are proposing a smooth panel.

Acting Chair Eckhardt said that the virtual meeting did not allow the commissioners to see and touch the material samples in person. He was looking for a recommendation that the Louvers match the panels, or that they be a darker tone, but not a lighter color. He said the commissioners prefer a more muted blue color for Panel 1, similar to the real sample held up by Mr. Green tonight. He asked if Staff was comfortable with interpreting the commissioners' comments about the blue color for Panel 1, and Mr. Hautzinger said yes.

Acting Chair Eckhardt asked if the petitioner had any further comments at this time. Mr. Green appreciated the comments and asked for clarification on omitting the 3 blue panels; is the preference to change the panels from blue to white, or completely eliminate the panels. Commissioner Seyer said to eliminate the panels completely because the panels draw your attention to the idea that something could be there, or something was there and has been

replaced. Mr. Green said the commissioners also suggested changing the placard for the address on the building, and they would probably go with the white colored numbers that are even bigger and mounted on the blue. Commissioner Seyer said that by eliminating the panel, it will allow for a slightly bigger sign so it stands out as well as a richer canopy. Acting Chair Eckhardt asked the petitioner to prepare an exhibit on what that might look like and submit it to Staff as part of their final review, as well as add to any motion tonight. Mr. Green agreed with the request.

Commissioner Fitzgerald agreed with omitting all 3 blue panels, and he clarified his preference to eliminate the white background but keep the black letters on the canopy. Mr. Green asked that they be allowed to check with the Fire Department to verify that their requirements for contrast are still being met. Commissioner Seyer asked for clarification on a previous comment that the transformer was moved, and Acting Chair Eckhardt said that the alternate elevation presented tonight by the petitioner dated May 7th, shows the trash area moved toward the direction of the building, and the transformer being moved to behind the edge of the building so it is not seen from the front entrance. Mr. Hautzinger said the transformer is covered under the purview of the Plan Commission as a site design element; therefore, he recommended this item be left out of any motion made tonight. Mr. Green appreciated the commissioners' feedback on the new location of the transformer.

Acting Chair Eckhardt briefly summarized the commissioner's comments. In general, the commissioners like the 4-inch wide alternate window detail; there are concerns about the color palette, with Staff to review the actual sample of the blue siding color of Panel 1, with the commissioners' preference that the blue color be more muted; the louvers should either match its adjacent surface or be a darker tone, with the final color to be approved by Staff; a suggestion to eliminate the white surround behind the address numbers on the canopy, subject to Fire Department requirements for contrast; continue the brick over on the backside of the elevator, consistent with the May 7th exhibit; eliminate all 3 blue panels; the monument sign is well received with no comments; the roof screening appeared to be painted an off-white color, not bright white. Commissioner Seyer clarified that the color of the roof screening is shown as 'putty', and Acting Chair Eckhardt was okay with that.

A MOTION WAS MADE BY COMMISSIONER SEYER, SECONDED BY COMMISSIONER FITZGERALD, TO RECOMMEND APPROVAL OF THE PROPOSED DESIGN FOR *CRESCENT PLACE APARTMENTS* TO BE LOCATED AT 310 W. RAND ROAD. THIS RECOMMENDATION IS BASED ON THE PLANS RECEIVED 4/23/21, THE PERSPECTIVE RENDERING VIEW FROM RAND ROAD RECEIVED 4/26/21, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A REQUIREMENT TO REMOVE THE 3 BLUE PANELS AND REPLACE THEM WITH THE MATERIAL SURROUNDING IT.
2. A REQUIREMENT TO CONTINUE THE BRICK AT THE SOUTHWEST CORNER ON THE THIRD FLOOR, PER THE MAY 7, 2021 ELEVATION.
3. A REQUIREMENT TO INCORPORATE THE WHITE 4-INCH WIDE TRIM AT THE WINDOWS WITHIN THE BLUE COLORED FIBER CEMENT PANEL ELEVATIONS, PER THE MAY 7, 2021 ELEVATIONS.
4. A REQUIREMENT THAT THE METAL COLORS FOR THE DOORS AND THE LOUVERS MATCH THE MATERIAL THAT IS ADJACENT TO THEM, AND THAT THE ACTUAL SAMPLES BE RE-SUBMITTED, ALONG WITH THE ACTUAL MATERIALS FOR THE FIBER CEMENT PANEL AND THE BRICK, FOR STAFF TO REVIEW AND APPROVE BASED ON THE COMMISSIONERS' REQUIREMENT TO MATCH THE COLORS.
5. A REQUIREMENT TO REMOVE THE WHITE BACKING ON THE CANOPY ADDRESS AT THE ENTRANCE, AND ONLY HAVE THE COLORED FIBER CEMENT ALONG WITH SINGULAR LETTERS THAT WOULD BE A PROPER CONTRAST TO MEET FIRE DEPARTMENT REGULATIONS.
6. A REQUIREMENT TO SUBMIT MATERIAL SAMPLES FOR THE FIBER CEMENT SIDING PANEL COLORS FOR STAFF REVIEW AND APPROVAL.
7. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR

DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S 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.

8. ALL SIGNAGE IS REQUIRED TO COMPLY WITH CHAPTER 30 SIGN CODE, OR SEEK VARIATIONS.

Mr. Hautzinger asked for clarification on requirement #6; specifically that the blue color be a more muted blue as discussed tonight. Commissioner Seyer clarified the intent for approval is to bring in actual material samples that match the colors shown in the renderings, which the commissioners feel are appropriate and a pleasing aesthetic. Acting Chair Eckhardt added that in the event that Staff is not comfortable approving those materials, then it should come back before the Design Commission.

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

Rand Connector Parkway
Stonebridge of Arlington Heights
Autumn Travel
NORTH
ComEd Substation
Waverly Inn Memory Care Community
Stonebridge Dr
N Chestnut Ave
W Rand Rd
Techny Rd
W Ivy Ln
N Walnut Ave
JD's Q & Brew
Takeout • Delivery
Shiny Nails
Foot Nirvana
Community Threads
Thrift store
Arlington Performance Center
Just Tires
Tire shop
Raceway Carwash & Detail Center
Car wash
America's Flooring Store
Flooring store
Sun Shui
Takeout • Delivery
Yelena Levitin MD, FACS
12

May 18, 2021

PROPOSED "CRESCENT PLACE"
FAMILY APARTMENT DEVELOPMENT
310 W Rand Road, Arlington Heights

Developers: **Housing Trust Group & Turnstone Development**

GENERAL PROJECT & COMPREHENISVE PLAN MODIFICATION NARRATIVE

The proposed affordable-housing development at 310 W Rand Road (Crescent Place) will include a new-construction, Four (4) story, multifamily building with approximately 45,000 square feet and containing forty (40) units. The project will provide eighty (80) surface parking spaces (2 spaces per unit). The main entry and community space portion of the building is situated to interface with Rand Road. This element will be (3) three stories in height. The currently vacant site is situated between the existing Arlington Plaza commercial center to the south and the four-story Stonebridge Apartments development to the north.

The proposed unit mix consists of twenty (20) one-bedroom / one-bathroom units and twenty (20) two-bedroom / two-bathroom units. The units designed to be 15% larger than the Illinois Housing Development Authority (IHDA) minimum standards. Consistent with the intent of Arlington Heights Inclusionary Housing Guidelines, Crescent Place is designated to serve families with units set-aside for both families earning 60% AMI or below and for families earning 30% AMI or below.

Crescent Place will include several communal amenity spaces to promote resident interaction and engagement. Interior community spaces include: fitness center, community room, library, computer café, open lobby, individual tenant storage, and secure bicycle storage. Exterior amenities are scheduled to include: weather protection covered entries; community patio; outdoor bicycle storage; and resident garden plots.

The development partnership team consists of: Housing Trust Group (HTG) – a Florida based organization with over 40 years of history and over three dozen affordable communities located primarily in the southeast United States and Arizona; and Turnstone Development – an Illinois-based not-for-profit organization dedicated to providing affordable housing opportunities, either independently or in partnership with other developers, to Illinois residents with about two dozen existing developments in the immediate Chicagoland area.

It is requested to rezone the property from its existing combination of R-6 (Residential) and B-2 (Commercial) to be R-6 (Multi-family Housing) in its entirety. A Plat of Consolidation is proposed to unite the two existing parcels into a single lot of record. It is also requested that the Current Village Comprehensive Plan and Map (2015) be modified over the portion currently depicted for commercial to medium density residential over the total lot area.

The proposed property manager is Carefree Management who manages numerous affordable housing developments in the Chicagoland Area. The specific property management team for Crescent Place will include a full-time property manager and a maintenance supervisor. A leasing agent will be employed the first year after the project is completed in order to ensure thorough background, credit and other financial checks are conducted while maintaining the highest level of compliance necessary for IHDA and the multiple private financial investors. The building will also utilize key-fob readers at all entry doors and have security cameras throughout. The asset manager and corporate staff will visit the property once a month to ensure cleanliness, safety, and compliance.

Comprehensive Plan:

Fronting on Rand Road, the Crescent Place site area is located within Corridor "D" (Rand Road: Hintz to Oakton) as defined within the current Village Comprehensive Plan. The site area, while formerly a restaurant location, is immediately adjacent to the Stonebridge Apartments development and isolated from nearby commercial properties to the south and east by a ComEd transfer station facility and power service lines. Crescent Place, as a moderate density multiple family residential proposal, provides a transitional use that offers to meet several of the goals and policies outlined in the Village Comprehensive Plan:

- Redevelopment Plans:
    - To limit the impacts of non-residential uses on adjacent residential uses by providing adequate buffering and screening. (Objective 2)
- General Planning Goals
    - To create a flexible plan which will reflect changing conditions (Goal #4)
    - To promote affordable housing for various income levels and housing types (Goal #9)

- Land Use Goals
    - Incompatible zoning should be avoided (Goal #4
    - Future growth should be accommodated and encouraged through a redevelopment program in selected priority areas as identified in the Comprehensive Planning Program (Goal #7)
- Population & Housing Goals
    - To utilize Federal, State, and local programs to assist in the development of affordable housing while retaining Village controls pursuant to the Village's affordable housing tool kit for homeownership and rental units (Policy #4)
    - To provide a wide variety of housing for young, elderly, disabled and single households, including rental housing (Policy #6)
- Sustainability
    - The building and site design will be consistent with a number of energy and environmental green building practices outlined in the "Sustainability" section of the Comprehensive Plan. These are planned to include: commitment to achieve National Green Building (NGB) Bronze Level status; use of locally native seed mix in detention/bioswale/volume control areas; majority percentage of locally obtained/native species planting materials; retaining of a number of existing, healthy mature trees on the subject property; minimization of impervious surfacing via design of parking with vehicle overhangs to reduce overall stormwater run-off surface area; "Energy Star" rated appliances, exhaust systems, and light fixtures throughout building; energy and water efficient plumbing fixtures in all units; communal garden area; separate waste chute for recyclable materials; plastic bag collection containers on each floor; third party testing and inspection for compliance with applied energy efficient standards during construction.

CRESCENT PLACE **Proposed Family-Housing Apartment Facility** **June 3, 2021**

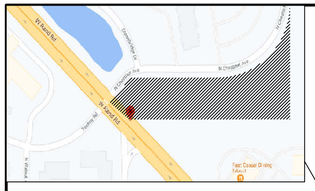
310 W Rand Road, Arlington Heights, IL **GW #DD57**

GENERAL SITE AND ZONING DATA

ZONING:	Existing:	Parcel 1	General Business	B-2
		Parcel 2	Multi-Family Resid	R-6
	Proposed:	Entire Site Area	Multi-Family Resid	R-6
SITE AREA:	Required:			N/A (See "Density")
	Actual:	Parcel 1	1.977 Acre	86,120 SF (net)
		Parcel 2	0.345 Acre	15,047 SF
		Total:	2.322 Acres	101,167 SF
PROPOSED USE	Permitted		Under R-6 Zoning	Multi-Family Resid
	Proposed			Multi-Family Resid
EXISTING SURROUNDING USES	North (R-6)	Multi-Family	South (B-2)	Powerlines & Commercial
	East (R-1)	Utility (ComEd)	West (R-6 & I)	Townhomes/Memory Care
LOT WIDTH		Minimum:		N/A
		Existing	N-S at Parcel 1	150'
BUILDING HEIGHT:	Permitted		4-stories	50'
	Proposed		4-stories	45' (+/-) to roof
COVERAGE:	Impervious	Permitted	50% max	50,583 SF
		Proposed	49.80%	50,375 SF
	Buildings	Permitted	35%	34,408 SF
		Proposed	11.76%	11,900 SF
DENSITY	Permitted	(for 1 & 2 Bedrooms)	101,167 / 2,500	40 DU
	Proposed	(1 & 2 Bedrooms only)		40 DU
FLOOR AREA RATIO	Permitted	151,750 SF (150%)	Proposed	45,500 SF (30%)
DWELLING UNIT FLOOR AREA		1-Bdrm DU	600 SF min Required	635 SF Proposed
		2-Bdrm DU	750 SF min Required	845 SF Proposed
YARDS:	Front Yard:	Rand Road	Required	25' min
			Proposed	95' (min) (Building)
	Corner Side:	Chestnut	Required	20' min
			Proposed	20' min (Bldg & parking)
	Side	South side of site	Required	17.9' (10% of site)
			Proposed	65' min (Building)
			Proposed	10' min (Parking)
	Rear:	East Side of site	Required	30' min
			Proposed	220' min (Building)
			Proposed	30' (+/-) (Parking)
PARKING:	Required:		2.0 spaces / DU	80 spaces
	Proposed:	Senior Housing	2.0 spaces / DU	80 spaces
LOADING	Required	Residential	10'x35' min	1 stall
	Proposed		10'x35' min	1 stall

ALTA/NSPS LAND TITLE SURVEY

PROFESSIONAL LAND SURVEYING, INC.
3080 OGDEN AVENUE SUITE 307
LISLE, ILLINOIS 60532
PHONE: 630-778-1757
PROF. DESIGN FIRM # 184-004196
E-MAIL: info@plsilsle.com



VICINITY MAP

~ NO SCALE ~

SURVEYOR'S NOTES

1. THE UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD MARKS ON THE GROUND, AND ABOVE GROUND OBSERVABLE EVIDENCE ONLY. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES STATE THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

2. COMPARE THE DESCRIPTION ON THIS PLAT WITH YOUR DEED, ABSTRACT, OR CERTIFICATE OF TITLE; ALSO COMPARE ALL POINTS BEFORE BUILDING BY SAME, AND REPORT ANY DIFFERENCE IMMEDIATELY.

3. BEARINGS (MEASURED) SHOWN HEREON ARE BASED ON THE ILLINOIS STATE PLANE – EAST ZONE COORDINATE SYSTEM.

4. BUILDING LINES ARE SHOWN ONLY WHERE THEY ARE SO RECORDED ON THE MAPS. REFER TO YOUR DEED OR ABSTRACT FOR ADDITIONAL ZONING RESTRICTIONS

5. THIS SURVEY IS NOT VALID WITHOUT THE SURVEYOR'S ORIGINAL SIGNATURE IN BLUE INK AND EMBOSSED SEAL.

6. EASEMENTS AND SERVITUDES SHOWN HEREON ARE BASED UPON A COMMITMENT FOR TITLE INSURANCE ISSUED BY NEAR NORTH TITLE GROUP IDENTIFIED AS NUMBER IL1904721-B WITH AN COMMITMENT DATE OF DECEMBER 30, 2020, A REVIEW OF WHICH INDICATES THAT:

6a. THE GENERAL REQUIREMENTS ALONG WITH EXCEPTIONS 1–7, 10, 12, AND 15–18 ARE NOT SURVEY RELATED.

6b. NUMBER 8 PERTAINS TO AN EASEMENT IN FAVOR OF NORTHERN ILLINOIS GAS COMPANY PER DOCUMENTS 17264172 AND 17264173 AND IS SHOWN HEREON.

6c. NUMBER 9 PERTAINS TO AN EASEMENT IN FAVOR OF NORTHERN ILLINOIS GAS COMPANY PER DOCUMENT 18654754 AND AMENDED BY DOCUMENT 26881691 AND IS SHOWN HEREON.

6d. NUMBER 11, AS RECITED IN SAID COMMITMENT, PERTAINS TO AN EASEMENT IN FAVOR OF ILLINOIS BELL TELEPHONE COMPANY AND COMMONWEALTH EDISON COMPANY PER THE PLAT RECORDED AS DOCUMENT 21837755 WHICH REFERENCES DOCUMENT NUMBER 20301388 AND AN EXHIBIT A. THIS EXHIBIT NOT ATTACHED TO COPY OF LATTER DOCUMENT REVIEWED AT TIME OF SURVEY.

6e. NUMBER 13 PERTAINS TO EASEMENT RIGHTS FOR ELECTRIC AND PHONE INSTALLATION ON LOT C IN REFERENCED PLAT AND DOES NOT APPEAR TO AFFECT THE SUBJECT PROPERTY.

6f. NUMBER 14 PERTAINS TO AN EASEMENT IN FAVOR OF COMCAST OF ILLINOIS X1, LLC PER DOCUMENT 0511641104. THIS IS NOT PLOTTABLE AND NOT SHOWN HEREON.

7. (R) = RECORD DATA
(M) = MEASURED DATA
R.O.W. = RIGHT OF WAY

8. AREA OF SURVEY:

PARCEL 1 = 92,262 SQ. FT., OR 2.118 ACRES, MORE OR LESS, GROSS (INCLUSIVE OF IN ROADWAY). 86,120 SQ. FT. OR 1.977 ACRES, MORE OR LESS, NET.

PARCEL 2 = 15,047 SQ. FT., OR 0.345 ACRES, MORE OR LESS.

9. NO MEASUREMENTS ARE TO BE ASSUMED BY SCALING

10. PROPERTY DESCRIBED HEREON LIES WITHIN ZONE X AS DELINEATED ON THE NATIONAL FLOOD INSURANCE RATE MAP 17031C0201J WITH AN EFFECTIVE DATE OF AUGUST 19, 2008.

11. A CURRENT ZONING REPORT WAS NOT FURNISHED TO THE SURVEYOR.

12. SOME RECORD ANGLES AND DISTANCES ILLEGIBLE ON REFERENCED PLAT.

13.. HEAVY SNOW COVER WAS PRESENT AT TIME OF SURVEY. NOT ALL FEATURES MAY BE REPRESENTED.

14. ACCESS TO AND FROM RAND ROAD AND CHESTNUT AVENUE, PUBLICLY DEDICATED RIGHTS-OF-WAY.

LEGAL DESCRIPTION

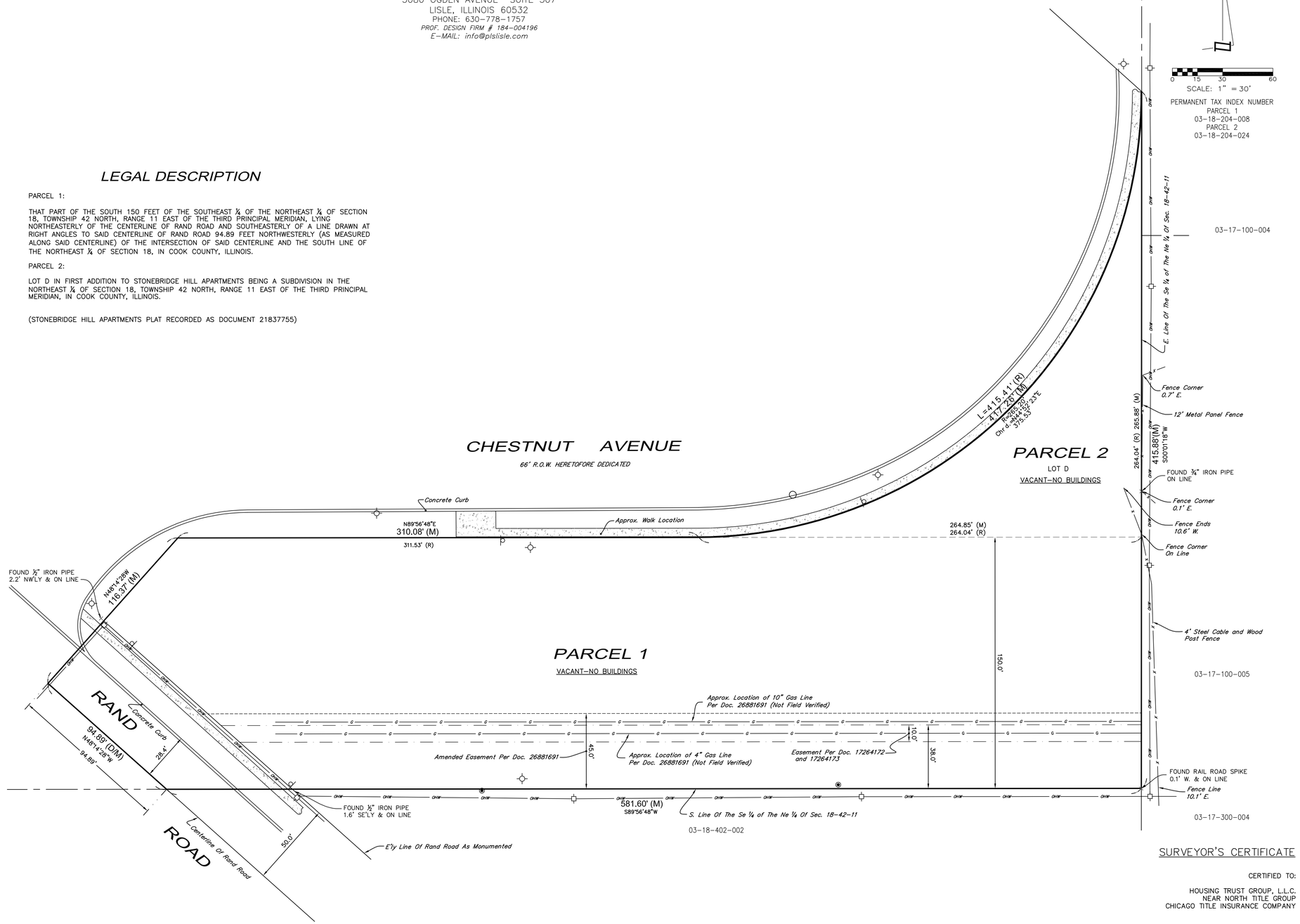
PARCEL 1:

THAT PART OF THE SOUTH 150 FEET OF THE SOUTHEAST ¼ OF THE NORTHEAST ¼ OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTHEASTERLY OF THE CENTERLINE OF RAND ROAD AND SOUTHEASTERLY OF A LINE DRAWN AT RIGHT ANGLES TO SAID CENTERLINE OF RAND ROAD 94.89 FEET NORTHWESTERLY (AS MEASURED ALONG SAID CENTERLINE) OF THE INTERSECTION OF SAID CENTERLINE AND THE SOUTH LINE OF THE NORTHEAST ¼ OF SECTION 18, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

LOT D IN FIRST ADDITION TO STONEBRIDGE HILL APARTMENTS BEING A SUBDIVISION IN THE NORTHEAST ¼ OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

(STONEBRIDGE HILL APARTMENTS PLAT RECORDED AS DOCUMENT 21837755)



PERMANENT TAX INDEX NUMBER
PARCEL 1
03-18-204-008
PARCEL 2
03-18-204-024

SYMBOL LEGEND

- ◎ – MANHOLE
- ○ – CATCHBASIN
- □ – INLET
- ⊕ – POWER POLE
- ▽ – STREET SIGN
- ⌘ – STREET LIGHT
- ◉ – SIGN POST

- (R) – RECORD DATA
- (M) – MEASURED DATA
- (D) – DEED DATA
- ⋰⋱ – CONCRETE SURFACE

SURVEYOR'S CERTIFICATE

CERTIFIED TO:

HOUSING TRUST GROUP, L.L.C.
NEAR NORTH TITLE GROUP
CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1–4, 6(a), 8, 13, 14 AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON FEBRUARY 22, 2021.

DATE OF PLAT OR MAP: FEBRUARY 24, 2021

JEFFREY R. KOWSKI PROFESSIONAL 3483 STATE OF ILLINOIS LAND SURVEYOR LISLE, ILLINOIS

IPLS No. 3483
MY LICENSE EXPIRES 11/30/2022

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY

PREPARED FOR: HTG ILLINOIS DEVELOPER, L.L.C.
ADDRESS: 310 W. RAND ROAD ARLINGTON HEIGHTS, IL
BOOK & PG: 245/38 DATE: 02/24/21 JOB NO.: 2019018
DRAWN BY: JRP CHECK BY: GLK
REVISED: 2/25/2021 V2 GLK PER CLIENTS REVIEW

©2021 PLS INC., ALL RIGHTS RESERVED

Crescent Place

Affordable Housing Plan

Housing Trust Group

The subject development site is currently a vacant, unimproved, 2.2-acre parcel of land situated between the existing Arlington Plaza commercial center and the four-story Stonebridge Apartments development.

The proposed development at 310 W Rand Road ("Crescent Place") will include a new-construction four (4) story multifamily building with approximately 45,000 square feet and containing forty (40) affordable housing units and zero (0) market rate. The project will provide eighty (80) surface parking spaces (2 spaces per unit). The main entry and community space portion of the building is situated to interface with Rand Road. This element will be three (3) stories in height. The residential units' portion of the building is designed to extend parallel to and set back from Chestnut.

The proposed unit mix entails twenty (20) one-bedroom / one-bathroom units and twenty (20) two-bedroom / two-bathroom units. The units are stacked to provide an efficient floor layout that helps maximize on-site open space and designed to be 15% larger than the Illinois Housing Development Authority (IHDA) minimum standards. Crescent Place is designated to serve families, with thirty-two (32) of the units set-aside for families earning 60% AMI or below and eight (8) of the units set-aside for families earning 30% AMI or below.

There are two different bedroom types being offered in Crescent Place. Bedroom 1A is a one-bedroom/one-bathroom with 690 gross square feet. Bedroom 2A is a two-bedroom/two-bathroom with 910 gross square feet.

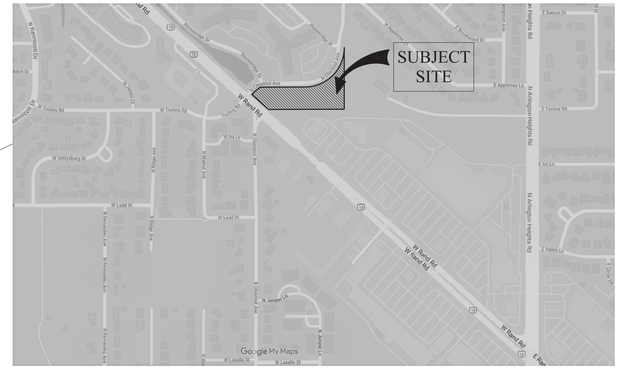
The eight (8) one-bedroom units designated for the 30% AMI will be priced at three hundred eighty-four dollars ($384.00) a month. The other twelve (12) one-bedrooms at 60% AMI will be priced at eight hundred seventy-one dollars ($871.00) a month. The twenty (20) two-bedroom units, which are all at 60% AMI, will be priced at one-thousand forty-seven ($1,047.00) a month.

All forty (40) units provided at Crescent Place will be for affordable housing. These units will remain affordable for the next thirty (30) years subject to a land use restriction agreement that will be recorded against the land. The finishes throughout the development will be the same for each unit and the construction schedule and phasing are not applicable. As there is only one building and will have all units completed as part of the CO process.

PRELIMINARY SITE PLAN

CRESCENT PLACE

PROPOSED FAMILY APARTMENT DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
AUGUST 27, 2021



LOCATION MAP 0 500' 1000'

PROJECT AREA SCHEDULE		
PARCEL 1	86,120 SF /	1.977 AC
PARCEL 2	15,047 SF /	0.345 AC
TOTAL	101,167 SF /	2.322 AC

STONEBRIDGE APARTMENTS
(R-6)

DETENTION

N. CHESTNUT AVENUE

COMED
(R-1)

PARCEL 2
(R-6)

PARCEL 1
(B-2)

DETENTION AND VOLUME CONTROL

EXISTING SIDEWALK

414.90'
R=385.20'

15' MIN.

415.88'

NEW SIDEWALK

310.08'

NEW SIDEWALK

BIKE

20' (±)

20' MIN (21.5' SHOWN)

24' (±)

20' BUILDING SETBACK

GARDEN PLOTS

24'

3 STORY PORTION

214' (±)

PROPOSED BUILDING
4 STORY PORTION
80 PARKING SPACES
(2.00 PER UNIT)

60' (±)

55' (±)

136'

220' MIN (225.4' SHOWN)

30' (±)

PATIO

24' DRIVE

24' DRIVE

20' BUILDING SETBACK

116.57'

8' (±)

69'

58'

24'

20'

12.5'

25' BUILDING SETBACK

15' SIGHT TRIANGLE

MONUMENT SIGN

VOLUME CONTROL

95' MIN (97.1' SHOWN)

LOADING

REFUSE TRANSFORMER

15' MIN.

26'

26' FIRE LANE

65' MIN (65.25' SHOWN)

17'

10' MIN.

581.60'

15' BUILDING SETBACK

45' GAS EASEMENT

150.13'

W. RAND ROAD

TOWNHOME
(R-6)

ARLINGTON PLAZA
(B-2)

RESTAURANT

RESTAURANT

N

0 15' 30' 60'

Groundwork, Ltd.
Architects / Planners / Engineers
Ph. (847) 541-4151
© 2021
www.groundworkltd.com
DD57 0821

PRELIMINARY FLOOR PLANS

CRESCENT PLACE

PROPOSED FAMILY APARTMENT DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
MAY 18, 2021

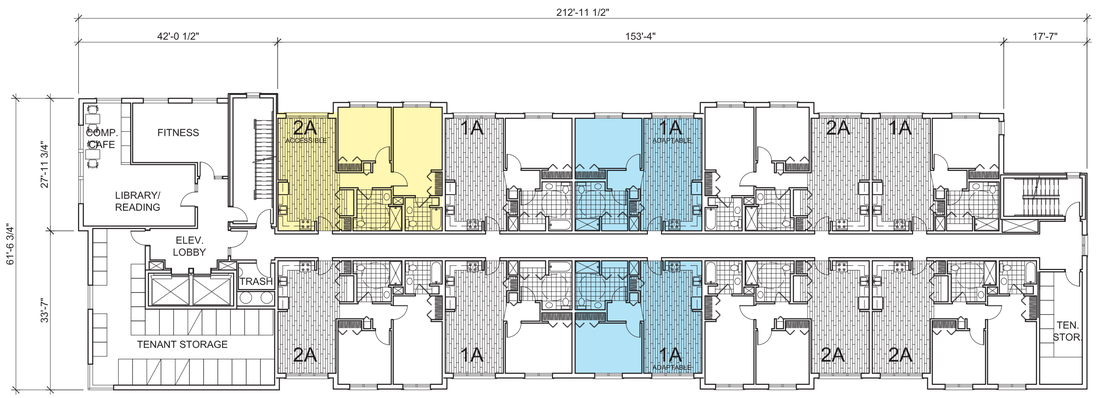
UNIT MIX

ONE BEDROOM - 20
TWO BEDROOM - 20
TOTAL UNITS - 40

ACCESSIBLE 4 TOTAL

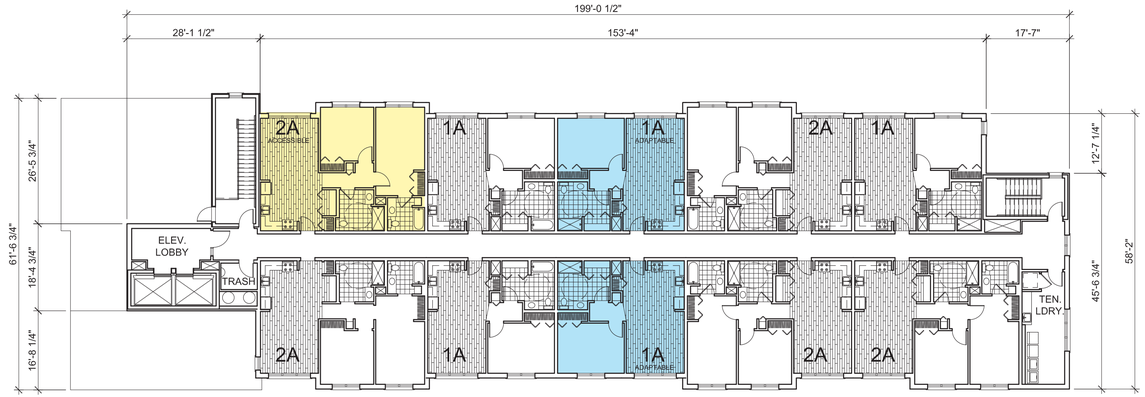
ADAPTIVE 8 TOTAL

SENSORY 1 TOTAL



SECOND FLOOR

12,155 SF



FOURTH FLOOR

10,435 SF

FIRST FLOOR

12,045 SF

THIRD FLOOR

11,500 SF

N

0 8' 16' 32'

Groundwork, Ltd.
Architects / Planners / Engineers
Ph. (847) 541-4151

© 2021

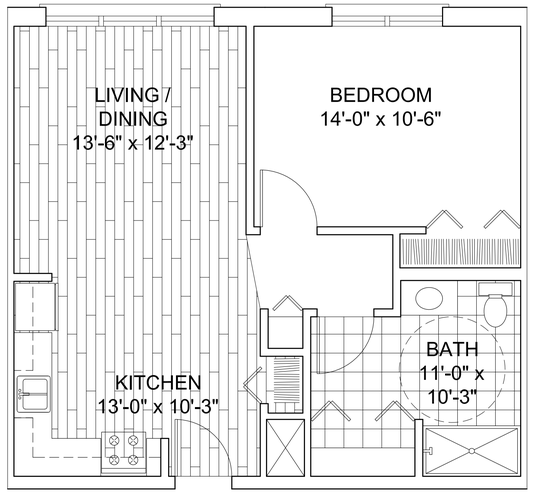
www.groundworkltd.com

DD57 0521

PRELIMINARY UNIT PLANS

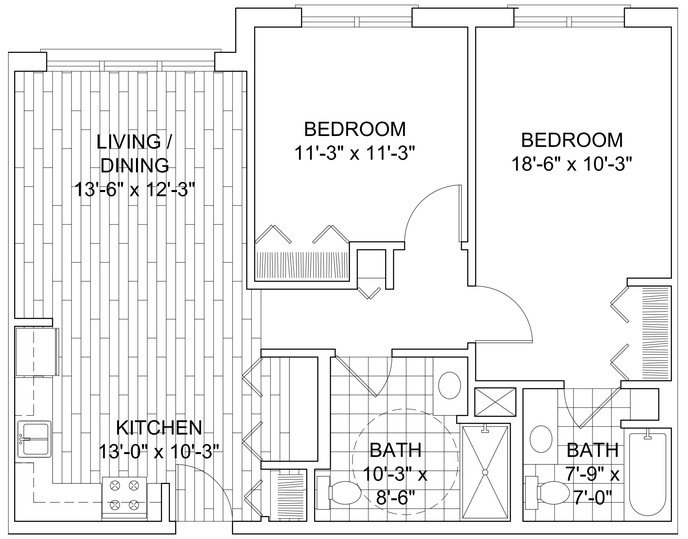
CRESCENT PLACE

PROPOSED FAMILY APARTMENT
DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
MAY 18, 2021



1A - ONE BEDROOM

690 SF GROSS
635 SF NET



2A - TWO BEDROOM

940 SF GROSS
875 SF NET

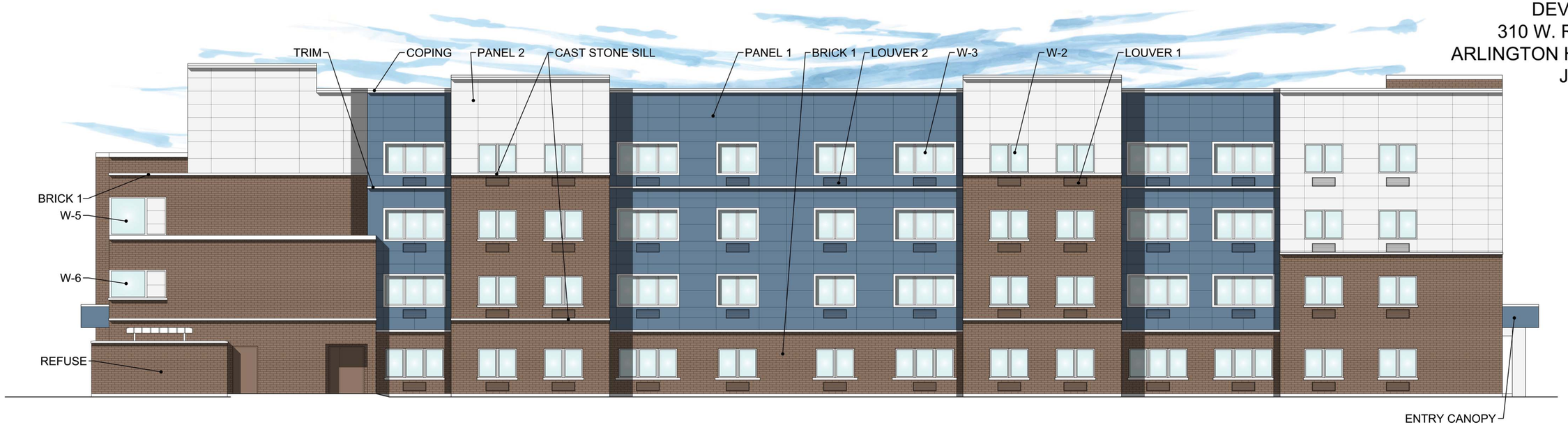
N

0 2' 4' 8'

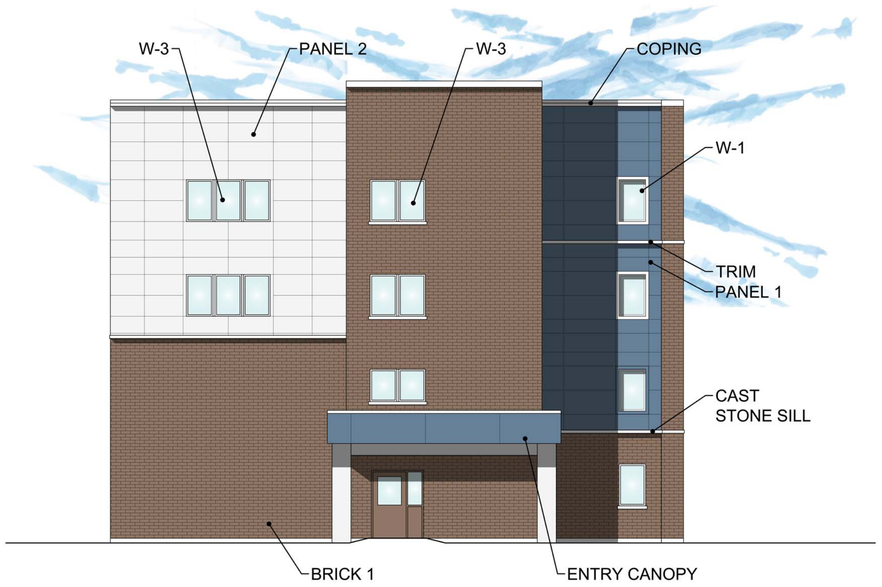
Groundwork, Ltd.
Architects / Planners / Engineers
Ph. (847) 541-4151 © 2021
www.groundworkltd.com

REVISED PRELIMINARY BUILDING ELEVATIONS

CRESCENT PLACE
PROPOSED FAMILY APARTMENT DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
JUNE 8, 2021



SOUTH ELEVATION



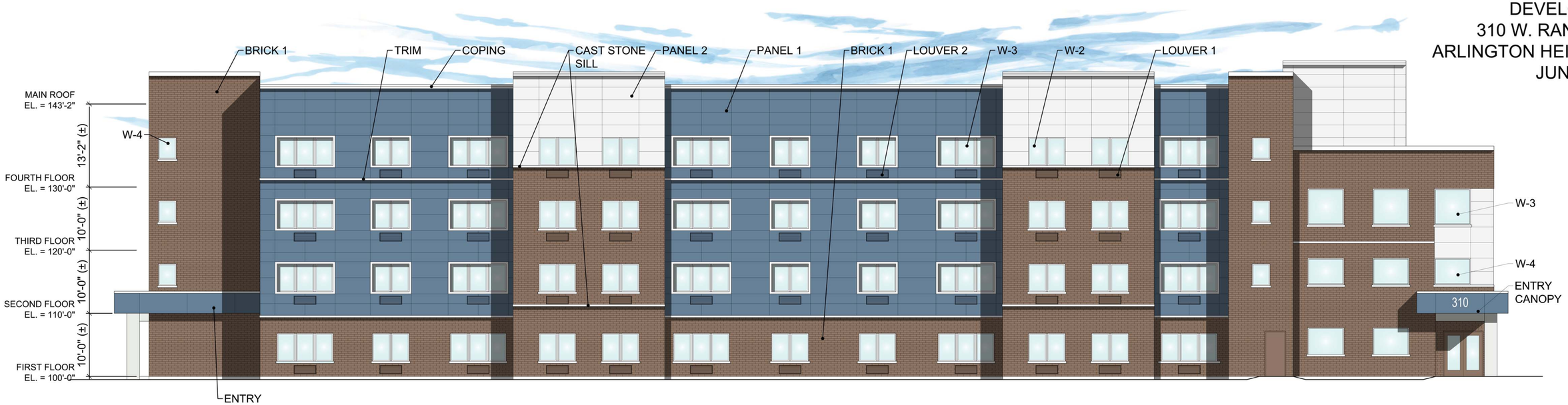
EAST ELEVATION

0 4' 8' 16'

Groundwork, Ltd.
Architects / Planners / Engineers
Ph. (847) 541-4151 © 2021
www.groundworkltd.com
DD57 0521

REVISED PRELIMINARY BUILDING ELEVATIONS

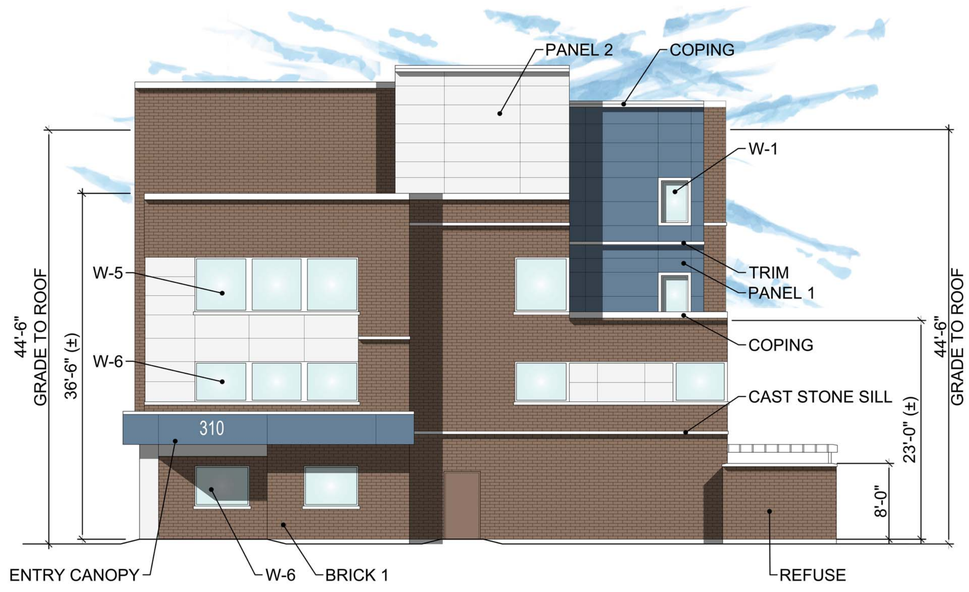
CRESCENT PLACE
PROPOSED FAMILY APARTMENT DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
JUNE 8, 2021



NORTH ELEVATION

WINDOW SCHEDULE

W-1	2'-10"	x 4'-5"
W-2	5'-8"	x 4'-5"
W-3	8'-6"	x 4'-5"
W-4	2'-10"	x 3'-5"
W-5	5'-9"	x 5'-9"
W-6	5'-9"	x 3'-9"



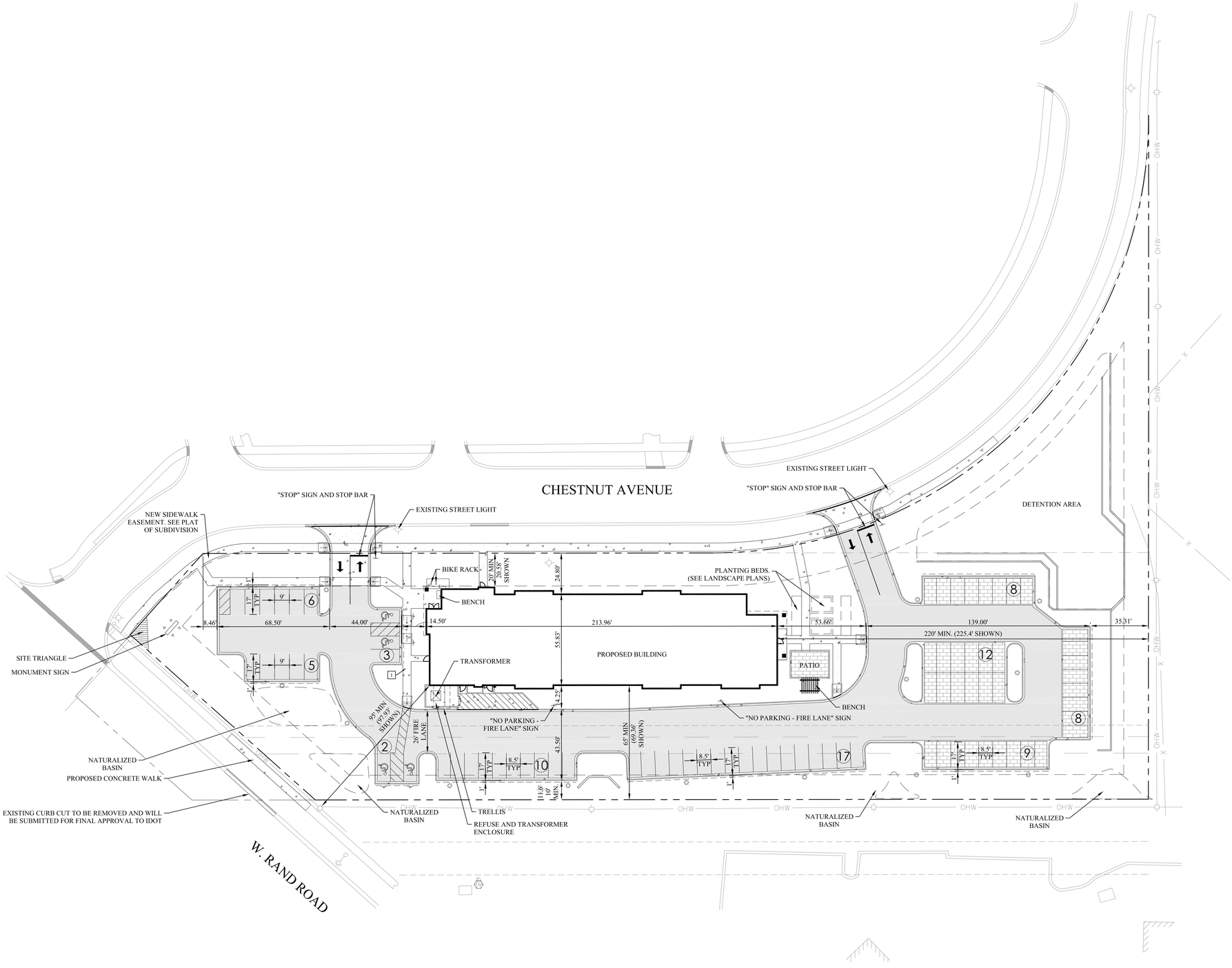
WEST ELEVATION

0 2' 4' 8'

Groundwork, Ltd.
Architects / Planners / Engineers
Ph. (847) 541-4151 © 2021
www.groundworkltd.com
DD57 0521

REVISED
PRELIMINARY RENDERING
CRESCENT PLACE
PROPOSED FAMILY APARTMENT
DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
MAY 18, 2021

REVISED
PRELIMINARY RENDERING
CRESCENT PLACE
PROPOSED FAMILY APARTMENT
DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
MAY 18, 2021



LEGEND

- LANDSCAPED AREA (4" TOPSOIL OVER PREPARED SUBGRADE, COORDINATE WITH LANDSCAPE PLANS)
- PROPOSED CONCRETE
- PROPOSED BITUMINOUS PAVEMENT
- PROPOSED PERMEABLE PAVERS
- STREET LIGHT
- PROPOSED DEPRESSED CURB
- (5) PARKING SPACE COUNT

STATUS SET NOT FOR CONSTRUCTION 08/27/21

0 15 30 60

N W E S

GROUNDWORK, LTD.
351 WEST DUNDEE ROAD, SUITE A
BUFFALO GROVE, ILLINOIS 60089
FAX 847.541.4066
team@groundworkltd.com
ARCHITECTS
PLANNERS
ENGINEERS

© 2021 COPYRIGHT

NO	DATE	BY	REVISION / ISSUE

SCOPE DOCUMENTS

THESE DRAWINGS INDICATE THE GENERAL SCOPE OF THE PROJECT IN TERMS OF THE CIVIL ENGINEERING DESIGN CONCEPT OF THE BUILDING AND THE MAJOR CIVIL ENGINEERING ELEMENTS. AS SCOPE DOCUMENTS THESE DWGS DO NOT NECESSARILY INDICATE OR DESCRIBE ALL THE WORK REQUIRED FOR FULL PERFORMANCE AND/OR COMPLETION OF ALL REQUIREMENTS OF THE CONTRACT DOCUMENTS. ON THE BASIS OF THE GENERAL SCOPE INDICATED OR DESCRIBED, THE CONTRACTOR SHALL BE RESPONSIBLE TO FURNISH ALL ITEMS REQUIRED FOR THE PROPER EXECUTION AND COMPLETION OF THE WORK. THE GENERAL CONTRACTOR SHALL ASSUME THE RESPONSIBILITY FOR COORDINATION OF EACH OF THE TRADES WORK AS RELATED TO THE SCOPE OF WORK REQUIRED FOR A COMPLETE PROJECT.

THESE DOCUMENTS DO NOT REFLECT ANY CHANGES, MODIFICATIONS, OR ADDITIONS MADE BY OTHERS AFTER THE DATES INDICATED ON THE DOCUMENTS, OR THAT GROUNDWORK, LTD., WAS NOT MADE AWARE. GROUNDWORK, LTD., CANNOT BE HELD LIABLE FOR CHANGES, MODIFICATIONS, OR ADDITIONS MADE TO THESE DOCUMENTS BY OTHERS. REUSE OF THESE DOCUMENTS FOR OTHER THAN THEIR ORIGINAL INTENDED USE SHALL BE AT SOLE RISK OF OTHERS WITHOUT LIABILITY OR LEGAL EXPOSURE TO GROUNDWORK, LTD.

THESE PLANS ARE FOR THE FOLLOWING PURPOSE ONLY, AS INDICATED

- ■ REVIEW ONLY
- ☐ PERMIT
- ☐ BIDDING
- ☐ CONSTRUCTION

CRESCENT PLACE
310 W. RAND ROAD, ARLINGTON HEIGHTS, IL 60004

HTG ILLINOIS DEVELOPER, LLC.
3225 AVIATION AVENUE, 6TH FLOOR
COCONUT GROVE, FL 33133

SCALE: AS SHOWN
DRAWN BY: RJT
CHK'D BY: MKK
DATE:

PRELIMINARY SITE AND PAVING PLAN

FILE NAME:
JOB NO. DD57

SHEET NO. C2-0

PRELIMINARY GRADING NOTES

1. Grade all surfaces to drain. All low points are shown; high points (drainage divides) are not all included as part of preliminary grading.

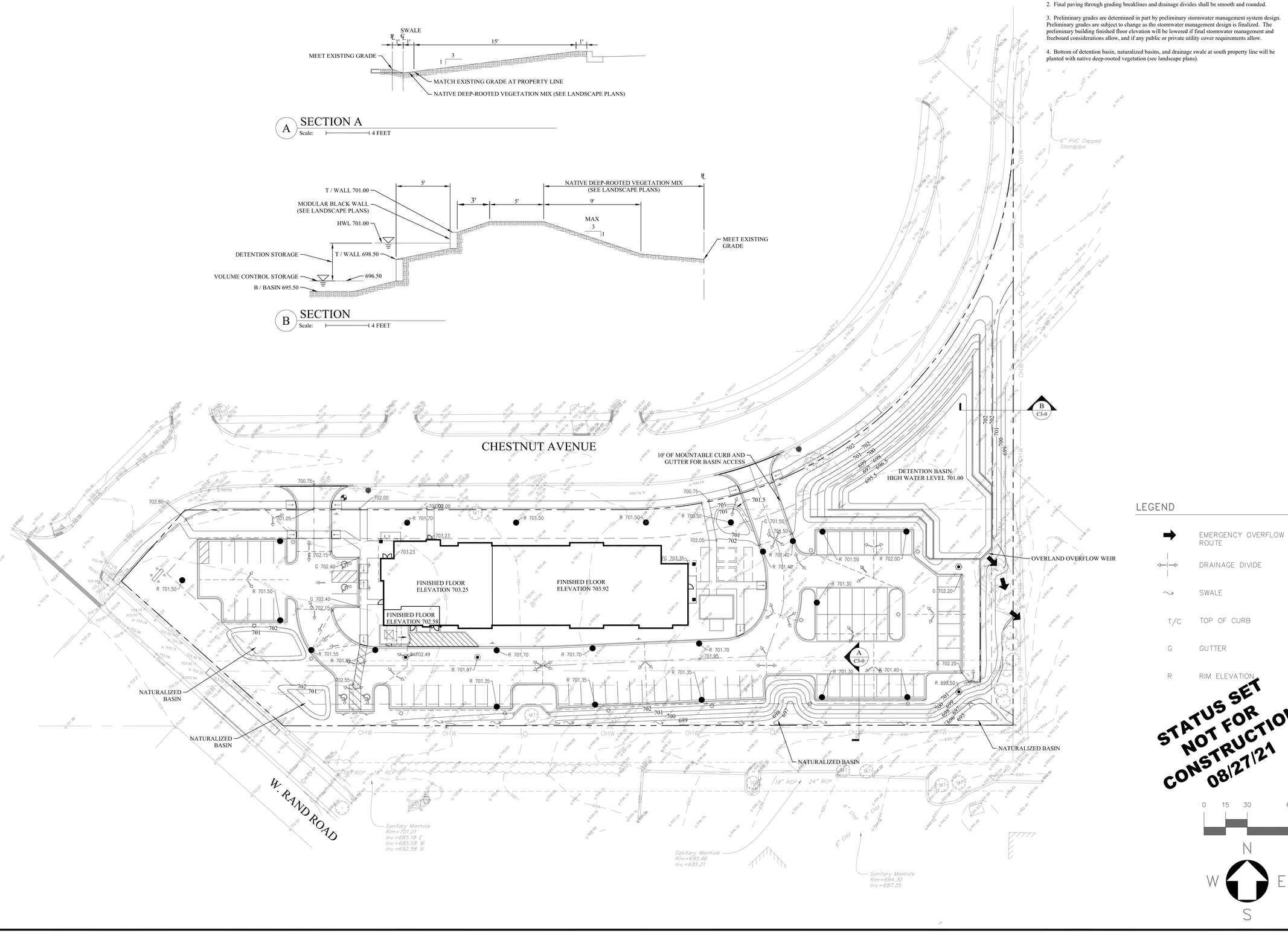
2. Final paving through grading breaklines and drainage divides shall be smooth and rounded.

3. Preliminary grades are determined in part by preliminary stormwater management system design. Preliminary grades are subject to change as the stormwater management design is finalized. The preliminary building finished floor elevation will be lowered if final stormwater management and freeboard considerations allow, and if any public or private utility cover requirements allow.

4. Bottom of detention basin, naturalized basins, and drainage swale at south property line will be planted with native deep-rooted vegetation (see landscape plans).

A SECTION A
Scale: 4 FEET

B SECTION
Scale: 4 FEET



LEGEND

- EMERGENCY OVERFLOW ROUTE
- DRAINAGE DIVIDE
- SWALE
- T/C TOP OF CURB
- G GUTTER
- R RIM ELEVATION

STATUS SET
NOT FOR
CONSTRUCTION
08/27/21

0 15 30 60

N W E S

ARCHITECTS
PLANNERS
ENGINEERS
GROUNDWORK, LTD.
351 WEST DUNDEE ROAD, SUITE A
BUFFALO GROVE, ILLINOIS 60089
847.541.4151
FAX 847.541.4066
team@groundworkltd.com

© 2021 COPYRIGHT

NO	DATE	BY	REVISION / ISSUE

SCOPE DOCUMENTS

THESE DRAWINGS INDICATE THE GENERAL SCOPE OF THE PROJECT IN TERMS OF THE CIVIL ENGINEERING DESIGN CONCEPT OF THE BUILDING AND THE MAJOR CIVIL ENGINEERING ELEMENTS. AS SCOPE DOCUMENTS THESE DWGS DO NOT NECESSARILY INDICATE OR DESCRIBE ALL THE WORK REQUIRED FOR FULL PERFORMANCE AND/OR COMPLETION OF ALL REQUIREMENTS OF THE CONTRACT DOCUMENTS. ON THE BASIS OF THE GENERAL SCOPE INDICATED OR DESCRIBED, THE CONTRACTOR SHALL BE RESPONSIBLE TO FURNISH ALL ITEMS REQUIRED FOR THE PROPER EXECUTION AND COMPLETION OF THE WORK. THE GENERAL CONTRACTOR SHALL ASSUME THE RESPONSIBILITY FOR COORDINATION OF EACH OF THE TRADES WORK AS RELATED TO THE SCOPE OF WORK REQUIRED FOR A COMPLETE PROJECT.

THESE DOCUMENTS DO NOT REFLECT ANY CHANGES, MODIFICATIONS, OR ADDITIONS MADE BY OTHERS AFTER THE DATES INDICATED ON THE DOCUMENTS, OR THAT GROUNDWORK, LTD., WAS NOT MADE AWARE. GROUNDWORK, LTD., CANNOT BE HELD LIABLE FOR CHANGES, MODIFICATIONS, OR ADDITIONS MADE TO THESE DOCUMENTS BY OTHERS. REUSE OF THESE DOCUMENTS FOR OTHER THAN THEIR ORIGINAL INTENDED USE SHALL BE AT SOLE RISK OF OTHERS WITHOUT LIABILITY OR LEGAL EXPOSURE TO GROUNDWORK, LTD.

THESE PLANS ARE FOR THE FOLLOWING PURPOSE ONLY, AS INDICATED
- ■ REVIEW ONLY
- □ PERMIT
- □ BIDDING
- □ CONSTRUCTION
- □

CRESCENT PLACE
310 W. RAND ROAD, ARLINGTON HEIGHTS, IL 60004
HTG ILLINOIS DEVELOPER, LLC.
3225 AVIATION AVENUE, 6TH FLOOR
COCONUT GROVE, FL 33133

SCALE: AS SHOWN
PRELIMINARY GRADING PLAN
DRAWN BY: RJT
CHK'D BY: MKK
FILE NAME
DATE
JOB NO. DD57
SHEET NO. C3-0

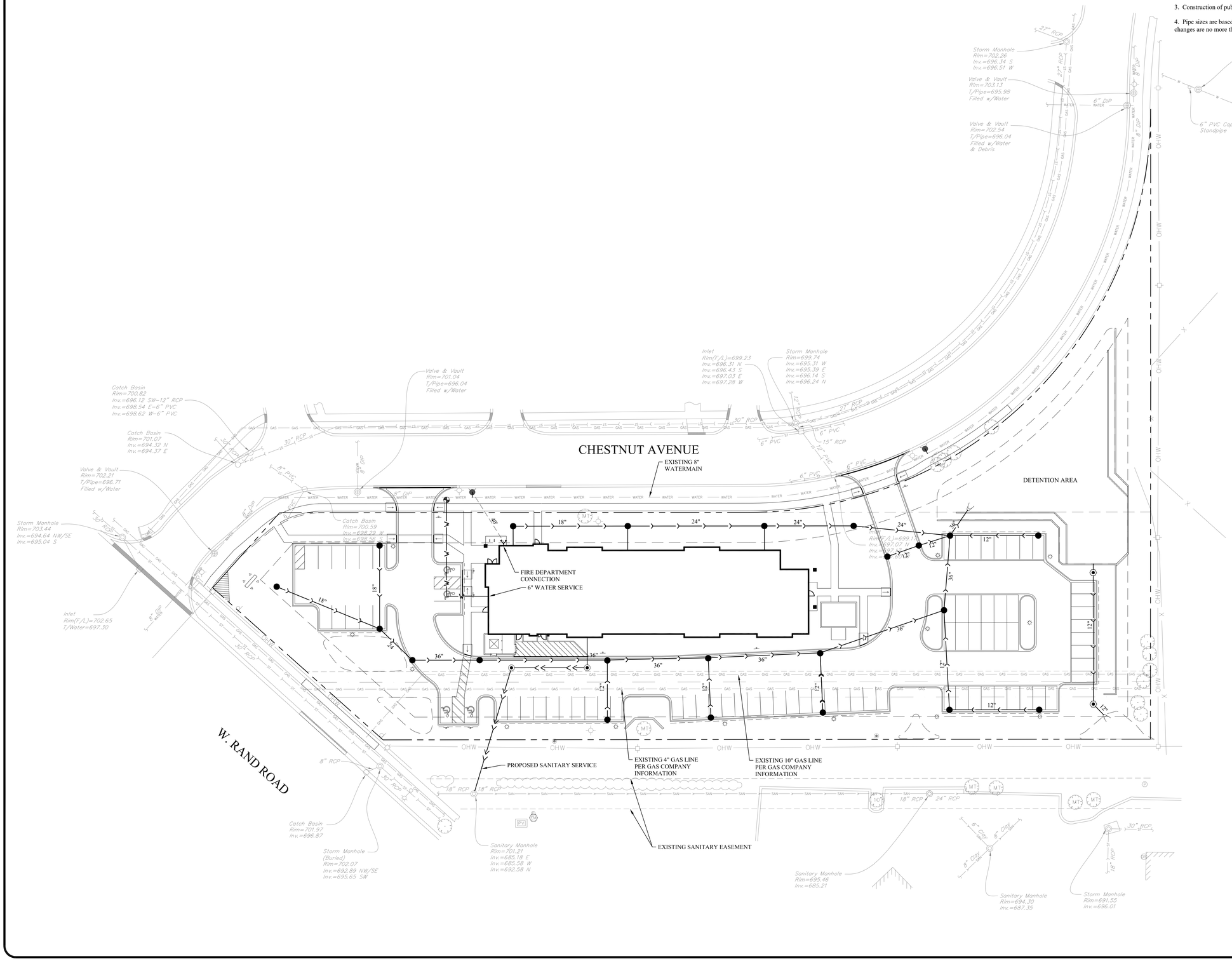
PRELIMINARY UTILITY NOTES

1. Construction of water main and sanitary sewer shall conform to the "Standard Specifications for Water and Sewer Main Construction in Illinois", current edition.

2. Construction of stormwater management system and sanitary sewer shall conform to the requirements of the Metropolitan Water Reclamation District of Greater Chicago.

3. Construction of public utilities shall conform to the requirements of the Village of Arlington Heights.

4. Pipe sizes are based on preliminary information; as such, pipe sizes are subject to change. Anticipated changes are no more than one standard size of commercially readily available pipe.



LEGEND

- 36" — STORM SEWER AND PIPE DIAMETER
- STORM STRUCTURE
- FLARED END SECTION
- STORM YARD DRAIN
- SANITARY SEWER
- SANITARY STRUCTURE
- WATERMAIN
- PRESSURE CONNECTION IN VAULT
- FIRE HYDRANT ASSEMBLY

STATUS SET
NOT FOR CONSTRUCTION
08/27/21

0 15 30 60

N W E S

GROUNDWORK
ARCHITECTS
PLANNERS
ENGINEERS
GROUNDWORK, LTD.
351 WEST DUNDEE ROAD, SUITE A
BUFFALO GROVE, ILLINOIS 60089
847.541.4151
FAX 847.541.4066
team@groundworkltd.com

COPYRIGHT © 2021

NO	DATE	BY	REVISION / ISSUE

SCOPE DOCUMENTS

THESE DRAWINGS INDICATE THE GENERAL SCOPE OF THE PROJECT IN TERMS OF THE CIVIL ENGINEERING DESIGN CONCEPT OF THE BUILDING AND THE MAJOR CIVIL ENGINEERING ELEMENTS. AS SCOPE DOCUMENTS THESE DWGS DO NOT NECESSARILY INDICATE OR DESCRIBE ALL THE WORK REQUIRED FOR FULL PERFORMANCE AND/OR COMPLETION OF ALL REQUIREMENTS OF THE CONTRACT DOCUMENTS. ON THE BASIS OF THE GENERAL SCOPE INDICATED OR DESCRIBED, THE CONTRACTOR SHALL BE RESPONSIBLE TO FURNISH ALL ITEMS REQUIRED FOR THE PROPER EXECUTION AND COMPLETION OF THE WORK. THE GENERAL CONTRACTOR SHALL ASSUME THE RESPONSIBILITY FOR COORDINATION OF EACH OF THE TRADES WORK AS RELATED TO THE SCOPE OF WORK REQUIRED FOR A COMPLETE PROJECT.

THESE DOCUMENTS DO NOT REFLECT ANY CHANGES, MODIFICATIONS, OR ADDITIONS MADE BY OTHERS AFTER THE DATES INDICATED ON THE DOCUMENTS, OR THAT GROUNDWORK, LTD., WAS NOT MADE AWARE. GROUNDWORK, LTD., CANNOT BE HELD LIABLE FOR CHANGES, MODIFICATIONS, OR ADDITIONS MADE TO THESE DOCUMENTS BY OTHERS. REUSE OF THESE DOCUMENTS FOR OTHER THAN THEIR ORIGINAL INTENDED USE SHALL BE AT SOLE RISK OF OTHERS WITHOUT LIABILITY OR LEGAL EXPOSURE TO GROUNDWORK, LTD.

THESE PLANS ARE FOR THE FOLLOWING PURPOSE ONLY, AS INDICATED

- ■ REVIEW ONLY
- ☐ PERMIT
- ☐ BIDDING
- ☐ CONSTRUCTION

CRESCENT PLACE
310 W. RAND ROAD, ARLINGTON HEIGHTS, IL 60004

HTG ILLINOIS DEVELOPER, LLC.
3225 AVIATION AVENUE, 6TH FLOOR
COCONUT GROVE, FL 33133

DRAWN BY: RJT
CHK'D BY: MKK
SCALE: AS SHOWN
DATE:

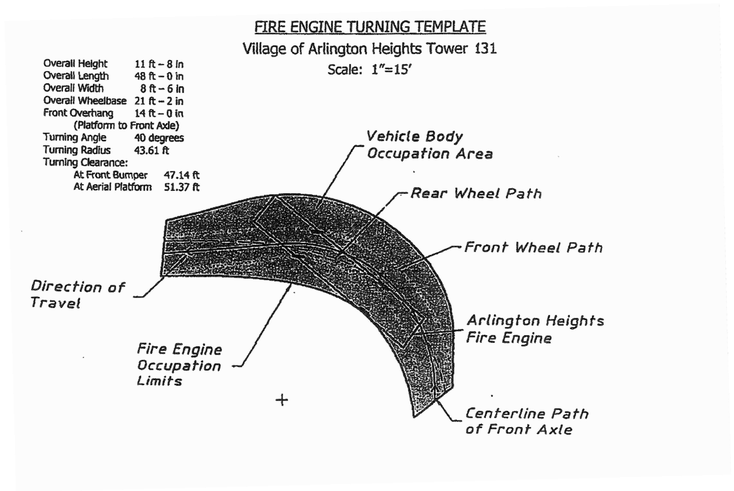
PRELIMINARY UTILITY PLAN

FILE NAME:
JOB NO.: DD57

SHEET NO.: C4-0

PRELIMINARY AUTOTURN

CRESCENT PLACE
PROPOSED FAMILY APARTMENT DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
MAY 18, 2021



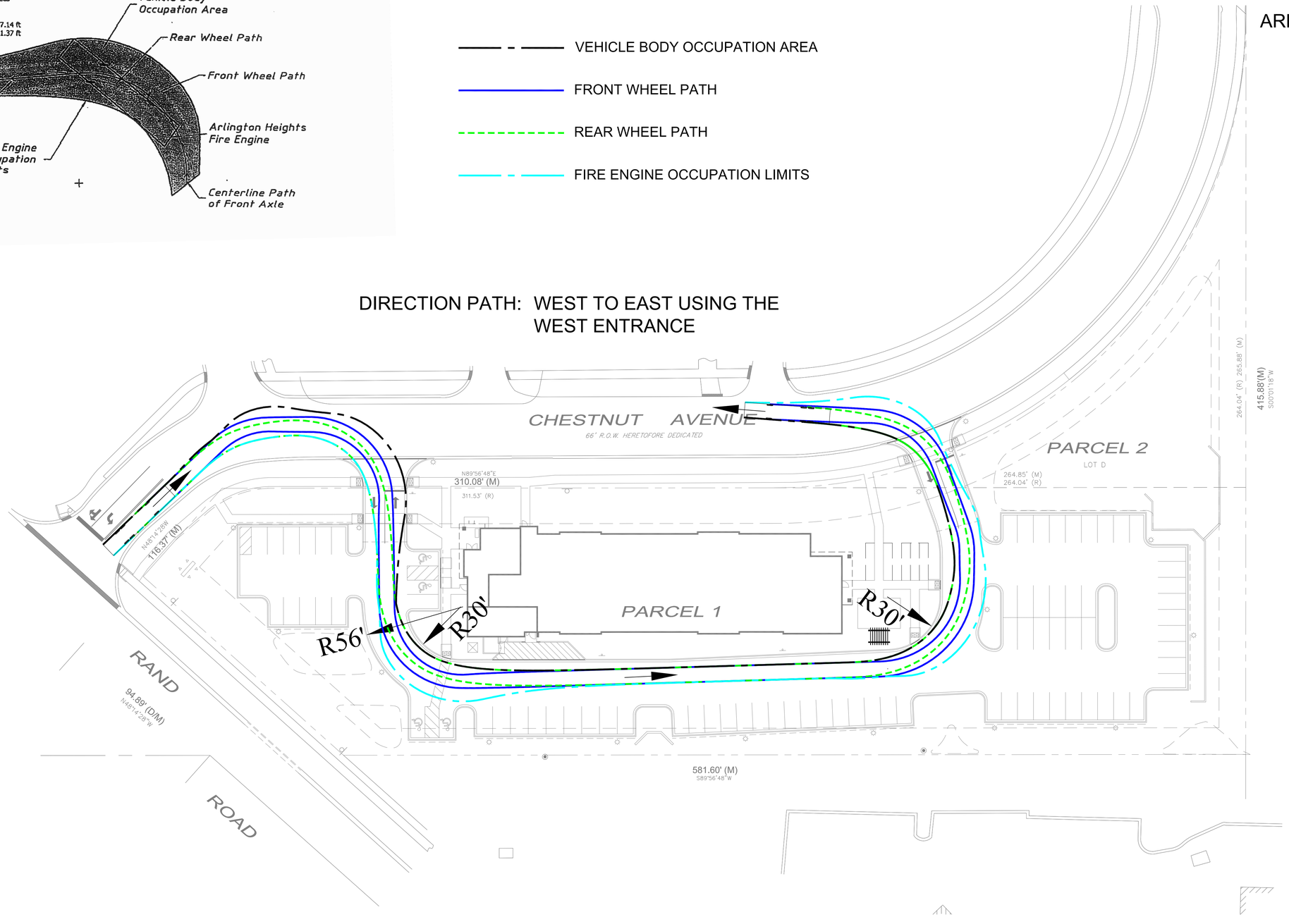
VEHICLE BODY OCCUPATION AREA

FRONT WHEEL PATH

REAR WHEEL PATH

FIRE ENGINE OCCUPATION LIMITS

DIRECTION PATH: WEST TO EAST USING THE WEST ENTRANCE



N

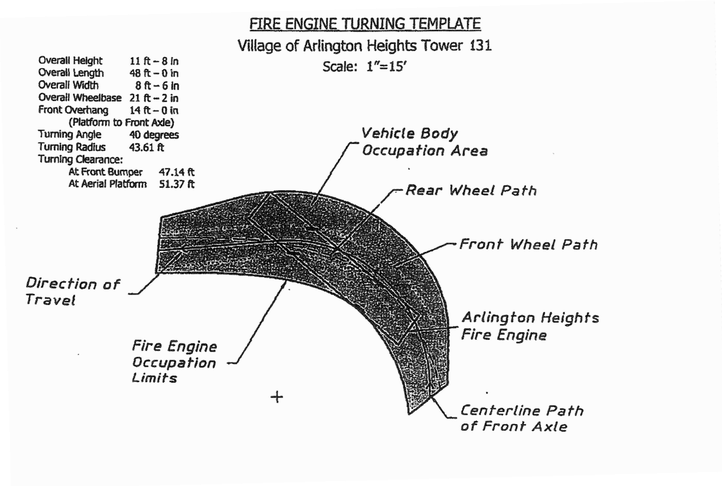
0 15' 30' 60'

Groundwork, Ltd.
Architects / Planners / Engineers
Ph. (847) 541-4151
© 2021
www.groundworkltd.com

DD57 0521

PRELIMINARY AUTOTURN

CRESCENT PLACE
PROPOSED FAMILY APARTMENT DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
MAY 18, 2021



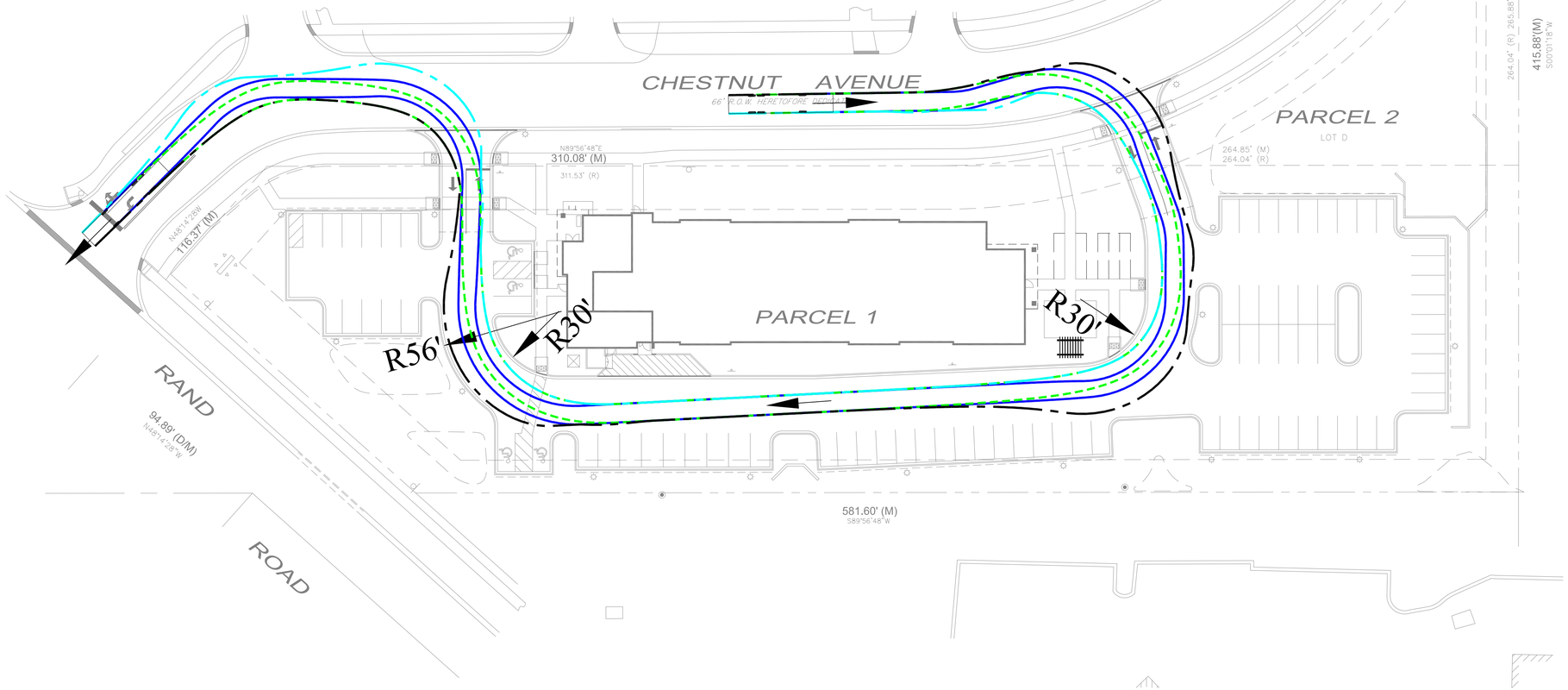
VEHICLE BODY OCCUPATION AREA

FRONT WHEEL PATH

REAR WHEEL PATH

FIRE ENGINE OCCUPATION LIMITS

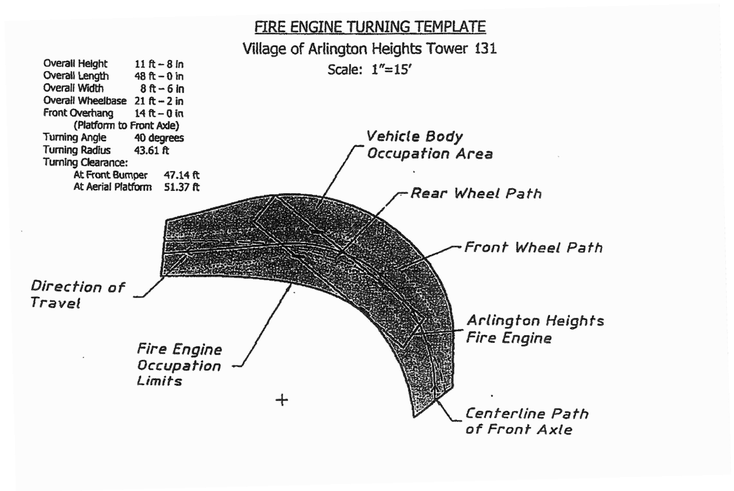
DIRECTION PATH: WEST TO EAST USING THE EAST ENTRANCE



Groundwork, Ltd.
Architects / Planners / Engineers
Ph. (847) 541-4151
© 2021
www.groundworkltd.com
DD57 0521

PRELIMINARY AUTOTURN

CRESCENT PLACE
PROPOSED FAMILY APARTMENT DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
MAY 18, 2021



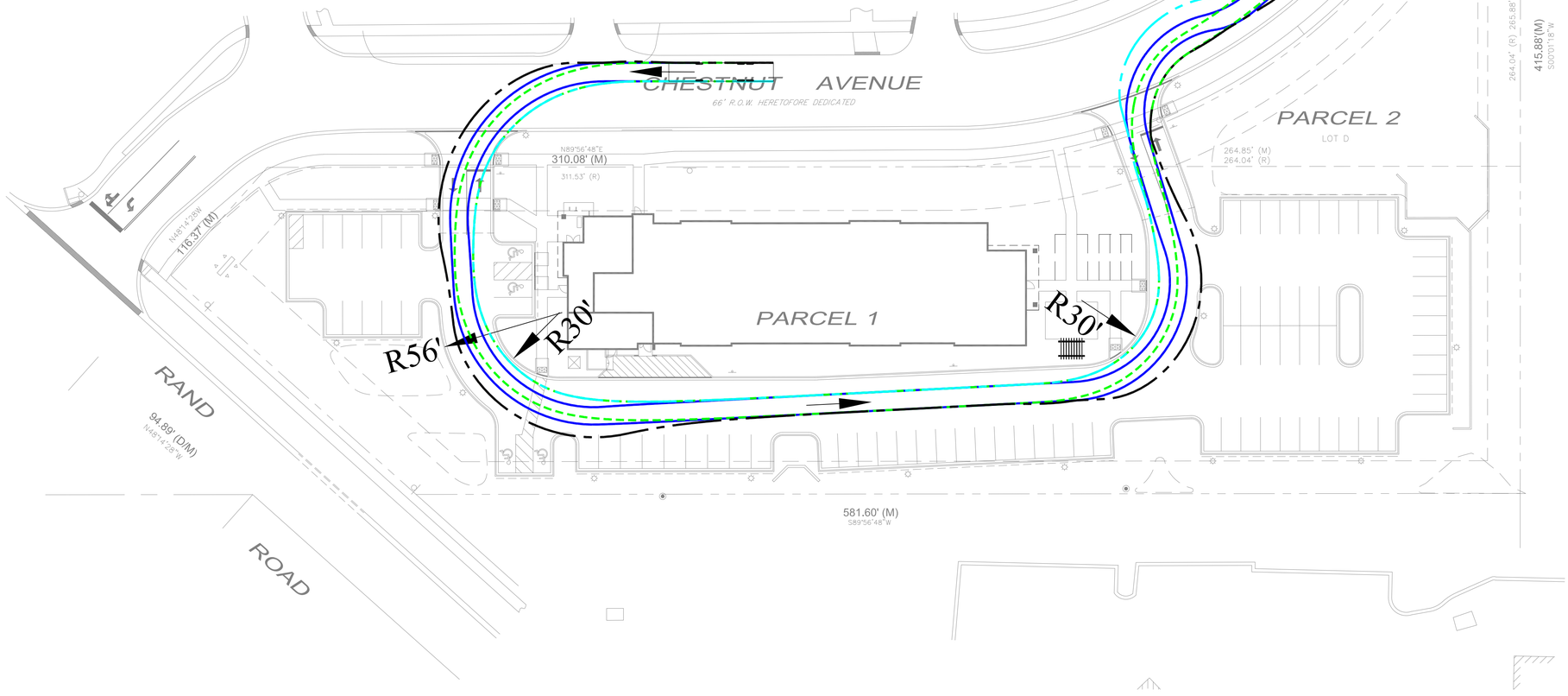
VEHICLE BODY OCCUPATION AREA

FRONT WHEEL PATH

REAR WHEEL PATH

FIRE ENGINE OCCUPATION LIMITS

DIRECTION PATH: EAST TO WEST USING THE WEST ENTRANCE



N

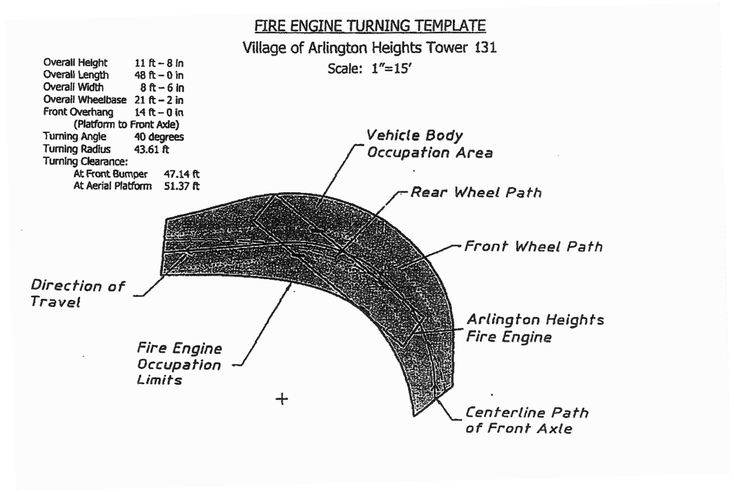
0 15' 30' 60'

Groundwork, Ltd.
Architects / Planners / Engineers
Ph. (847) 541-4151
© 2021
www.groundworkltd.com

DD57 0521

PRELIMINARY AUTOTURN

CRESCENT PLACE
PROPOSED FAMILY APARTMENT DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
MAY 18, 2021



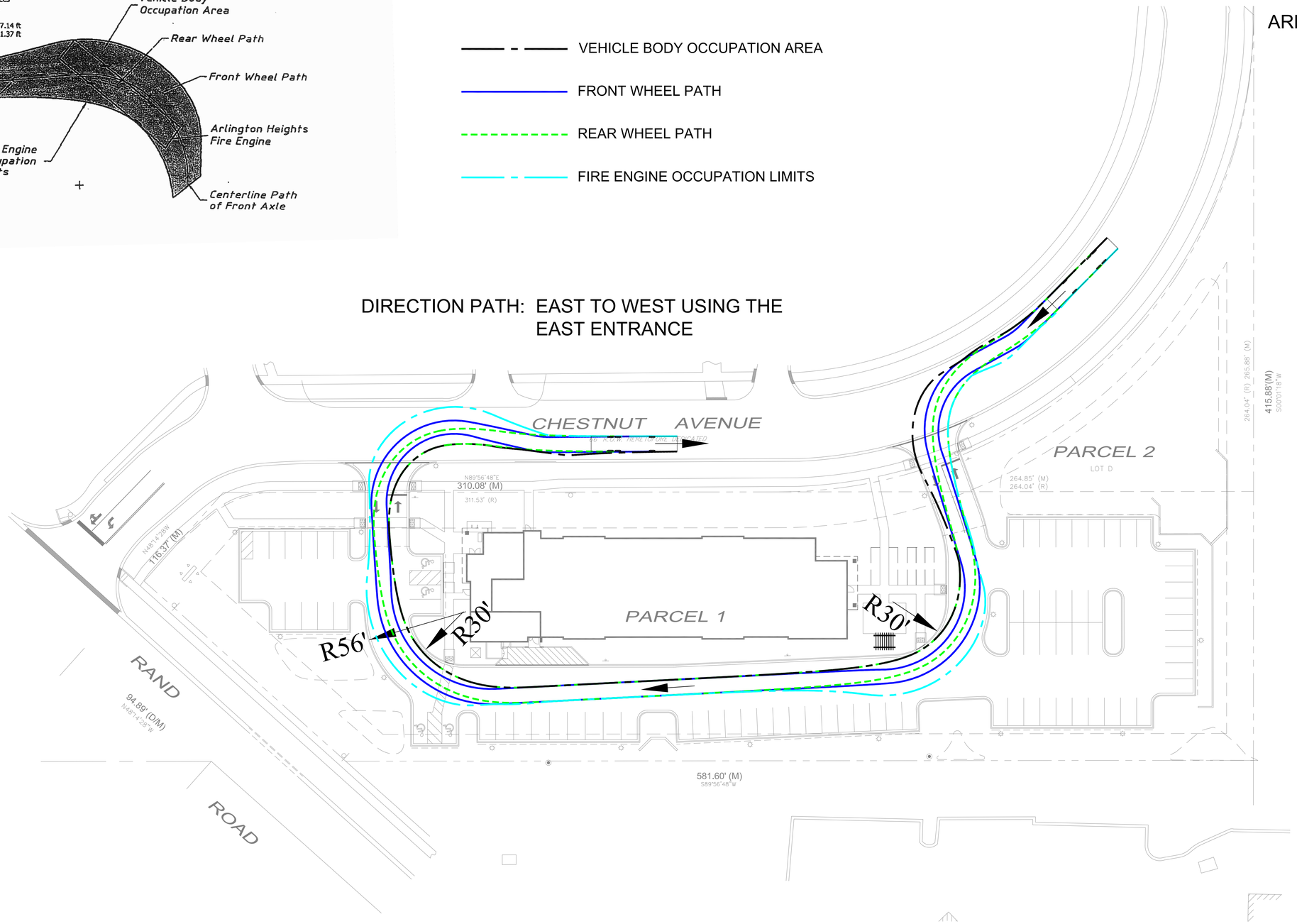
VEHICLE BODY OCCUPATION AREA

FRONT WHEEL PATH

REAR WHEEL PATH

FIRE ENGINE OCCUPATION LIMITS

DIRECTION PATH: EAST TO WEST USING THE EAST ENTRANCE



N

0 15' 30' 60'

Groundwork, Ltd.
Architects / Planners / Engineers
Ph. (847) 541-4151
© 2021
www.groundworkltd.com

DD57 0521

PLANT MATERIAL KEY

Code	Quantity	Botanical Name	Common Name	Size
		DECIDUOUS TREES		
AF	3	Acer x freemanii	Autumn Blaze Maple	2 1/2"
AF4	4	Acer x freemanii	Autumn Blaze Maple	4"
AM4	5	Acer miyabei 'Morton'	State Street Maple	4"
CB	4	Carpinus betulus 'Fastigiata"	Columnar European Hornbeam	2 1/2"
GB	3	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	2 1/2"
GT	3	Gleditsia triacanthos inermis 'Skyline'	Skyline Honey Locust	2 1/2"
QB	2	Quercus bicolor	Swamp White Oak	2 1/2"
QB4	2	Quercus bicolor	Swamp White Oak	4"
TT	4	Tilia tomentosa 'Sterling'	Sterling Silver Linden	2 1/2"
TT4	4	Tilia tomentosa 'Sterling'	Sterling Silver Linden	4"
UH	5	Ulmus carpinifolia 'Homestead'	Homestead Elm	2 1/2"
		ORNAMENTAL TREES		
BN	6	Betula nigra	River Birch	6'
CM	4	Cornus mas	Cornelian Cherry Dogwood	6'
MP	3	Malus 'Prairie Fire'	Prairie Fire Crabapple	6'
		EVERGREEN TREES		
JF	10	Juniperus chinensis 'Fairview'	Fairview Juniper	6'
PA	12	Picea abies	Norway Spruce	6'
PG	13	Picea glauca 'Densata'	Black Hills Spruce	6'
PM	12	Pseudotsuga menziesii	Douglas Fir	6'
TE	14	Thuja occidentalis 'Smaragd'	Emerald Green Arborvitae	6'
		DECIDUOUS SHRUBS		
CI	19	Cornus alba 'Bailhalo'	Ivory Halo Dogwood	3'
CS	29	Cornus sericea	Red Twig Dogwood	3'
HA	12	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	3'
SB	21	Spirea bumalda 'Gold Flame'	Goldflame Spirea	18"
VC	16	Viburnum carlesii 'compactum'	Compact Koreanspice Viburnum	3'
VD	41	Viburnum dentatum 'Blue Muffin'	Blue Muffin Viburnum	3'
VT	19	Viburnum trilobum 'Bailey Compact'	Compact American Cranberry Viburnum	3'
WF	16	Weigela florida 'Spilled Wine'	Spilled Wine Weigela	18"
		EVERGREEN SHRUBS		
JC	10	Juniperus chinensis 'Sea Green'	Sea Green Juniper	3'
JK	11	Juniperus chinensis 'Kallay's Compact'	Kallay's Compact Juniper	18"
JS	6	Juniperus chinensis 'Sargentii'	Green Sargent Junipers	18"
TM	38	Taxis media densiformis	Dense Yew	24"
		PERENNIALS AND ORNAMENTAL GRASSES		
AG	35	Andropogon gerardii 'Red October'	Red October Big Bluestem	1 Gal.
AN	30	Aster novae-angliae 'Purple Dome'	Purple Dome New England Aster	1 Gal.
AR	39	Astilbe japonica 'Rheinland'	Rheinland astilbe	1 Gal.
CK	75	Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Reed Grass	1 Gal.
EP	32	Echinacea purpurea 'Magnus'	Purple Coneflower	1 Gal.
HM	18	Hakonechloa macra 'All Gold'	All Gold Hakone Grass	1 Gal.
HS	25	Hemerocallis 'Stella de Oro'	Stella de Oro Daylilies	1 Gal.
LS	30	Leucanthemum x superbum 'Snowcap'	Snowcap Shasta Daisies	1 Gal.
PH	64	Pennisetum alopecuroides 'Hameln'	Hameln Dwarf Fountain Grass	1 Gal.
PV	31	Panicum virgatum 'Northwind'	Northwind Switch Grass	1 Gal.
SN	25	Salvia sylvestris 'May Night'	May Night Salvia	1 Gal.
		MISCELANEOUS MATERIALS		
	2760	Kentucky Bluegrass Blend Sod		S.Y.
	0.07	Low Profile Prairie		AC.
	0.47	Bioswale Mix		AC.
	57	Shredded Hardwood Mulch		C.Y.

BIO SWALE MIX

BOTANICAL NAME	COMMON NAME	OZ/ACRE
Acorus calamus	Sweet Flag	2
Alisma subcordatum	Common water plantain	4
Angelica atropurpurea	Great Angelica	2
Asclepias incamata	Swamp Milkweed	2
Aster nova-angliae	New England Aster	2
Bidens cemua	Nodding Bur Marigold	4
Calamagrostis canadensis	Blue Joint Grass	8
Carex comosa	Bottlebrush Sedge	2
Carex lacustris	Common Lake Sedge	2
Carex stricta	Common Tussock Sedge	2
Carex vulpinoidea	Brown Fox Sedge	4
Eupatorium maculatum	Spotted Joe Pye Weed	1
Eupatorium perfoliatum	Common Boneset	1
Glyceria striata	Fowl Manna Grass	8
Helenium autumnale	Sneezeweed	1
Iris virginica shrevei	Blue Flag	2
Juncus dudleyi	Dudley's Rush	1
Leersia oryzoides	Rice Cut Grass	8
Liatris spicata	Marsh Blazing Star	3
Lobelia siphilitica	Great Blue Lobelia	1
Mentha arvense villosa	Wild Mint	1
Mimulus ringens	Monkey Flower	2
Panicum virgatum	Switchgrass	16
Physostegia virginiana	Obedient Plant	1
Pycnanthemum virginianum	Common Mountain Mint	2
Scirpus atrovirens	Dark Green Rush	3
Scirpus fluviatilis	River Bulrush	2
Scirpus pendulous	Red Bulrush	2
Scirpus validus creber	Soft Stern Bulrush	3
Sium suave	Tall Water Parsnip	2
Solidago graminifolia	Common Grass-leaved Goldenrod	1
Solidago riddellii	Riddell's Goldenrod	1
Sparganium eurycarpum	Common Bur Reed	2
Spartina pectinata	Prairie Cord Grass	16
Thalictrum dasycarpum	Purple Meadow Rue	1
Verbena hastata	Blue vervain	2
Veronica fasciculata	Common Ironweed	1

COVER CROP

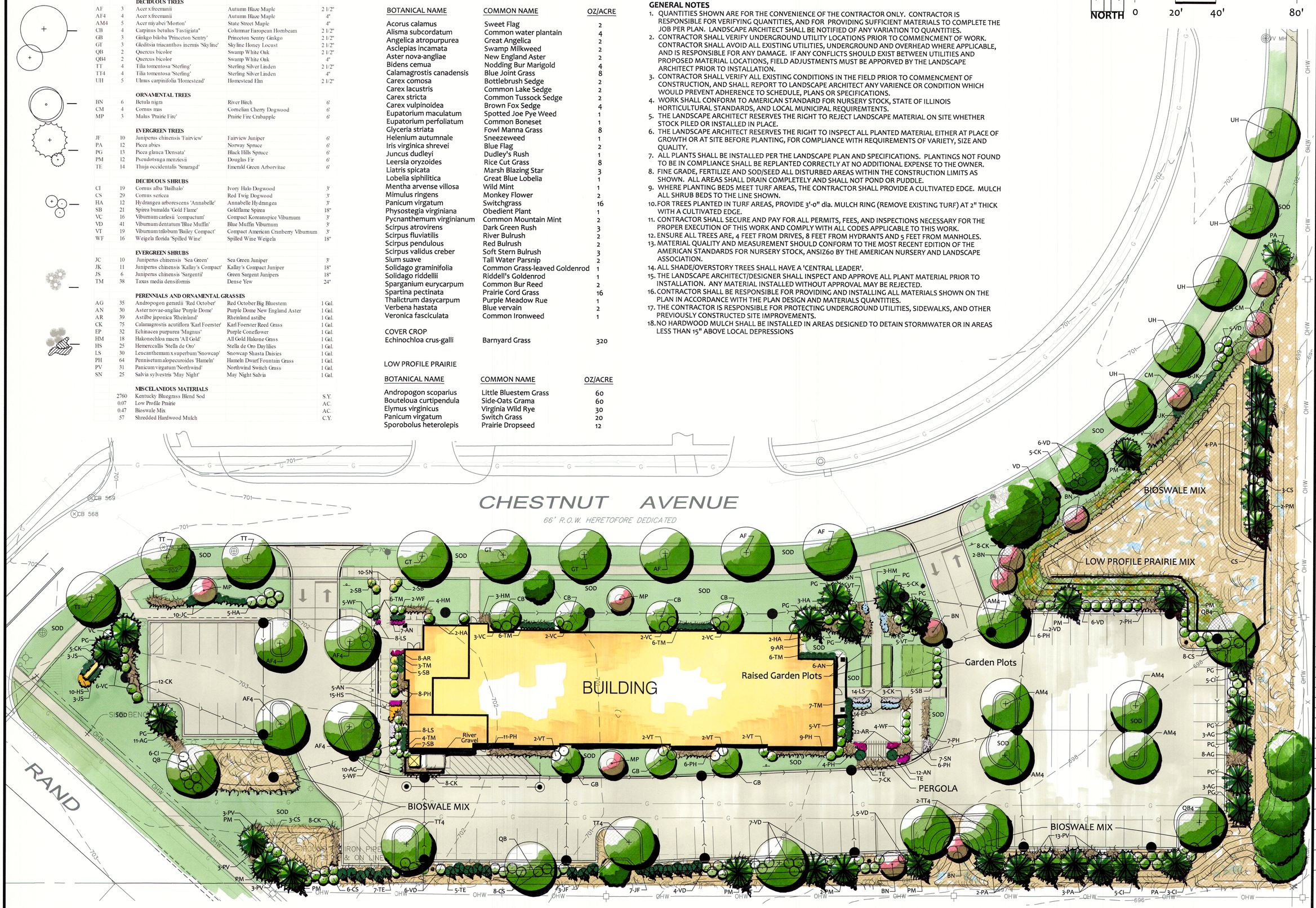
Echinochloa crus-galli	Barnyard Grass	320

LOW PROFILE PRAIRIE

BOTANICAL NAME	COMMON NAME	OZ/ACRE
Andropogon scoparius	Little Bluestem Grass	60
Bouteloua curtipendula	Side-Oats Grama	60
Elymus virginicus	Virginia Wild Rye	30
Panicum virgatum	Switch Grass	20
Sporobolus heterolepis	Prairie Dropseed	12

GENERAL NOTES

1. QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES, AND FOR PROVIDING SUFFICIENT MATERIALS TO COMPLETE THE JOB PER PLAN. LANDSCAPE ARCHITECT SHALL BE NOTIFIED OF ANY VARIATION TO QUANTITIES.
2. CONTRACTOR SHALL VERIFY UNDERGROUND UTILITY LOCATIONS PRIOR TO COMMENCMENT OF WORK. CONTRACTOR SHALL AVOID ALL EXISTING UTILITIES, UNDERGROUND AND OVERHEAD WHERE APPLICABLE, AND IS RESPONSIBLE FOR ANY DAMAGE. IF ANY CONFLICTS SHOULD EXIST BETWEEN UTILITIES AND PROPOSED MATERIAL LOCATIONS, FIELD ADJUSTMENTS MUST BE APPORVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
3. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS IN THE FIELD PRIOR TO COMMENCMENT OF CONSTRUCTION, AND SHALL REPORT TO LANDSCAPE ARCHITECT ANY VARIENCE OR CONDITION WHICH WOULD PREVENT ADHERENCE TO SCHEDULE, PLANS OR SPECIFICATIONS.
4. WORK SHALL CONFORM TO AMERICAN STANDARD FOR NURSERY STOCK, STATE OF ILLINOIS HORTICULTURAL STANDARDS, AND LOCAL MUNICIPAL REQUIREMTENTS.
5. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT LANDSCAPE MATERIAL ON SITE WHETHER STOCK PILED OR INSTALLED IN PLACE.
6. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO INSPECT ALL PLANTED MATERIAL EITHER AT PLACE OF GROWTH OR AT SITE BEFORE PLANTING, FOR COMPLIANCE WITH REQUIREMENTS OF VARIETY, SIZE AND QUALITY.
7. ALL PLANTS SHALL BE INSTALLED PER THE LANDSCAPE PLAN AND SPECIFICATIONS. PLANTINGS NOT FOUND TO BE IN COMPLIANCE SHALL BE REPLANTED CORRECTLY AT NO ADDITIONAL EXPENSE TO THE OWNER.
8. FINE GRADE, FERTILIZE AND SOD/SEED ALL DISTURBED AREAS WITHIN THE CONSTRUCTION LIMITS AS SHOWN. ALL AREAS SHALL DRAIN COMPLETELY AND SHALL NOT POND OR PUDDLE.
9. WHERE PLANTING BEDS MEET TURF AREAS, THE CONTRACTOR SHALL PROVIDE A CULTIVATED EDGE. MULCH ALL SHRUB BEDS TO THE LINE SHOWN.
10. FOR TREES PLANTED IN TURF AREAS, PROVIDE 3'-0" dia. MULCH RING (REMOVE EXISTING TURF) AT 2" THICK WITH A CULTIVATED EDGE.
11. CONTRACTOR SHALL SECURE AND PAY FOR ALL PERMITS, FEES, AND INSPECTIONS NECESSARY FOR THE PROPER EXECUTION OF THIS WORK AND COMPLY WITH ALL CODES APPLICABLE TO THIS WORK.
12. ENSURE ALL TREES ARE, 4 FEET FROM DRIVES, 8 FEET FROM HYDRANTS AND 5 FEET FROM MANHOLES.
13. MATERIAL QUALITY AND MEASUREMENT SHOULD CONFORM TO THE MOST RECENT EDITION OF THE AMERICAN STANDARDS FOR NURSERY STOCK, ANSIZ60 BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
14. ALL SHADE/OVERSTORY TREES SHALL HAVE A 'CENTRAL LEADER'.
15. THE LANDSCAPE ARCHITECT/DESIGNER SHALL INSPECT AND APPROVE ALL PLANT MATERIAL PRIOR TO INSTALLATION. ANY MATERIAL INSTALLED WITHOUT APPROVAL MAY BE REJECTED.
16. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN IN ACCORDANCE WITH THE PLAN DESIGN AND MATERIALS QUANTITIES.
17. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING UNDERGROUND UTILITIES, SIDEWALKS, AND OTHER PREVIOUSLY CONSTRUCTED SITE IMPROVEMENTS.
18. NO HARDWOOD MULCH SHALL BE INSTALLED IN AREAS DESIGNED TO DETAIN STORMWATER OR IN AREAS LESS THAN 15" ABOVE LOCAL DEPRESSIONS



KROGSTAD
LAND DESIGN LIMITED
LANDSCAPE ARCHITECTURE * CONSULTING
519 PEMBROKE COURT * BARRINGTON HILLS, IL 60004
PH: 815-525-5151
KROGSTAD@LANDDESIGNLIMITED.COM

Crescent Place
Arlington Heights, IL
LANDSCAPE PLAN

REVISIONS	
revised	6/3/2021
DATE	5/18/21
PROJECT	GRW2111
DRAWN	KTK
CHECKED	KTK

SHEET NO.
L1

TREE INVENTORY

Tag #	Common Name	Scientific Name	Diameter	Health	Form	Comments	Action
101	Siberian Elm	*Ulmus pumila*	7"	3	4		Preserve
102	Basswood	*Tilia americana*	5"	3	4		Preserve
103	Siberian Elm	*Ulmus pumila*	4", 5"	4	4	in asphalt	Preserve
104	Siberian Elm	*Ulmus pumila*	4", 6"	5	5		Preserve
105	Siberian Elm	*Ulmus pumila*	3", 4"	5	5		Preserve
106	Mulberry	*Morus alba*	3"	4	5	leaning	Preserve
107	Siberian Elm	*Ulmus pumila*	18"	4	4	broken branches	Remove
108	White Willow	*Salix alba*	17"	5	5		Remove
109	White Willow	*Salix alba*	14"	4	5		Remove
110	Siberian Elm	*Ulmus pumila*	14"	5	5		Remove
111	Eastern Cottonwood	*Populus deltoides*	29"	3	3		Remove
112	Eastern Cottonwood	*Populus deltoides*	25"	3	4	growing into sidewalk	Preserve
113	Eastern Cottonwood	*Populus deltoides*	17"	3	4	leaning	Preserve
114	Eastern Cottonwood	*Populus deltoides*	11"	3	4	leaning	Preserve
115	Eastern Cottonwood	*Populus deltoides*	12", 19"	3	4	growing into sidewalk	Preserve
116	Eastern Cottonwood	*Populus deltoides*	18"	3	4		Preserve
117	Black Cherry	*Prunus serotina*	5", 6"	3	5	growing into lamp	Remove
118	Common Buckthorn	*Rhamnus cathartica*	clump	4	4		Remove
119	Siberian Elm	*Ulmus pumila*	6", 7"	3	4		Preserve
120	Siberian Elm	*Ulmus pumila*	10", 11"	3	4	codominant	Preserve

CONDITION KEY:

1 -	EXCELLENT	NOTE: NO DEAD TREES WERE INCLUDED.
2 -	GOOD	TREE INVENTORY CONDUCTED 3/3/21
3 -	FAIR	
4 -	POOR	
5 -	VERY POOR	
6 -	DEAD	

TREE REMOVAL NOTES:

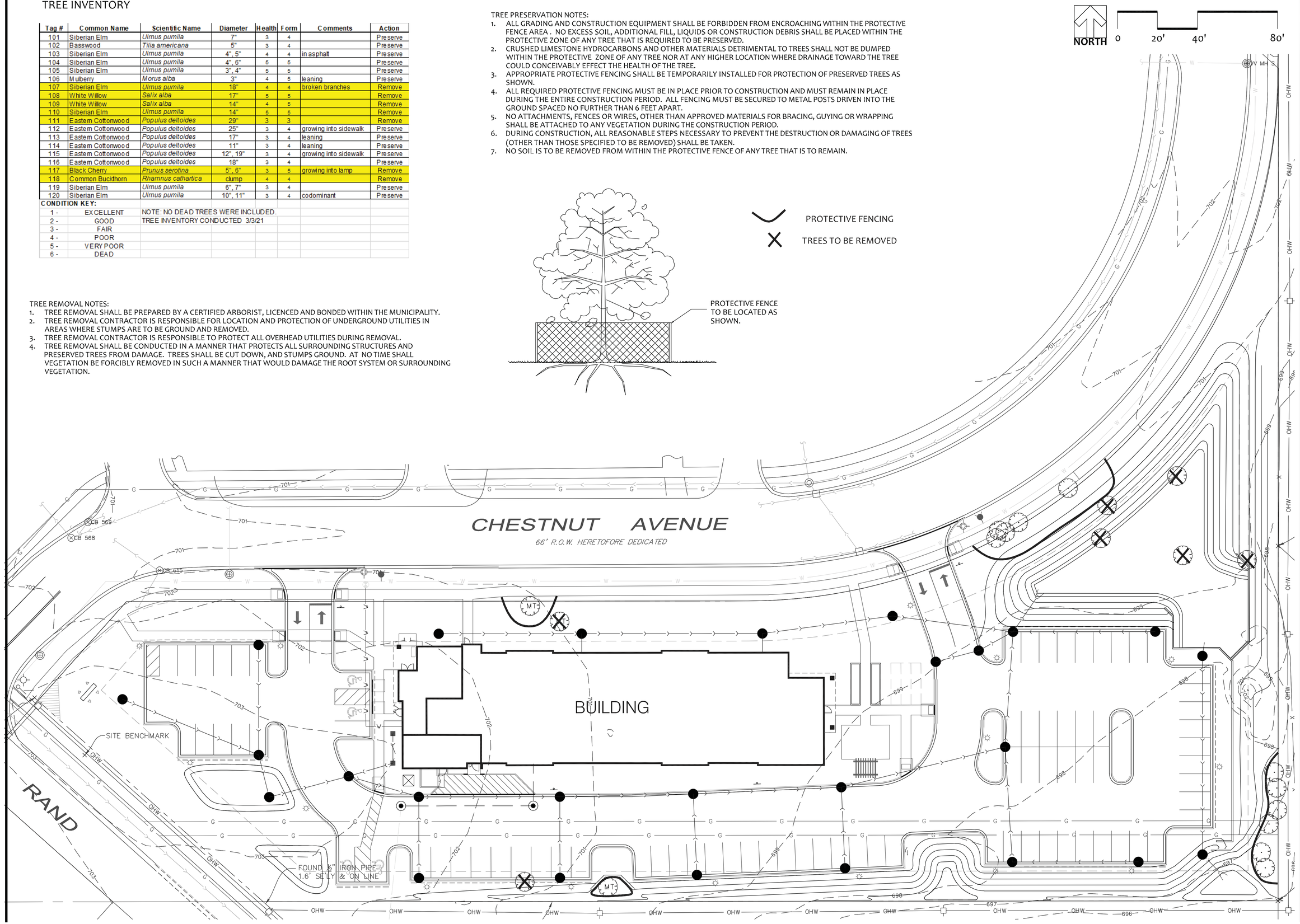
1. TREE REMOVAL SHALL BE PREPARED BY A CERTIFIED ARBORIST, LICENCED AND BONDED WITHIN THE MUNICIPALITY.
2. TREE REMOVAL CONTRACTOR IS RESPONSIBLE FOR LOCATION AND PROTECTION OF UNDERGROUND UTILITIES IN AREAS WHERE STUMPS ARE TO BE GROUND AND REMOVED.
3. TREE REMOVAL CONTRACTOR IS RESPONSIBLE TO PROTECT ALL OVERHEAD UTILITIES DURING REMOVAL.
4. TREE REMOVAL SHALL BE CONDUCTED IN A MANNER THAT PROTECTS ALL SURROUNDING STRUCTURES AND PRESERVED TREES FROM DAMAGE. TREES SHALL BE CUT DOWN, AND STUMPS GROUND. AT NO TIME SHALL VEGETATION BE FORCIBLY REMOVED IN SUCH A MANNER THAT WOULD DAMAGE THE ROOT SYSTEM OR SURROUNDING VEGETATION.

TREE PRESERVATION NOTES:

1. ALL GRADING AND CONSTRUCTION EQUIPMENT SHALL BE FORBIDDEN FROM ENCROACHING WITHIN THE PROTECTIVE FENCE AREA . NO EXCESS SOIL, ADDITIONAL FILL, LIQUIDS OR CONSTRUCTION DEBRIS SHALL BE PLACED WITHIN THE PROTECTIVE ZONE OF ANY TREE THAT IS REQUIRED TO BE PRESERVED.
2. CRUSHED LIMESTONE HYDROCARBONS AND OTHER MATERIALS DETRIMENTAL TO TREES SHALL NOT BE DUMPED WITHIN THE PROTECTIVE ZONE OF ANY TREE NOR AT ANY HIGHER LOCATION WHERE DRAINAGE TOWARD THE TREE COULD CONCEIVABLY EFFECT THE HEALTH OF THE TREE.
3. APPROPRIATE PROTECTIVE FENCING SHALL BE TEMPORARILY INSTALLED FOR PROTECTION OF PRESERVED TREES AS SHOWN.
4. ALL REQUIRED PROTECTIVE FENCING MUST BE IN PLACE PRIOR TO CONSTRUCTION AND MUST REMAIN IN PLACE DURING THE ENTIRE CONSTRUCTION PERIOD. ALL FENCING MUST BE SECURED TO METAL POSTS DRIVEN INTO THE GROUND SPACED NO FURTHER THAN 6 FEET APART.
5. NO ATTACHMENTS, FENCES OR WIRES, OTHER THAN APPROVED MATERIALS FOR BRACING, GUYING OR WRAPPING SHALL BE ATTACHED TO ANY VEGETATION DURING THE CONSTRUCTION PERIOD.
6. DURING CONSTRUCTION, ALL REASONABLE STEPS NECESSARY TO PREVENT THE DESTRUCTION OR DAMAGING OF TREES (OTHER THAN THOSE SPECIFIED TO BE REMOVED) SHALL BE TAKEN.
7. NO SOIL IS TO BE REMOVED FROM WITHIN THE PROTECTIVE FENCE OF ANY TREE THAT IS TO REMAIN.

PROTECTIVE FENCING

TREES TO BE REMOVED



KROGSTAD
LAND DESIGN LIMITED
LANDSCAPE ARCHITECTURE + CIVIL ENGINEERING
559 PEMBROOK CT. Ph., CRYSTAL LAKE, IL 60014
815-575-1101
KROGSTAD@KROGSTADLIMITED.COM

Crescent Place
Arlington Heights, IL
TREE PRESERVATION PLAN

REVISIONS

revised	6/3/2021

DATE	5/18/21
PROJECT	GRW2111
DRAWN	KTK
CHECKED	KTK

SHEET NO.

L2

LANDSCAPE WORK

PART 1 - GENERAL

1.01 SUMMARY
A. Landscape work includes the following:
1. Lawns
2. Native plantings
3. Groundcovers, perennials, and annuals
4. Trees and shrubs
5. Planting soil mixture
6. Fertilizer
7. Erosion control
8. Trunk wrap
9. Stakes and guys
10. Mulch

1.02 SUBMITTALS
A. Planting schedule
Submit two (2) copies of the proposed planting schedule to client and Landscape Architect showing dates for each type of planting.
B. Certification of seed mixture for sod, identifying sod source, including name and address of supplier.
C. Certification of lawn seed from seed vendor for each grass - seed mixture stating the botanical and common name and percentage by weight of each species and variety, and percentage of purity, germination and weed seed. Include the year of production and date of packaging
D. Certification of native plantings and native seed from vendor for each plant type and seed mixture stating the botanical and common name and percentage by weight of each species and variety, and percentage of purity, germination and weed seed. Include the year of production and date of packaging.
E. Data substantiating that groundcovers, perennials, and annuals. Comply with specified requirements.
F. Data substantiating that trees and shrubs comply with specified requirements.
G. Material test reports from a qualified independent testing agency indicating and interpreting test results for the following materials.
1. Analysis of existing topsoil
2. Analysis of imported soil
Submittal should include recommendations for soil additive requirement for Landscape Architect's review.
H. Provide shredded hardwood mulch sample to Landscape Architect.

I. Qualification data for firms and individuals dedicated to the job, to demonstrate their capabilities and experience. Include list of completed projects, with project and owner's names and addresses, and other pertinent information.
J. Maintenance instructions recommending procedures to be established by the owner to maintain the landscaping during the entire year. Submit two (2) copies before expiration of required maintenance period. Instructions shall include: watering, fertilizing, spraying, mulching, pruning and trimming for plant material, groundcovers and perennials. Instructions for watering, fertilizing, and mowing turf areas shall be provided.

1.03 QUALITY ASSURANCE
A. Installing contractor to have a minimum of 5 years experience on comparable projects.
B. Installing Contractor to maintain an experienced fulltime supervisor on the project site during times that landscape installation is in progress.
C. Landscape Contractor to conduct a pre-construction meeting with owner's representative and Landscape Architect prior to commencement of construction.
D. Substitution will not be permitted without approval of the Landscape Architect and governing municipality.

1.04 DELIVERY, STORAGE, AND HANDLING
A. Packaged materials: Deliver packaged materials in containers showing weight, analysis, and name of manufacturer. Protect materials from moisture and deterioration during delivery and while stored at site.
B. Seed: Deliver seed in original sealed, labeled, and undamaged contains.
C. Sod: Harvest, deliver, store, and handle sod according to the requirements of the American Sod Producer's Association's (ASPA) "Specifications for Turf grass Sod Materials and Transplanting/Installing."
D. Trees and shrubs: Deliver freshly dug trees and shrubs directly to jobsite. Do not prune before delivery. Protect bark, branches, and root systems from sun scald, drying, whipping and other handling and typing damage. Do not bend or tie plant material in such a manner as to destroy the natural shape. Provide protective covering during transport and delivery.
E. Handle balled and bur lapped stock by the root ball. Handle container stock by the container.
F. Deliver plant material after planting preparations have been completed, and install immediately, If planting is delayed more than 8 hours, after delivery, set plant material in shade, protect from weather and mechanical damages, and keep roots moist.
1. Set balled and bur lapped stock on ground and cover ball with soil, peat moss or shredded hardwood mulch.
2. Do not remove container-grown stock from containers before time of planting.

1.05 PROJECT CONDITIONS
A. Examine and evaluate entire site including grades, soils; water level, and existence of debris. Observe the conditions under which work is to be performed and notify Landscape Architect immediately of any unsatisfactory conditions. Do not proceed with work until all unsatisfactory conditions have been addressed in an acceptable manner.
B. Utilities: Prior to commencement of work, review all underground utility location plans, notify local utility location service to clearly mark all underground utilities. Determine the location of all above grade and overhead utilities and perform work in a manner that will avoid damage. Provide plan for protection of utilities, including hand excavation, as necessary. Contractor shall be responsible for any damage to utilities or property.
C. Excavation: When conditions detrimental to plant growth are encountered, including but not limited to rubble fill, adverse drainage conditions, or obstructions, notify Landscape Architect prior to planting.

1.06 COORDINATION AND SCHEDULING
A. Coordinate installation of planting materials during industry accepted planting seasons for each type of plant or seed specified.
B. Coordinate with other trades performing work on site to minimize potential conflicts and prevent damage to plant materials.
C. Contractor shall secure all plants and materials for landscaping immediately after being awarded contract to ensure availability.

1.07 WARRANTY
A. Warrant the following plant materials for a period of one year after date of final acceptance, against defects including death, unsatisfactory growth, except for defects resulting from lack of adequate maintenance, neglect by owner, abuse, vandalism or inadvertent damage by others, or unusual phenomena including abnormal weather conditions or incidents during the warranty period that are beyond the Landscape Contractor's control:
1. Trees
2. Shrubs
3. Groundcovers, Perennials, & Vines
4. Ornamental grasses
B. Remove and replace dead plant material immediately. If replacement is delayed to the next planting season, the dead plant material shall be removed immediately.
C. Replace plant materials that are partially dead, in unhealthy condition or where shape and symmetry have been affected at the end of the warranty period. Final determination of material requiring replacement shall be made by the Landscape Architect.
D. Replacement plant material shall be of the same kind, size, and quality as those originally planted, unless otherwise approved in writing by Landscape Architect. Replacement plants shall carry the same establishment period as the original.
E. A limit of one replacement of each plant will be required, except for losses or replacements due to failure to comply with requirements.
F. Final acceptance will be made only if all plants are in place, in satisfactory conditions and in conformance with the drawing, as determined by Landscape Architect.
G. Warrant seeded and sodded lawn areas through the maintenance period, and until final acceptance. Seeded areas should show uniform germinations and be free of all bare spots in excess of 6" x 6". Sod should be void of brown patches, and spaces between strips.

1.08 TREE, SHRUB, & LAWN MAINTENANCE
A. Maintenance agreement: The landscape contractor shall provide maintenance for a period of 90 days from the date of acceptance or substantial completion as determined by Landscape Architect.
B. Maintain trees and shrubs by pruning, cultivating, watering, weeding, fertilizing, restoring planting saucers and bed lines, tightening and repairing stakes, and guy supports, resetting to proper grades or vertical position, as required to establish healthy, viable plantings. Apply insecticides and herbicides as required to keep trees and shrubs free of insects and disease. Restore or replace damaged tree wrappings. Maintain trees, shrubs, and lawns until final acceptance by the Landscape Architect. Supply adequate water for all plant material within the warranty period after the final acceptance.
C. Maintain and establish lawns by watering, fertilizing, weeding, mowing, and trimming as necessary. Roll re-grade, and replant bare or eroded areas and re-mulch to produce a uniformly smooth lawn.
D. Mow lawn a soon as top growth reaches no more than 40% of 2" mowing height. Repeat subsequent mowing as required to maintain height without cutting more than 40% of the grass of the grass-leaf growth. Do not delay mowing until grass blades bend over and become matted. Do not mow when grass is wet.

1.09 FINAL INSPECTION & ACCEPTANCE
A. Final acceptance, which marks the beginning of the warranty and maintenance period, will be made by the Landscape Architect upon a written request by the Landscape Contractor after all plants are in place per specifications. The request for inspection shall be submitted to the Landscape Architect at least ten (10) days prior to the inspection date.
B. The Contractor will be notified in the form of a written punch list, any deficiencies to be fulfilled in order to receive the final acceptance. All outstanding items shall be subject to re-inspection before final acceptance is issued.
C. Upon contractor completion of punch list, Landscape Architect shall re-inspect all work to determine completion. The contractor and owner will be notified in writing of final acceptance, and commencement of one year warranty period.
D. Upon completion of one year warranty period, contractor shall submit request for one year warranty inspection to Landscape Architect at least ten (10) days prior to inspection date.
E. The Contractor shall be notified in the form of a written punch list any deficiencies based on section 1.08. All outstanding items shall be subject to re-inspection before final warranty acceptance is issued.
F. Upon contractor completion of warranty punch list, Landscape Architect shall re-inspect all work to determine compliance. The Contractor and owner will be notified in writing of final warranty inspection.

PART 2 - MATERIALS

2.03 GROUNDCOVERS, PERENNIALS, & ANNUALS
A. Name and Variety: Provide nursery grown plant material true to name and variety.
B. Provide plants established and well-rooted in removable containers or integral peat pots and with not less than the minimum number and length of runners required by ANSI Z60.1 for the pot size shown and listed. Provide species, sizes and quantities of plants specified on sheet 1.

2.04 TREES & SHRUBS
A. Name and Variety: Provide nursery grown plant material true to name and variety per sheet 1.
B. General: Provide plant material complying with the recommendations and requirements of ANSI Z60.1 "Standard for Nursery Stock" with healthy root systems, developed by transplanting or root pruning. Provide well shaped, fully branched, healthy, vigorous stock free of disease, insects, eggs, larvae, and defects such as knots, sunscald, injuries, abrasion, and disfigurement.
C. Deciduous Shade Trees: Provide trees of caliper and quantity listed on sheet 1 with branching configuration recommended by ANSI Z60.1 for type and species required. Provide single stem trees with straight trunk, well-balanced crown, and intact leader. Provide balled and burlapped (B&B) deciduous trees.
D. Deciduous Ornamental Trees: provide trees of height or caliper and quantity listed on sheet 1, branched or pruned naturally according to species and type, conforming to ANSI Z60.1.
E. Evergreen Trees: Provide trees of height and quantity listed on sheet 1 Provide quality evergreens, with well-balanced evenly branched form, single stem, with straight trunk and intact leader. Provide balled and burlapped (B&B) evergreen trees.
F. Deciduous Shrubs: Provide shrubs of the height of spread shown, and quantity listed on sheet 1 with not less than the minimum number of canes required by ANSI Z60.1 for the type and height of shrub required. Provide balled and burlapped (B&B) or containerized deciduous shrubs.
G. Evergreen Shrubs: Provide evergreens of the height or spread shown, and quantity listed on sheet 1. Dimensions indicate minimum spread for spreading and semi-spreading type evergreen shrubs. Provide balled and burlapped (B&B) or containerized evergreen shrubs.
H. Inspection: All plants shall be subject to inspection and review at the place of growth, upon delivery or after installation. Plants shall be inspected as to conformity to specification requirements and quality. Landscape Architect has the right to reject plant material at time of inspection due to non-compliance to ANSI Z60.1 size and condition of root balls, diseases, insects and latent defects or injuries. Landscape Architect reserves the right to remove tree wrap or soil backfill for any installed plantings, as a part of the inspection process. Rejected plants shall be removed immediately from the site.

2.05 SOIL
A. Existing Soil: Revise pulverized surface soil stockpiled on the site. Verify suitability, of topsoil, free of stones 1" or larger in any dimension, and other extraneous materials harmful to plant growth, to produce topsoil meeting requirements and amend when necessary. Supplement with imported topsoil when quantities are insufficient. Clean topsoil of roots, plants, sods, stones, clay lumps and other extraneous materials harmful to plant growth.
B. Imported Topsoil: Import topsoil from off-site sources that meets the criteria established for existing topsoil. Obtain topsoil from naturally well-drained sites where topsoil occurs at least 4" deep.
C. Planting Soil Mixtures: Provide planting soil mixture consisting of three (3) parts friable topsoil (stockpiled at site) and one part mushroom compost (1) for all planting pits, perennial, annual, and groundcover areas.

2.06 FERTILIZER
A. Slow Release Fertilizer: Granular fertilizer consisting of 50% water-insoluble nitrogen, phosphorus, and potassium in composition and amounts recommended in soil reports from a qualified soil-testing agency.

2.07 EROSION CONTROL
A. Erosion Control Mulch: Lebanon PennMulch or other recycled material, subject to approval of Landscape Architect.
B. Erosion Control Blanket: North American Green S75, or equal subject to approval of Landscape Architect. Install per manufacturer's specifications.

2.08 TREE WRAP
A. Standard waterproofed tree wrapping paper, 2 ½ inches wide, made of two (2) layers of crepe kraft paper, weighing not less than 30 pounds per ream (Fall planting only).

2.09 MULCH
A. Organic mulch, free from deleterious materials and suitable as a top dressing of trees and shrubs, consisting of shredded hardwood mulch. Provide sample to Landscape Architect for approval.

2.10 STAKES & GUYS
A. Upright and Guys Stakes: Rough-sawn, sound, new hardwood, free of knots, holes, cross grain, and other defects, 2 by 2 inches by length indicated on landscape details, pointed on one end.
B. Guy and Tie Wire: ASTM A 641 Class 1, Galvanized-steel wire, 2-strand, twisted 0.106 inches in diameters.
C. Guy Cable: 5-strand, 3/16 inches diameter, galvanized-steel cable, with zinc-coated turn buckles, 3 inches long minimum, with two (2) 3/8 inches galvanized eyebolts.
D. Hose Chafing Guard: Reinforced rubber on plastic hose at least ½ inches in diameter, cut in lengths required to protect tree trunk, from damage.

PART 3 - EXECUTION

3.01 PLANTING SCHEDULE
A. At least thirty (30) days prior to commencement of work for each area or phase, Landscape Contractor shall submit a planting schedule for approval by the Landscape Architect.

3.02 EXAMINATION
A. Landscape Contractor shall examine all areas to receive landscaping for compliance with requirements and for conditions affecting performance of work. Notify owner and Landscape Architect of unsatisfactory conditions. Do not proceed with installation until unsatisfactory conditions have been corrected.

3.03 PREPARATION
A. Lay out individual tree and shrub locations and plant beds. Stake locations, outline areas and secure Landscape Architect's acceptance before the start of planting work. Adjust as required. Any planting completed without prior approval may be subject to alteration in field by Landscape Architect.

3.04 PLANTING SOIL PREPARATION
A. Before mixing, remove all roots, vegetation, turf, stones, clay lumps, and other extraneous materials harmful to plant growth.
B. Mix soil Amendments and fertilizers as determined with topsoil, based on material test reports.

3.05 GENERAL LAWN PLANTING PREPARATIONS
A. General: Limit subgrade preparation to areas that will be planted within five (5) days.
B. Remove existing grasses, vegetation, and turf.
C. Loosen subgrade to a minimum depth of two (2) inches. Remove stones larger than one (1) inch in any dimensions, sticks, roots, rubbish, and other extraneous materials.
D. Dispose of all removed material legally off-site; do not turn over into soil being prepared for lawns, or other areas on site.
E. Spread topsoil mixture to depth required to meet thickness, grades, and elevations shown, after light rolling and natural settlement. Do not spread if planting soil or subgrade is frozen.
1. Respread approximately ½ the depth of topsoil mixture required, work into top of loosened subgrade to create a transition layer. Upon completion, respread remainder of topsoil mixture.
2. Allow for sod thickness when setting grades where sod is to be installed.
F. Preparation of unchanged grades: Where lawns are to be planted in areas unaltered or undisturbed by excavating, grading, or surface soil stripping operations, prepare soil as follows:
1. Remove and dispose legally off-site existing grass, vegetation, and turf. Do not turn over into soil being prepared for lawns, plant beds or native seeding.
2. Till surface soil to a depth of at least 2 inches. Apply required soil amendments and mix thoroughly into top 2 inches of soil. Trim high areas and fill in depressions. Till soil to a homogenous mixture of fine texture.
3. Clean surface soil of roots, vegetation, grass, stones over 1 inch in any dimension, clay lumps and other extraneous materials harmful to plant growth. Dispose of legally off-site.
G. Grade lawn areas to a smooth, even surface with loose, uniformly fine texture. Roll and rake, remove ridges, and fill depressions to meet finish grades. Limit fine grading to areas that can be planted within 5 days. Remove trash, debris, stones larger than 1 inch in any dimension, and other objects that may interfere with planting or maintenance operations.
H. Moisten prepared lawn areas before planting when soil is dry. Water evenly and allow surface to dry before installation. Do not allow water to pond or create muddy soil.
I. Restore prepared areas if eroded or otherwise distributed after fine grading and before installation.

3.06 SOD PREPARATION
A. Sodded areas shall receive an application of commercial fertilization at a rate of 10 pounds per 1,000 sq. ft.
B. Lay sod within 24 hours from time of stripping.
C. Lay sod to from a solid mass with tightly fitted joints. Butt ends and sides of sod strips; do not overlap and do not leave gaps. Adjacent to planting beds, lay first row of sod strip to follow bed line. Trim adjacent sod strips to fit snuggly against initial strip. On slopes, length of sod strips shall follow contour. On slopes greater than 3:1, secure sod with degradable pine spikes to assure that strips remain in place. Work from boards to avoid damage to subgrade or sod. Tamp or roll lightly to ensure contact with subgrade. Work sifted soil or fine sand into minor cracks between pieces of sod: remove excess to avoid smothering beds.
D. Water sod thoroughly with a fine spray immediately after planting.
E. Remove all sod waste and spoils legally off-site.

3.09 GENERAL NATIVE SEED PREPARATIONS
A. Remove existing grass, vegetation and turf, dispose of material legally off-site. Do not turn over into soil being prepared for lawns, plant beds, or native seeding.
B. Till to a depth of not less than 3 inches, apply soil amendments, remove high areas, and fill in depressions; till soil to a homogenous mixture of fine texture. Remove clumps, clods, and stones over 2 inches in diameter, roots and other extraneous matter. Dispose of legally off-site.
C. Do not fertilize Native Seed areas.
D. For areas receiving Emergent, Sedge or Prairie mix, mark area with survey flags. Do not mowEmergent, Sedge or Prairie.

3.12 GROUNDCOVER, & PERENNIAL BED PREPARATION
A. Loosen subgrade of planting bed areas to a minimum depth of 6 inches. Remove stones larger than 1 inch in any dimension and sticks, roots, rubbish, and other extraneous materials.
B. Spread planting soil mixture to depth required to meet thickness, grades, and elevations shown, after light rolling and natural settlement. Place approximately 4 inches of planting soil mixture, and work into top of loosened subgrade to create a transition layer. Place remainder of planting soil mixture, for a minimum of 8 inch depth.

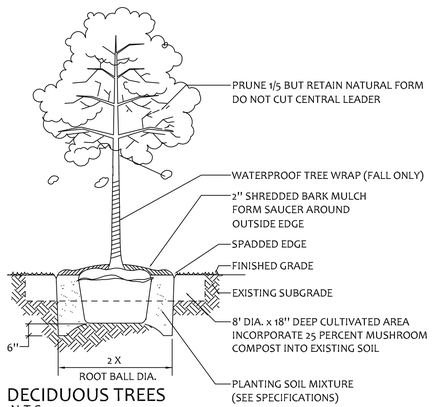
3.13 GROUNDCOVER & PERENNIALS
A. Install holes large enough to allow spreading of roots, and backfill with planting soil. Work soil around roots to eliminate air pockets and leave a slight saucer indentation around plants to hold water. Water thoroughly after planting, taking care not to cover plant crowns with wet soil.

3.14 EXCAVATION FOR TREES & SHRUBS
A. Trees And Shrub Pits: Exchange with vertical sides and bottom of excavation slightly raised at center to assist drainage. Loosen hard subsoil or existing subgrade in bottom of tree pit.
1. Balled And Burlapped Trees And Shrubs: Excavate approximately 2 times as wide as ball diameter and 1 inch less than ball depth. Cultivate soil around tree pits to a depth of 18 inches and diameter of 8 inches and incorporate 25% mushroom compost into existing soil to promote root growth.
2. Container Grown Shrubs: Excavate approximately 2 times as wide as container width equal to container depth.
B. Obstructions: Notify Landscape Architect if unexpected rock or obstructions detrimental to trees or shrubs are encountered in excavation.
C. Drainage: Notify Landscape Architect if subsoil conditions evidence or unexpected water seepage or retention in tree or shrub pits.
D. Fill excavations with water and allow to percolate out before placing, setting layer, and positioning trees and shrubs.

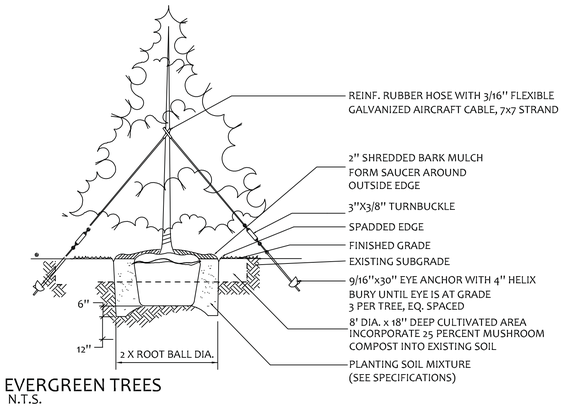
3.15 PLANTING TREES & SHRUBS
A. Set balled and burlapped plant material plumb and in center of pit or trench with top of ball raised 1 inch above adjacent finished grades. Remove burlap and wire baskets from tops of ball, and partially from sides, but do not remove from under balls. Do not use plant material if ball is cracked, or broken before or during planting operation.
B. Set container-grown shrubs plumb and in center of pit with top of ball raised 1 inch above adjacent finished grade. Carefully remove containers so as not to damage root balls. Place shrub on setting layer of compacted planting soil.
C. Place backfill around root ball in layers, tamping to settle backfill and eliminate voids and air pockets. When pit is approximately ½ backfilled, water thoroughly before placing remainder of backfill. Repeat watering until no more is absorbed. Water again after placing and tamping final layer of backfill.
D. Dish and tamp top of backfill to form a 3 inch high mound around rim of pit. Do not cover top of root ball with backfill.
E. Cut a 3 inch deep spaded trench around all individual tree pits, or around plant beds.
F. Mulch tree rings and plant beds. Spread mulch evenly at a depth of 2 inches. Cover root balls and match finish level with adjacent finish grades. Remove any bark pieces in excess of 6 inches, and dispose of legally off-site.
G. Prune, thin and shape trees and shrubs according to standard horticultural practice. Prune trees to retain required height and spread unless otherwise directed by Landscape Architect. Do not cut leaders; remove only injured or dead branches from flowering trees. Prune shrubs to retain natural character. Shrub sizes indicated are size after pruning. Remove and replace excessively pruned or ill-formed stock resulting from improper pruning.

3.16 TREE GUYING AND STAKING
A. The Landscape Contractor shall be wholly responsible for assuring that all trees are planted in vertical and plumb position and remain so throughout the life of the contract and warranty period. Trees may or may not be staked and guyed depending upon the individual preference of the Contractor, except where specified by the Landscape Architect.
B. Upright Staking and Tying: Use a minimum of 2 stakes of length required to penetrate at least 18 inches below bottom of backfilled excavation and to extend at least 54 inches above grade. Set stakes vertical and space to avoid penetrating root balls or masses. Support trees with strands of tie wire encased in hose sections at contact points with tree trunks. Allow enough slack to avoid rigid restraint of tree. Remove stakes and guys when trees are able to stand on their own.
C. Guying and Staking: Guy and Stake trees exceeding 14 feet and more than 3 inch caliper unless otherwise indicated. Securely attach no fewer than 3 guys to stakes 30 inches long, driven to grade.

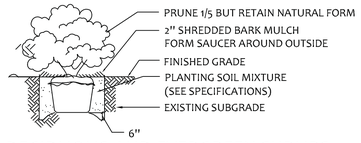
3.17 CLEANUP AND PROTECTION
A. During landscape work, store materials and equipment where directed. Keep pavements clean and work areas and adjoining areas in an orderly condition.
B. Protect landscape work and materials from damage due to landscape operations, operations by other contractors and trades, and trespassers. Maintain protection during installation, maintenance and warranty period. Treat, repair or replace damaged landscape work as directed by Landscape Architect.



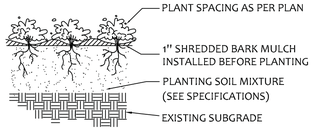
DECIDUOUS TREES
N.T.S.



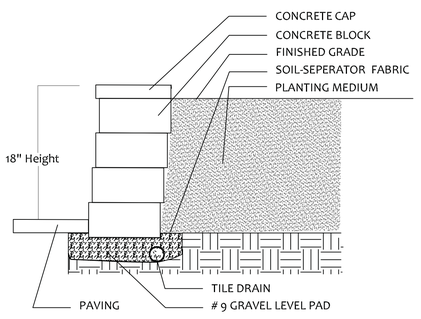
EVERGREEN TREES
N.T.S.



DECIDUOUS AND EVERGREEN SHRUBS
N.T.S.



PERENNIALS AND GROUNDCOVERS
N.T.S.



CONCRETE BLOCK RAISED GARDEN SECTION
N.T.S.

KROGSTAD
LAND DESIGN LIMITED
LANDSCAPE ARCHITECTURE & PLANNING
919 FRAIRBROOK CT. N., CRYSTAL LAKE, IL 60014
P: 815-219-1311
KROGSTAD@KROGSTADLIMITED.COM

LANDSCAPE SPECIFICATIONS

Crescent Place
Arlington Heights, IL

REVISIONS

revised	6/3/2021
DATE	5/18/21
PROJECT	GRW2111
DRAWN	KTK
CHECKED	KTK

SHEET NO.
L3

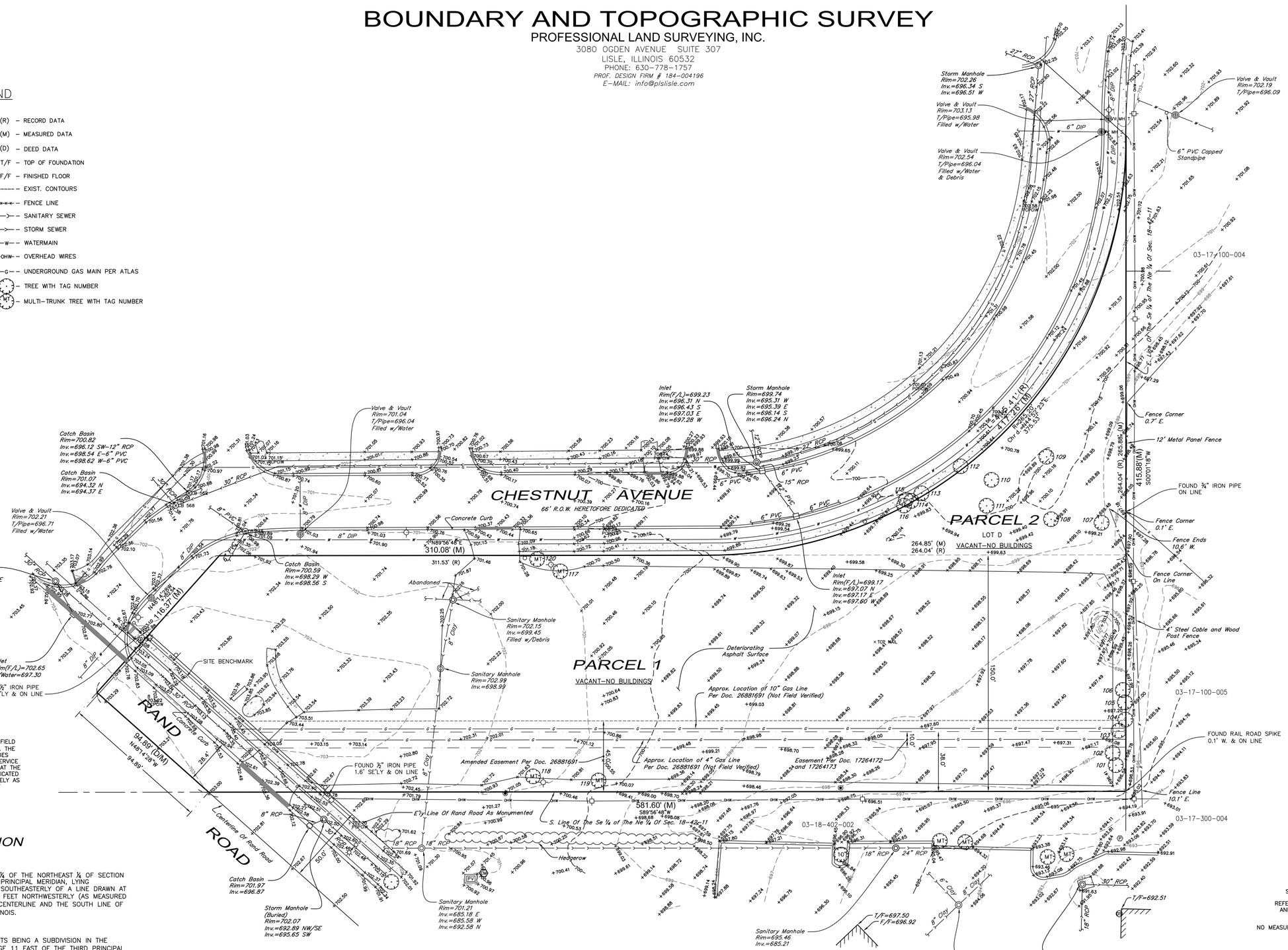
BOUNDARY AND TOPOGRAPHIC SURVEY

PROFESSIONAL LAND SURVEYING, INC.
3080 OGDEN AVENUE SUITE 307
LISLE, ILLINOIS 60532
PHONE: 630-778-1757
PROF. DESIGN FIRM # 184-004196
E-MAIL: info@plslisle.com

SYMBOL LEGEND

- ◎ – MANHOLE
- ○ – CATCHBASIN
- □ – INLET
- – POWER POLE
- – STREET SIGN
- – STREET LIGHT
- – SIGN POST
- ⊗ – VALVE & VAULT
- DS – DOWNSPOUT
- – LIGHT POLE W/ARM
- – ELECTRIC RISER
- PV – PHONE VAULT
- XXX.XX – EXISTING ELEVATION
- – DEPRESSED CURB
- – CONCRETE SURFACE
- – ADA SURFACE

- (R) – RECORD DATA
- (M) – MEASURED DATA
- (D) – DEED DATA
- T/F – TOP OF FOUNDATION
- F/F – FINISHED FLOOR
- ----- EXIST. CONTOURS
- –x–x– FENCE LINE
- —>— SANITARY SEWER
- —>— STORM SEWER
- —W— WATERMAIN
- -OHW- OVERHEAD WIRES
- —G— UNDERGROUND GAS MAIN PER ATLAS
- 000 – TREE WITH TAG NUMBER
- 000 MT – MULTI-TRUNK TREE WITH TAG NUMBER



PERMANENT TAX INDEX NUMBER
PARCEL 1
03-18-204-008
PARCEL 2
03-18-204-024

NOTES

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND DRAWINGS IN SURVEYOR'S POSSESSION. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES STATE THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

LEGAL DESCRIPTION

PARCEL 1:

THAT PART OF THE SOUTH 150 FEET OF THE SOUTHEAST ¼ OF THE NORTHEAST ¼ OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTHEASTERLY OF THE CENTERLINE OF RAND ROAD AND SOUTHEASTERLY OF A LINE DRAWN AT RIGHT ANGLES TO SAID CENTERLINE OF RAND ROAD 94.89 FEET NORTHWESTERLY (AS MEASURED ALONG SAID CENTERLINE) OF THE INTERSECTION OF SAID CENTERLINE AND THE SOUTH LINE OF THE NORTHEAST ¼ OF SECTION 18, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

LOT D IN FIRST ADDITION TO STONEBRIDGE HILL APARTMENTS BEING A SUBDIVISION IN THE NORTHEAST ¼ OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

(STONEBRIDGE HILL APARTMENTS PLAT RECORDED AS DOCUMENT 21837755)

PREPARED FOR: HTG ILLINOIS DEVELOPER, L.L.C.
ADDRESS: 310 W. RAND ROAD ARLINGTON HEIGHTS, IL
BOOK & PG: 245/38 DATE: 02/24/21 JOB NO.: 2019018
DRAWN BY: JRP CHECK BY: GLK
REVISED: 2/25/2021 V2 GLK PER CLIENTS REVIEW

BENCHMARKS

REFERENCE BM – COOK COUNTY NGS PID ME1712 – BOLT SET IN THE TOP OF A CONCRETE MONUMENT LOCATED IN THE SOUTHEAST QUARTER OF THE INTERSECTION OF 31ST STREET AND WOLF ROAD.

ELEVATION = 652.81 (NAVD 88)

SITE BENCHMARK – CROSS CUT IN WALK ALONG NORTHERLY SIDE OF RAND ROAD SOUTHEASTERLY OF THE INTERSECTION OF RAND ROAD AND CHESTNUT AVENUE AS SHOWN HEREON.

ELEVATION = 703.22

SURVEYED AREA: 107,308± SQ. FT.

THIS SURVEY IS NOT VALID WITHOUT THE SURVEYOR'S ORIGINAL SIGNATURE IN BLUE INK

REFER TO YOUR DEED, ABSTRACT, TITLE POLICY AND LOCAL BUILDING AND ZONING ORDINANCE FOR ITEMS NOT SHOWN HEREON.

NO MEASUREMENTS ARE TO BE ASSUMED BY SCALING

STATE OF ILLINOIS)
COUNTY OF DUPAGE)

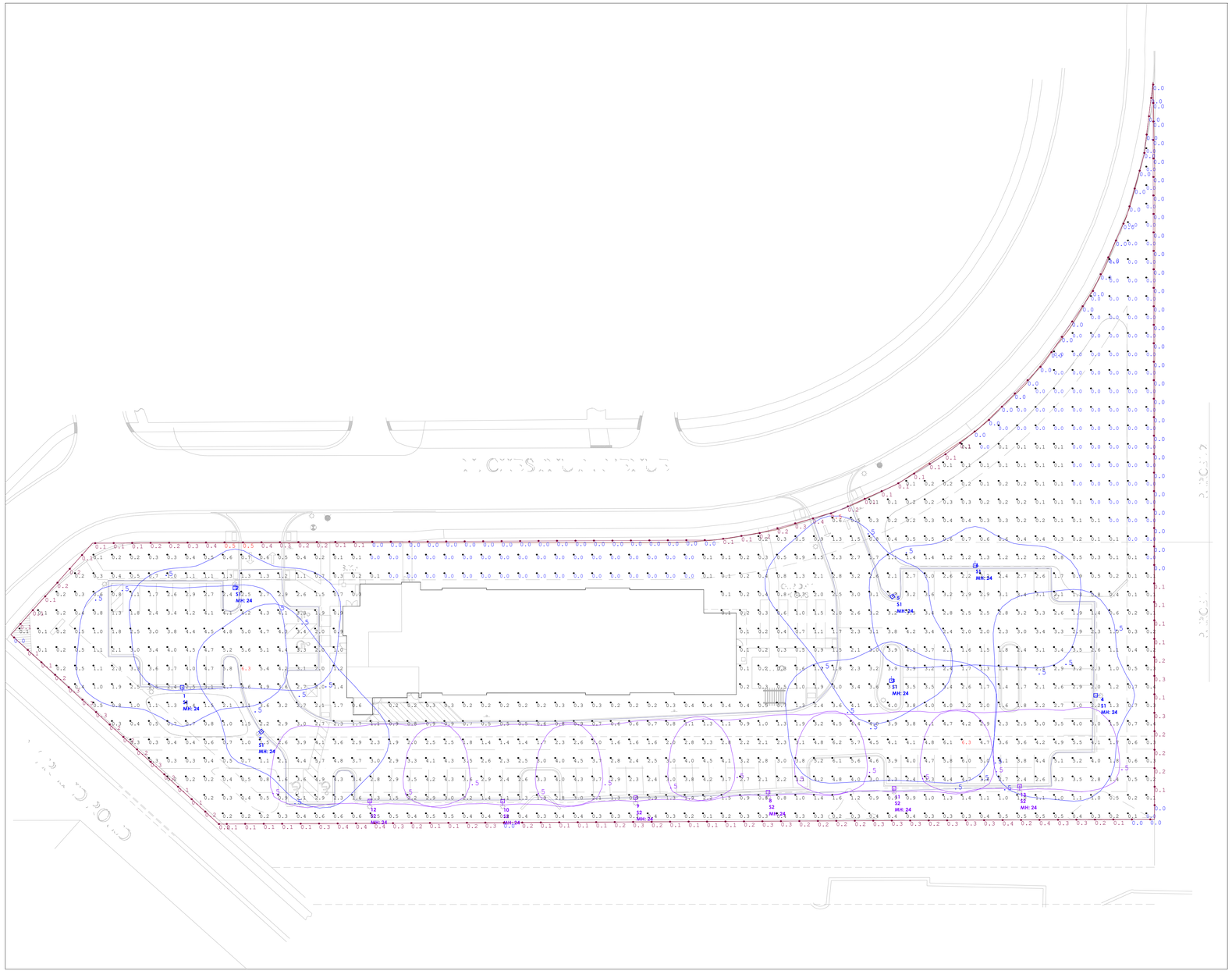
PROFESSIONAL LAND SURVEYING, INC. HEREBY CERTIFIES THAT IT HAS SURVEYED THE TRACT OF LAND ABOVE DESCRIBED, AND THAT THE HEREON DRAWN PLAT IS A CORRECT REPRESENTATION THEREOF.

FIELD WORK COMPLETED AND DATED THIS 15TH DAY OF MARCH, 2021.

IPLS No. 3483
MY LICENSE EXPIRES 11/30/2022

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY AND TOPOGRAPHIC SURVEY.

©2021 PLS INC., ALL RIGHTS RESERVED



Luminaire Location Summary							
LumNo	Tag (Qty)	Label	X	Y	Z	Orient	Tilt
1	S1 (1)	ASL1-160L-115-4K7-4W	-420.188	130.164	24	90	0
2	S1 (1)	ASL1-160L-115-4K7-4W	-391.594	188.707	24	270	0
3	S1 (1)	ASL1-160L-115-4K7-4W	-36.258	138.549	24	270	0
4	S1 (1)	ASL1-160L-115-4K7-4W	76.733	128.278	24	180	0
5	S1 (1)	ASL1-160L-115-4K7-4W	-33.747	183.148	24	215.735	0
6	S1 (1)	ASL1-160L-115-4K7-4W	9.031	200.885	24	270	0
7	S1 (1)	ASL1-160L-115-4K7-4W	-379.188	106.997	24	40	0
8	S2 (1)	ASL1-160L-115-4K7-4W-BC	-102.943	73.434	24	92	0
9	S2 (1)	ASL1-160L-115-4K7-4W-BC	-174.658	70.505	24	92	0
10	S2 (1)	ASL1-160L-115-4K7-4W-BC	-246.695	68.495	24	90	0
11	S2 (1)	ASL1-160L-115-4K7-4W-BC	-34.823	75.564	24	90	0
12	S2 (1)	ASL1-160L-115-4K7-4W-BC	-318.597	68.617	24	90	0
13	S2 (1)	ASL1-160L-115-4K7-4W-BC	33.127	76.677	24	90	0

Luminaire Schedule- Part numbers are provided by the manufacturer and are only intended to be used as a reference to output and optics used.

Symbol	Qty	Tag	Label	Arrangement	Lum. Watts	Arr. Watts	Lum. Lumens	Arr. Lum. Lumens	LLF	Manufacturer	Description
	7	S1	ASL1-160L-115-4K7-4W	SINGLE	109.7	109.7	15232	15232	0.900	HUBBELL OUTDOOR	ASL1-160L-115-4K7-4W-UNV-ASQU-DBT
	6	S2	ASL1-160L-115-4K7-4W-BC	SINGLE	109.7	109.7	9459	9459	0.900	HUBBELL OUTDOOR	ASL1-160L-115-4K7-4W-BC(OR HSS)-UNV-ASQU-DBT

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Description
PROPERTY LINE	Illuminance	Fc	0.12	0.5	0.0	N.A.	N.A.	READINGS @ GRADE
PROPERTY_Planar	Illuminance	Fc	1.56	6.3	0.0	N.A.	N.A.	READINGS @ GRADE
PARKING LOT	Illuminance	Fc	3.05	6.3	0.5	6.10	12.60	READINGS @ GRADE

Parking Lot Design Guide	Basic (for typical conditions)	Basic Enhanced Security (in consideration of personal security or vandalism)	Security (security lighting for public spaces)	High Security (security lighting for public spaces)
	lux/fc	lux/fc	lux/fc	lux/fc
Minimum Horizontal Illuminance (Measured on parking surface without any shadowing from any object)	2.0/0.2	5.0/0.5	10.0/1.0	30.0-60.0/3.0-6.0
Uniformity Ratio Maximum - to - Minimum	20:1	15:1	15:1	*4:1 *Avg-Min
Minimum Vertical Illuminance (for facial recognition measured at 5' above the parking surface at the point of lowest horizontal illuminance)	1.0/0.1	2.5/0.25	5.0-8.0/0.5-0.8	12-60/1.2-6.0

Recommendations based on RP-33-99, RP-20-98, 9th Edition IESNA Lighting Handbook

PG-Enlighten is neither licensed nor insured to determine code compliance. Code compliance review by others.

lighting application drawings are being provided to me incident of this disclaimer. all
designs created by PG-Enlighten are based on the information provided by the customer/
electrical contractor. it is the responsibility of the customer/electrical contractor to review
all designs for accuracy prior to construction of any. PG-Enlighten is not responsible for
any inaccuracies in the construction of the project based on the designs provided. all
luminaires must be installed as per the manufacturer's specifications. PG-Enlighten is not
responsible for any changes made to the design after initial approval. all luminaires must be
installed level and plumb unless otherwise noted. PG-Enlighten is not responsible for any
luminaires that are improperly installed. all poles must be installed with the proper base
covers. it is the responsibility of the electrical contractor to ensure that all poles are
properly grounded. PG-Enlighten is not responsible for any shadowing that may occur due
to the placement of poles or landscaping. the contractor is responsible for ensuring that all
luminaires are aimed correctly per the design provided. PG-Enlighten is not responsible for
any changes made to the aiming of luminaires after initial approval. all exterior luminaires
must be controlled by photocell unless otherwise noted. PG-Enlighten is not responsible for
any luminaires that do not operate correctly due to improper photocell operation. all
luminaires must be properly grounded. PG-Enlighten is not responsible for any luminaires
that are improperly grounded. all wiring must be installed in accordance with local and
national electrical codes. PG-Enlighten is not responsible for any wiring that does not meet
these codes. all luminaires must be properly maintained. PG-Enlighten is not responsible for
any luminaires that are not properly maintained. all luminaires must be disposed of properly.
PG-Enlighten is not responsible for any luminaires that are not disposed of properly. all
luminaires must be recycled if possible. PG-Enlighten is not responsible for any luminaires
that are not recycled if possible. all luminaires must be installed by a qualified electrician.
PG-Enlighten is not responsible for any luminaires that are installed by an unqualified
electrician. all luminaires must be installed in accordance with the manufacturer's
instructions. PG-Enlighten is not responsible for any luminaires that are not installed in
accordance with the manufacturer's instructions. all luminaires must be installed in a safe
manner. PG-Enlighten is not responsible for any luminaires that are not installed in a safe
manner. all luminaires must be installed in a manner that does not create a hazard.
PG-Enlighten is not responsible for any luminaires that create a hazard. all luminaires must
be installed in a manner that does not create a nuisance. PG-Enlighten is not responsible for
any luminaires that create a nuisance. all luminaires must be installed in a manner that does
not create a violation of any local, state, or federal laws. PG-Enlighten is not responsible for
any luminaires that create a violation of any local, state, or federal laws. all luminaires must
be installed in a manner that does not create a violation of any local, state, or federal
regulations. PG-Enlighten is not responsible for any luminaires that create a violation of any
local, state, or federal regulations. all luminaires must be installed in a manner that does not
create a violation of any local, state, or federal ordinances. PG-Enlighten is not responsible
for any luminaires that create a violation of any local, state, or federal ordinances. all
luminaires must be installed in a manner that does not create a violation of any local, state,
or federal codes. PG-Enlighten is not responsible for any luminaires that create a violation of
any local, state, or federal codes. all luminaires must be installed in a manner that does not
create a violation of any local, state, or federal standards. PG-Enlighten is not responsible
for any luminaires that create a violation of any local, state, or federal standards. all
luminaires must be installed in a manner that does not create a violation of any local, state,
or federal requirements. PG-Enlighten is not responsible for any luminaires that create a
violation of any local, state, or federal requirements. all luminaires must be installed in a
manner that does not create a violation of any local, state, or federal guidelines.
PG-Enlighten is not responsible for any luminaires that create a violation of any local, state,
or federal guidelines. all luminaires must be installed in a manner that does not create a
violation of any local, state, or federal recommendations. PG-Enlighten is not responsible
for any luminaires that create a violation of any local, state, or federal recommendations.
all luminaires must be installed in a manner that does not create a violation of any local,
state, or federal best practices. PG-Enlighten is not responsible for any luminaires that
create a violation of any local, state, or federal best practices. all luminaires must be
installed in a manner that does not create a violation of any local, state, or federal industry
standards. PG-Enlighten is not responsible for any luminaires that create a violation of any
local, state, or federal industry standards. all luminaires must be installed in a manner that
does not create a violation of any local, state, or federal professional standards.
PG-Enlighten is not responsible for any luminaires that create a violation of any local, state,
or federal professional standards. all luminaires must be installed in a manner that does not
create a violation of any local, state, or federal ethical standards. PG-Enlighten is not
responsible for any luminaires that create a violation of any local, state, or federal ethical
standards. all luminaires must be installed in a manner that does not create a violation of
any local, state, or federal moral standards. PG-Enlighten is not responsible for any
luminaires that create a violation of any local, state, or federal moral standards. all
luminaires must be installed in a manner that does not create a violation of any local, state,
or federal social standards. PG-Enlighten is not responsible for any luminaires that create a
violation of any local, state, or federal social standards. all luminaires must be installed in a
manner that does not create a violation of any local, state, or federal cultural standards.
PG-Enlighten is not responsible for any luminaires that create a violation of any local, state,
or federal cultural standards. all luminaires must be installed in a manner that does not
create a violation of any local, state, or federal religious standards. PG-Enlighten is not
responsible for any luminaires that create a violation of any local, state, or federal religious
standards. all luminaires must be installed in a manner that does not create a violation of
any local, state, or federal political standards. PG-Enlighten is not responsible for any
luminaires that create a violation of any local, state, or federal political standards. all
luminaires must be installed in a manner that does not create a violation of any local, state,
or federal economic standards. PG-Enlighten is not responsible for any luminaires that
create a violation of any local, state, or federal economic standards. all luminaires must be
installed in a manner that does not create a violation of any local, state, or federal
environmental standards. PG-Enlighten is not responsible for any luminaires that create a
violation of any local, state, or federal environmental standards. all luminaires must be
installed in a manner that does not create a violation of any local, state, or federal safety
standards. PG-Enlighten is not responsible for any luminaires that create a violation of any
local, state, or federal safety standards. all luminaires must be installed in a manner that
does not create a violation of any local, state, or federal health standards. PG-Enlighten is
not responsible for any luminaires that create a violation of any local, state, or federal
health standards. all luminaires must be installed in a manner that does not create a
violation of any local, state, or federal welfare standards. PG-Enlighten is not responsible
for any luminaires that create a violation of any local, state, or federal welfare standards.

enlighten

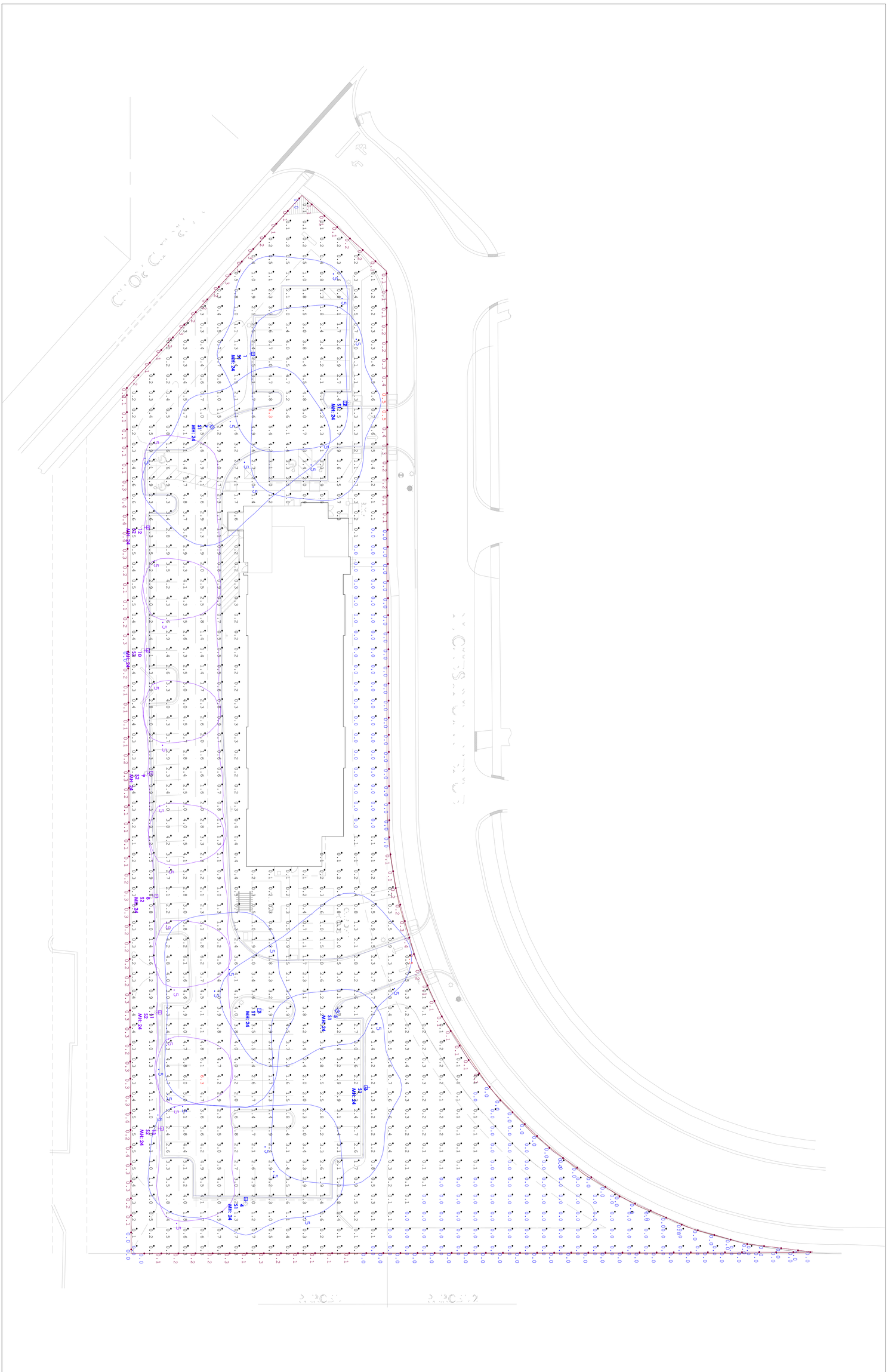
#	Date	Comments
Revisions		

Drawn By: Joeli Collins
Drawn By: joeli.collins@pg-enlighten.com

Date: 5/18/2021
Scale: Not to scale

Project Name:
CRESCENT PLACE

Location:
310 W RAND RD, ARLINGTON HEIGHTS, IL



PG-Enlighten is neither licensed nor insured to determine code compliance. Code compliance review by others.

Project Name:

CRESCENT PLACE

Location:

310 W RAND RD, ARLINGTON HEIGHTS, IL

Drawn By: Joeli Collins

Drawn By: joeli.collins@pg-enlighten.com

Date:5/18/2021

Scale: 1" = 25'

Revisions	#	Date	Comments

Lighting Application drawings are being provided to the recipient of this disclaimer. We make no representation as to its completeness, currency or accuracy because of reasons inherent to CAD and the additional digital data used to produce a lighting application. All digital CAD data appear to be extremely accurate, however, this apparent accuracy is an artifact of the techniques used to generate it, and is in no way intended to imply actual accuracy. The user of this data takes full responsibility for the accuracy and correctness of all measurements, area, inventories or other data extracted from this, either manually or with the use of a computer. This light level analysis is a mathematical model and can be only as accurate as is permitted by the third party software and the IES standards used. In addition,calculated values may vary from actual measurements in certain situations due to variances, such as but not limited to, lamp output, input voltage, ballast variances, manufacturing tolerances and application variances. The presence of objects will decrease light levels and may cause some shadowing.

PG enlighten

HUBBELL Outdoor Lighting

DATE: 5/18/21 | LOCATION: Arlington Heights

TYPE: | PROJECT: Crescent Place

CATALOG #:

AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

FEATURES

- Compact sleek design with multiple LED configurations and simple installation
- The Airo includes a universal mounting block for easy pole installation or mast arm option for 2-3/8 ft OD roadway brackets
- Capable of replacing up to 1000w HID luminaires
- Micro Strike optical distributions of Type 2, 3, 4W or 5QW
- Tool-less entry option for easy installation and maintenance
- 1.5G rated for high vibration applications including bridges and overpasses

C SA US

BUY AMERICAN SOLUTIONS

See Certification Specifications

RELATED PRODUCTS

RAR1 Ratio | RAR2 Ratio | Cimarron LED

CONTROL TECHNOLOGY

SiteSync LIGHTING CONTROL | NX DISTRIBUTED INTELLIGENCE

SPECIFICATIONS

CONSTRUCTION

- Die-cast housing with hidden vertical heat fins that are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with powder coat paint finish
- Separate optical and electrical compartment for improved thermal management and optimum component operation
- TGIC thermoset polyester powder paint finish applied at nominal 2.5 mil thickness

OPTICS

- Entire optical aperture illuminates to create a larger luminous surface area resulting in a low glare appearance without sacrificing optical performance
- Premium engineered individual acrylic lenses deliver IES Type 2, 3, 4W and 5QW distributions
- Lens distributions are field rotatable (in 90˚ increments) or exchangeable for job site fine-tuning
- 3000K, 4000K, or 5000K (70 CRI) CCT
- 80, 160, or 320 midpower LEDs
- 3000K, 4000K or 5000K (70 CRI) CCT
- Zero uplight at 0 degrees of tilt
- Field rotatable optics

INSTALLATION

- Tool-less entry to wiring/driver compartment optional
- Universal mounting block works with #2 drill pattern
- Fixture ships with slotted mounting block to accommodate wide range of drill patterns for easy retrofit opportunities

INSTALLATION (CONTINUED)

- Mast arm fitter accessory or option available for 2-3/8" OD brackets with vertical tilt of +3°, 0° or -3°

ELECTRICAL

- Universal 120-277 VAC or 347-480 VAC input voltage, 50/60 Hz
- Ambient operating temperature -40˚ C to 40˚ C
- Drivers have greater than 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
- Field replaceable surge protection device provides 20KA and 10KV protection meeting ANSI/IEEE C62.41.2 Category C High and Surge Location Category C3; Automatically takes fixture off-line for protection when device is consumed

CONTROLS

- Photo control, occupancy sensor and wireless available for complete on/off and dimming control
- 7-pin ANSI C136.41-2013 photocontrol receptacle option available for twist lock photocontrols or wireless control modules (control accessories sold separately)
- Dimming Drivers are standard and dimming leads are extended out of the luminaire unless control options require connection to the dimming leads. Must specify if wiring leads are to be greater than the 6
- SiteSync™ wireless control system is available via 7-pin See ordering information and details at: www.hubbelllighting.com/sitesync
- NX Distributed Intelligence™ available with in fixture wireless control module, features dimming and occupancy sensor

CONTROLS (CONTINUED)

- wiSCAPE® available with in fixture wireless control module, features dimming and occupancy sensor via 7-pin
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application

CERTIFICATIONS

- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations and 40˚C ambient temperatures
- 1.5G rated for ANSI C136.31 high vibration applications
- IP65 optical assembly
- Meets IDA recommendations using 3K CCT configuration at 0 degrees of tilt
- 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 warranty
- See HLI Standard Warranty for additional information

KEY DATA	
Lumen Range	6,000–36,000
Wattage Range	25–225
Efficacy Range (LPW)	118–148
Weight lbs. (kg)	14.5–17.5 (6.6–8.0)

© 2021 Hubbell Outdoor Lighting, a division of Hubbell Lighting, Inc. Specifications subject to change without notice.
701 Millennium Blvd • Greenville, SC 29607 / Tel 864.678.1000 / Website www.hubbelloutdoor.com

HUBBELL Lighting

HUBBELL Outdoor Lighting

DATE: 5/18/21 | LOCATION: Arlington Heights

TYPE: | PROJECT: Crescent Place

CATALOG #:

AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

ORDERING GUIDE

Example: ASL1–80L-25–3K7–2–UNV–ASQU–SWP–F–BLT

CATALOG # ASL1-160L-115-4K7-4W-UNV-ASQU-DBT & ASL1-160L-115-4K7-4W-UNV-ASQU-BC-DBT (with Backlight control where applicable)

ORDERING INFORMATION

ASL1	–	160L-115	–	4K7	–	4W	–		–	UNV	–	ASQU	–
Series		**# LEDs**		**CCT/CRI**		**Distribution**		**Rotation/Orientation**		**Voltage**		**Mounting**	
ASL1 ASL Microstrike Series		**80L-25** 3,000 lm		**3K7** 3000K, 70 CRI		**2** Type II		**L** Optic rotation left		**UNV** Universal 120-277V		**ASQU** Arm Square w/ Universal Mount	
		80L-39 4,500 lm		**4K7** 4000K, 70 CRI		**3** Type III		**R** Optic rotation right		**120** 120V		**A3** AS with 3.5-4.13" OD RPA3 & UM	
		80L-50 6,000 lm		**5K7** 5000K, 70 CRI		**4W** Type 4W				**208** 208V		**A4** AS with 4.18-5.25" OD RPA4 & U	
		160L-70 9,000 lm				**5QW** Type 5QW				**240** 240V		**A5** AS with 5.5-6.5" OD RPA5 & UM	
		160L-100 12,000 lm								**277** 277V		**MAF** Mast Arm Fitter for 2-3/8" OD	
		160L-115 15,000 lm								**347** 347V			
		160L-135 18,000 lm								**480** 480V			
ASL2 ASL Microstrike Series		**320L-145** 21,000 lm											
		320L-170 24,000 lm											
		320L-185 27,000 lm											
		320L-210 30,000 lm											
		320L-235 33,000 lm											
		320L-255 35,000 lm											

	–		–	DBT
Control Options Network		**Options**		**Color**
SWP[1,2] SiteSync pre-commissioned		**F**[3] Fusing		**BLT** Black Matte Textured
SWPM[1,2] SiteSync wireless pre-commissioned w/ motion detection		**BC** Backlight Control		**BLS** Black Gloss Smooth
NXSPW14F[1] NX Wireless, PIR Occupancy Sensor, Dimming Daylight Harvesting, 14' (use white for WH, black for DB, GT, TT, gray for LG, PS)		**TB**[4] Terminal Block		**DBT** Dark Bronze Matte Textured
NXSPW30F[1] NX Wireless, PIR Occupancy Sensor, Dimming Daylight Harvesting, 30' (use white for WH, black for DB, GT, TT, gray for LG, PS)		**TE** Tooless Entry		**DBS** Dark Bronze Gloss Smooth
NXSP14F[1] NX, PIR Occupancy Sensor, Dimming Daylight Harvesting, 14' (use white for WH, black for DB, GT, TT, gray for LG, PS)		**SSF** Stainless Steel Fasteners		**GTT** Graphite Matte Textured
NXSP30F[1] NX, PIR Occupancy Sensor, Dimming Daylight Harvesting, 30' (use white for WH, black for DB, GT, TT, gray for LG, PS)				**LGS** Light Grey Gloss Smooth
NXWE[1] NX Wireless Enabled (module + radio)				**LGT** Light Grey Matte Textured
Stand Alone Sensors				**PSS** Platinum Silver Smooth
SCP-8F Remote control programmable line voltage sensor				**WHT** White Matte Textured
SCP-40F Remote control programmable line voltage sensor				**WHS** White Gloss Smooth
Control Options Other				**VGT** Verde Green Textured
7PR 7 Pin Receptacle				**Color Option**
7PR-SC 7 Pin Receptacle with shorting cap				**CC** Custom Color
7PR-MD8F 7 pin receptacle with low voltage sensor at 8' mounting for external control accessory				
7PR-MD40F 7 pin receptacle with low voltage sensor at 40' mounting for external control accessory				
7PR-TL 7 Pin Receptacle with Photocontrol				

Notes:

1 Not compatible with 80L configurations

2 Not compatible with 480V configurations

3 Must specify voltage

4 Not available with a combination or 347/480 and fusing

© 2021 Hubbell Outdoor Lighting, a division of Hubbell Lighting, Inc. Specifications subject to change without notice.
701 Millennium Blvd • Greenville, SC 29607 / Tel 864.678.1000 / Website www.hubbelloutdoor.com

HUBBELL Lighting

HUBBELL Outdoor Lighting

DATE: 5/18/21 | LOCATION: Arlington Heights

TYPE: | PROJECT: Crescent Place

CATALOG #:

AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

PERFORMANCE DATA

Description	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 80 CRI)				
				Lumens	LPW[1]	B	U	G	Lumens	LPW[1]	B	U	G	Lumens	LPW[1]	B	U	G
ASL1	25	25.4	2	3430	135	2	0	2	3413	134	2	0	2	3225	127	2	0	2
			3	3465	136	2	0	2	3448	136	2	0	2	3259	128	2	0	2
			4W	3401	134	2	0	3	3384	133	2	0	3	3198	126	2	0	3
			5QW	3483	137	4	0	2	3466	136	4	0	2	3274	129	4	0	2
	40	38.0	2	5237	138	3	0	3	5211	137	3	0	3	4924	130	3	0	3
			3	5292	139	2	0	2	5265	139	2	0	2	4976	131	2	0	2
			4W	5193	137	2	0	3	5168	136	2	0	3	4883	129	2	0	3
			5QW	5318	140	4	0	2	5292	139	4	0	2	4999	132	4	0	2
	50	49.7	2	6294	127	2	0	2	6263	126	2	0	2	5918	119	2	0	2
			3	6360	128	2	0	2	6328	127	2	0	2	5980	120	2	0	2
			4W	6242	126	2	0	3	6211	125	2	0	3	5869	118	2	0	3
			5QW	6392	129	4	0	2	6360	128	4	0	2	6008	121	4	0	2
	70	68.4	2	9461	138	3	0	3	9414	138	3	0	3	8897	130	3	0	3
			3	9560	140	2	0	2	9513	139	2	0	2	8989	131	2	0	2
			4W	9383	137	2	0	3	9336	136	2	0	3	8822	129	2	0	3
			5QW	9608	140	4	0	2	9560	140	4	0	2	9032	132	4	0	2
	100	88.0	2	11945	136	2	0	2	11886	135	2	0	2	11232	128	2	0	2
			3	12070	137	2	0	2	12010	136	2	0	2	11349	129	2	0	2
			4W	11846	135	2	0	3	11787	134	2	0	3	11139	127	2	0	3
			5QW	12131	138	4	0	2	12070	137	4	0	2	11403	130	4	0	2
	115	109.7	2	15683	143	2	0	2	15605	142	2	0	2	14977	137	2	0	2
			3	15486	141	2	0	2	15411	140	2	0	2	14819	135	2	0	2
			4W	15305	140	2	0	3	15232	139	2	0	3	14646	134	2	0	3
			5QW	15732	143	4	0	2	15653	143	4	0	2	15024	137	4	0	2
	135	133.3	2	18089	136	3	0	3	17999	135	3	0	3	17275	130	3	0	3
			3	17861	134	2	0	2	17776	133	2	0	2	17092	128	2	0	2
			4W	17653	132	2	0	3	17569	132	2	0	3	16893	127	2	0	3
			5QW	18155	136	4	0	2	18064	136	4	0	2	17338	130	4	0	2

ASL2 Performance Data on next page

1 VAC input Lumen values are from photometric test performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations. Actual performance may differ as a result of end-user environment and application.

© 2021 Hubbell Outdoor Lighting, a division of Hubbell Lighting, Inc. Specifications subject to change without notice.
701 Millennium Blvd • Greenville, SC 29607 / Tel 864.678.1000 / Website www.hubbelloutdoor.com

HUBBELL Lighting

HUBBELL Outdoor Lighting

DATE: 5/18/21 | LOCATION: Arlington Heights

TYPE: | PROJECT: Crescent Place

CATALOG #:

AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

PROJECTED LUMEN MAINTENANCE

Ambient Temperature	OPERATING HOURS					
	0	25,000	TM-21-11[1] L96 60,000	50,000	100,000	L70 (Hours)
25°C / 77°F	1.00	0.97	0.96	0.95	0.91	408,000
40°C / 104°F	0.99	0.96	0.95	0.94	0.89	356,000

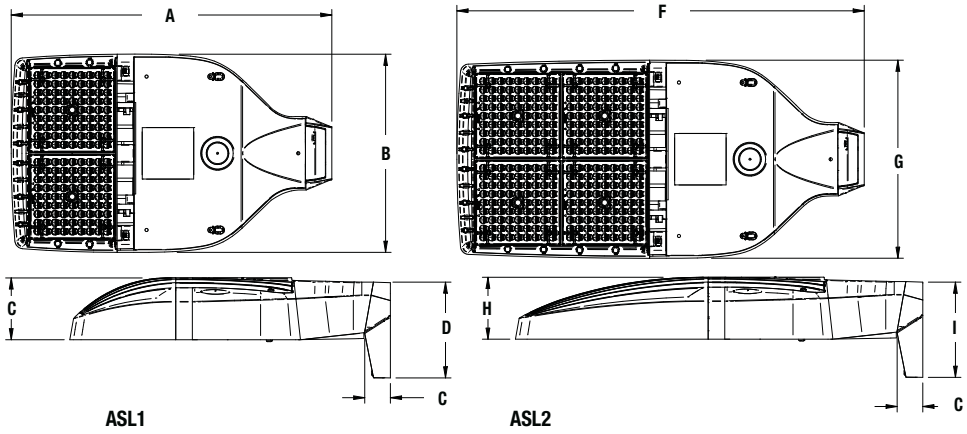
1. Projected per IESNA TM-21-11 (* Cree XP-L, 2100mA, 105°C Ts, 6,000hrs)

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

Ambient Temperature		Lumen Multiplier
0° C	32° F	1.06
10° C	50° F	1.03
20° C	68° F	1.01
25° C	77° F	1.00
30° C	86° F	0.99
40° C	104° F	0.97
50° C	122° F	0.94

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

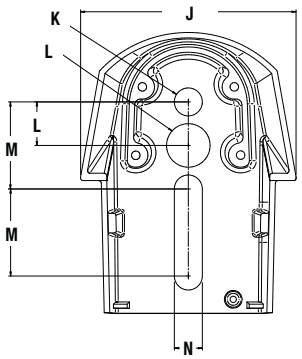
DIMENSIONS



ASL1 ASL2

A	B	C	D	E	F	G	H	I	ASL1 EPA@0°	ASL2 EPA@0°	ASL1 w/ HSS	ASL2 w/ HSS
18.9"	11.7"	3.7"	5.65"	1.5"	24.0"	11.7"	3.7"	5.62"	.46 ft.^{2}	.56 ft.^{2}	.73 ft.^{2}	1.01 ft.^{2}
480mm	297mm	94mm	144mm	38mm	610mm	297mm	94mm	143mm	.14 m^2	.17 m^2	.22 m^2	.31 m^2

Weight	
ASL1	14.47 lbs (6.56 kgs)
ASL2	17.47 lbs (7.92 kgs)

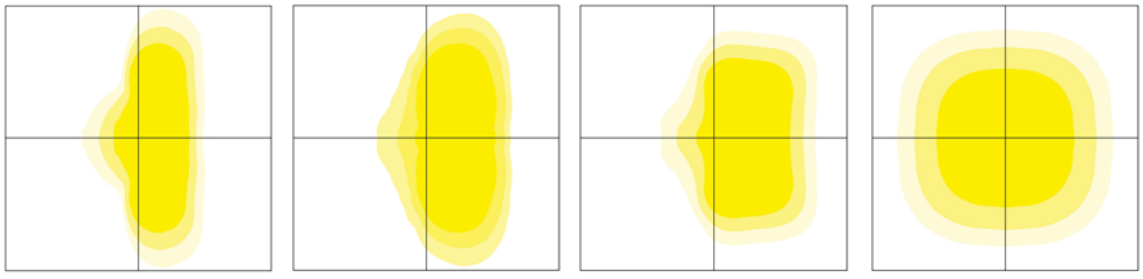


J	K	L	M	N
4.33"	.562"	.875"	1.75"	.562"
480mm	297mm	94mm	610mm	297mm

PHOTOMETRY

The following diagrams represent the general distribution options offered for this product. For detailed information on specific product configurations, see website photometric test reports.

Type II | Type III | Type IV | Type V



© 2021 Hubbell Outdoor Lighting, a division of Hubbell Lighting, Inc. Specifications subject to change without notice.
701 Millennium Blvd • Greenville, SC 29607 / Tel 864.678.1000 / Website www.hubbelloutdoor.com

HUBBELL Lighting

Traffic Impact Study
Proposed Affordable Apartment Development

Arlington Heights, Illinois

Prepared For:

HTG Illinois Developer, LLC

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

April 15, 2021

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed affordable apartment development in Arlington Heights, Illinois. The site, which is currently vacant, is located in the southeast quadrant of the intersection of Rand Road with Chestnut Avenue. As proposed, the site will be developed to provide a four-story building containing approximately 40 apartment units and an approximate 80-space surface parking lot. Access to the parking lot will be provided off Chestnut Avenue.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the adequacy of the parking supply

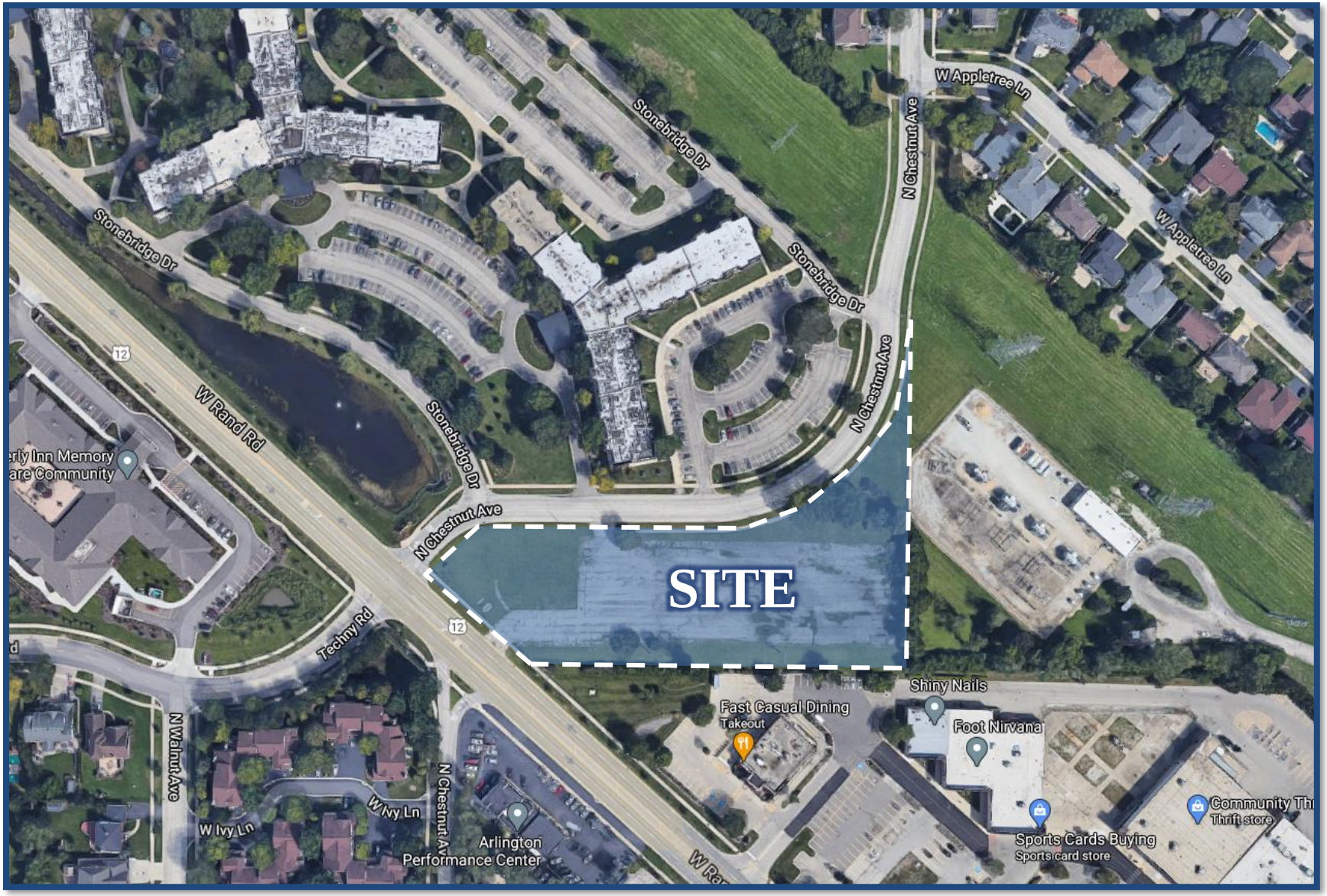
Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Background Conditions – Analyzes the capacity of the future roadway system using the traffic volumes that include the existing traffic volumes and the ambient area growth not attributable to any particular development.

3. Projected Conditions – Analyzes the capacity of the future roadway system using the traffic volumes that include the background traffic volumes and the traffic estimated to be generated by the proposed development.

Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

The site, which is currently vacant, is bounded by Chestnut Avenue to the north, a residential area to the east, Rand Road to the west, and Fast Casual Dining restaurant to the south.

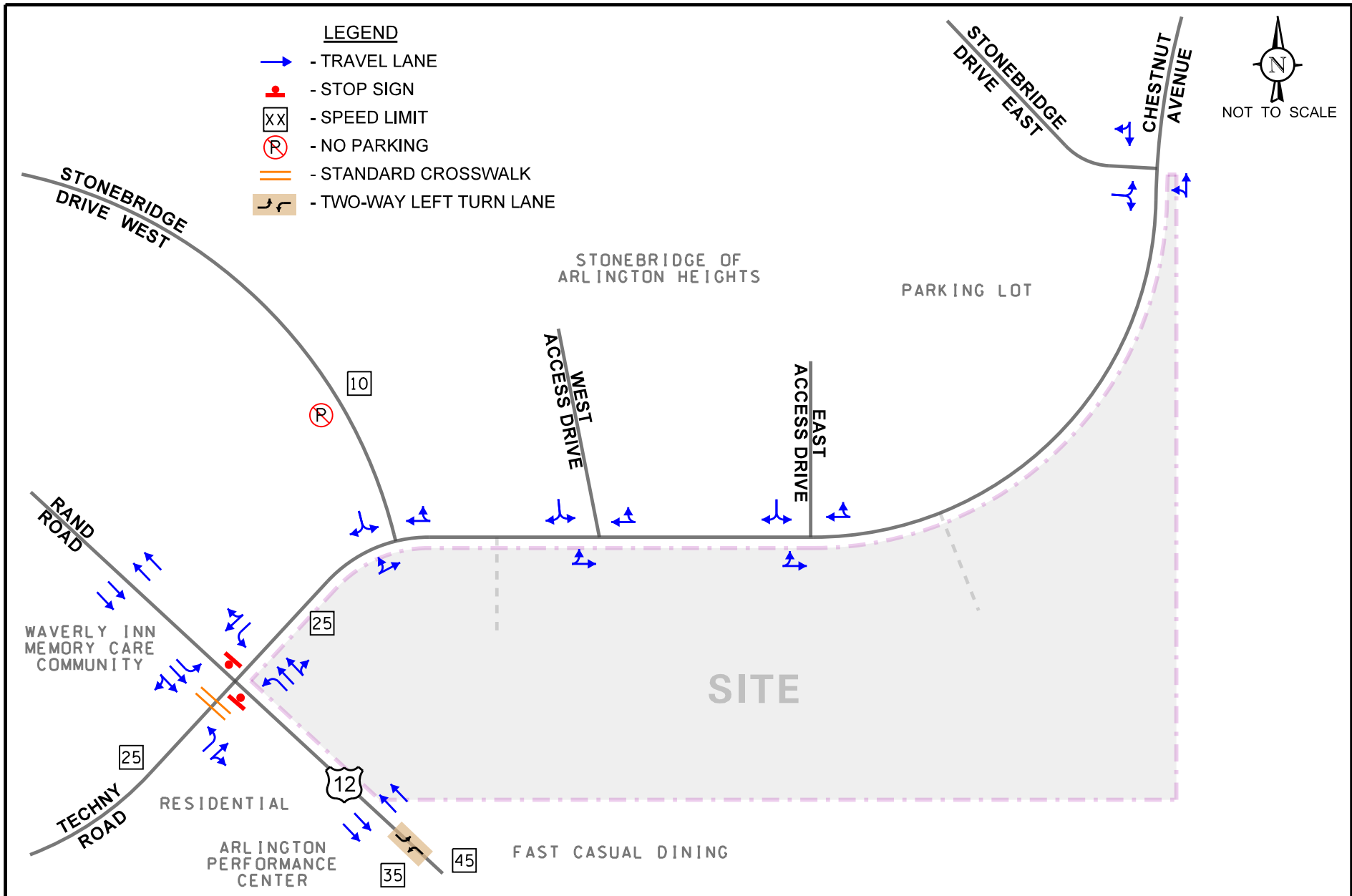
Existing Roadway System Characteristics

The characteristics of the existing roadways near the proposed development are described below and illustrated in **Figure 3**.

Rand Road is a northwest-southeast, other principal arterial that generally provides two lanes in each direction in the vicinity of the site. At its unsignalized intersection with Techny Road and Chestnut Avenue, Rand Road provides an exclusive left-turn lane, a through lane, and a combined through/right-turn lane on both approaches. Rand Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), is classified as a Strategic Regional Arterial (SRA), and carries an Annual Average Daily Traffic (AADT) volume of 29,900 vehicles (IDOT 2019). Rand Road has a posted speed limit of 45 miles per hour.

Chestnut Avenue is an east-west, local road that provides one lane in each direction in the vicinity of the site. At its unsignalized intersection with Rand Road, Chestnut Avenue provides an exclusive left-turn lane and a combined through/right-turn lane on the westbound approach. The west leg of this intersection is Techny Road, which provides an exclusive left-turn lane and a combined through/right-turn lane at its intersection with Chestnut Avenue. A standard style crosswalk is provided on the west leg of this intersection. At its unsignalized intersection with Stonebridge Drive (both legs) and the access drives in between, Chestnut Avenue provides a combined through/left-turn lane on the eastbound approach. The westbound approach provides a combined through/right-turn lane. Chestnut Avenue is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit of 25 miles per hour.

Stonebridge Drive is a local road serving Stonebridge of Arlington Heights apartment building. At its unsignalized intersection with Chestnut Avenue, both legs of Stonebridge Drive provide a combined left-turn/right-turn lane on the southbound approach. Stonebridge Drive is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit of 10 miles per hour.



Affordable Apartment Development
Arlington Heights, Illinois

Existing Roadway Characteristics

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 21-088

Figure: 3

Existing Traffic Volumes

In order to determine current vehicle, pedestrian, and bicycle conditions within the study area, KLOA, Inc. conducted peak period traffic and pedestrian counts at the following intersections:

- Chestnut Avenue with Rand Road and Techny Road
- Chestnut Avenue with Stonebridge Drive (both legs)
- Chestnut Avenue with access drives between both legs of Stonebridge Road

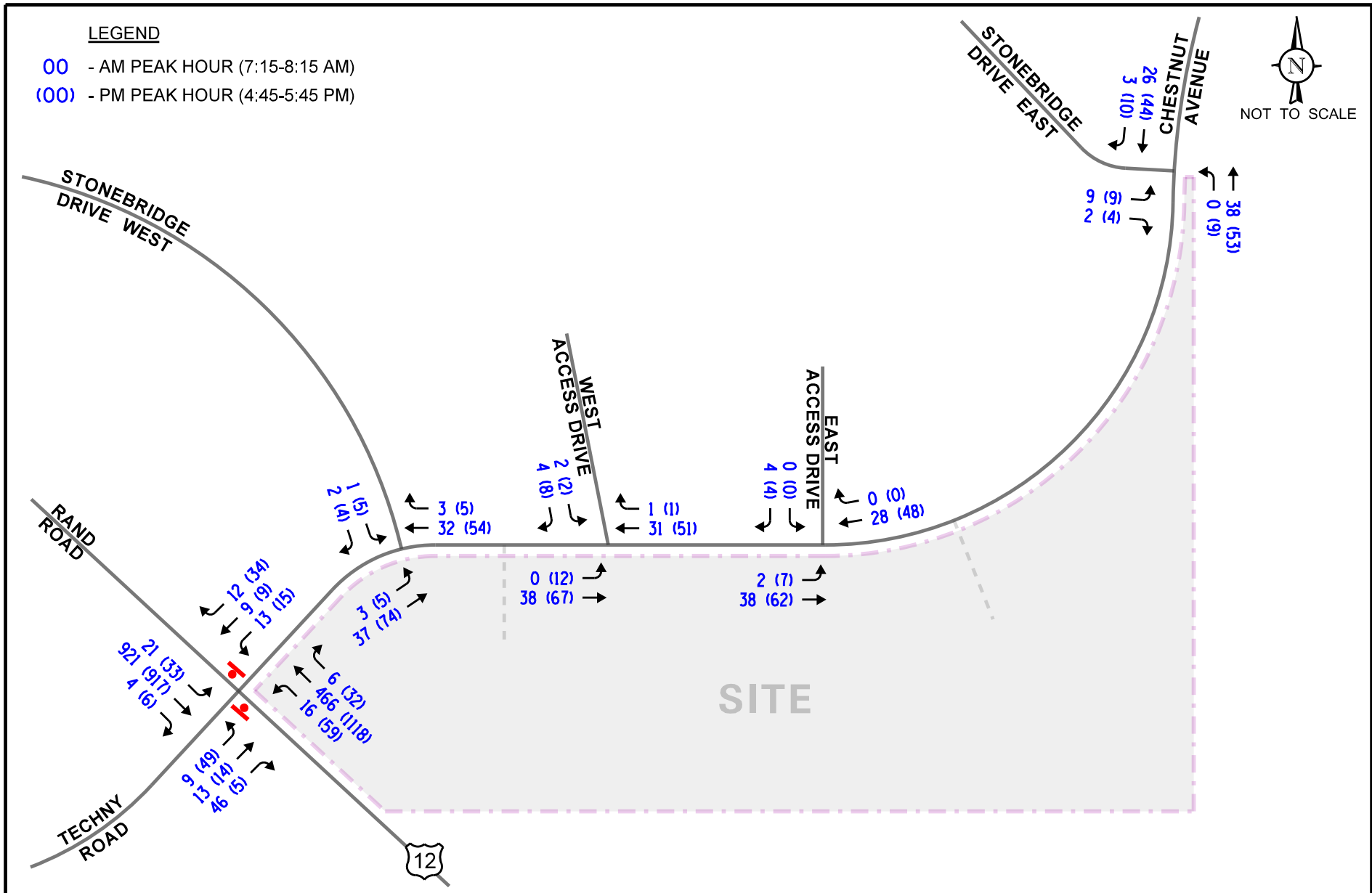
The traffic counts were conducted on Monday, April 6, 2021 during the evening (4:00 P.M. to 6:00 P.M.) and on Tuesday, April 6, 20021 during the morning (7:00 A.M. to 9:00 A.M.) peak periods. The results of the traffic counts show that the peak hours of traffic generally occur between 7:15 A.M. and 8:15 A.M. during the morning peak period and between 4:45 P.M. and 5:45 P.M. during the evening peak period. Copies of the traffic count summary sheets are included in the Appendix.

Due to the ongoing COVID-19 pandemic, traffic volumes in the study area do not reflect normal or typical conditions. As such, KLOA, Inc. compared the April 2021 traffic counts with previous counts conducted by KLOA, Inc. in 2015 (adjusted with CMAP growth factors to be discussed later to reflect 2021 traffic conditions). The comparison indicated that the April 2021 weekday morning peak hour volumes were similar while the evening peak hour volumes were approximately 10 percent lower. Therefore, the traffic counts were increased by 10 percent during the weekday evening peak hour to reflect normal or typical conditions. The Year 2021 base traffic volumes are illustrated in **Figure 4**.

Crash Analysis

KLOA, Inc. obtained accident data[1] for the most recent available past five years (2015 to 2019) for the intersection of Chestnut Avenue with Rand Road and Techny Road. A summary of the crash data for the intersection of Chestnut Avenue with Rand Road and Techny Road is shown in **Table 1**. A review of the crash data revealed no fatalities were reported at any of the studied intersections during the review period.

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.



Affordable Apartment Development
Arlington Heights, Illinois

Year 2021 Base Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 21-088

Figure: 4

Table 1
RAND ROAD WITH CHESTNUT AVENUE AND TECHNY ROAD - CRASH SUMMARY

Year	Type of Accident Frequency						
	Angle	Object	Rear End	Sideswipe	Turning	Other	Total
2015	3	0	0	0	2	0	5
2016	0	0	0	0	2	0	2
2017	1	0	0	0	1	0	2
2018	1	0	0	0	1	0	2
2019	0	0	0	0	1	0	1
Total	**5**	**0**	**0**	**0**	**7**	**0**	**12**
Average/Year	**1.0**	**0**	**0**	**0**	**1.4**	**0**	**2.4**

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the site will be redeveloped to provide a four-story building containing approximately 40 apartment units and an approximate 80-space surface parking lot. Access to the parking lot will be provided via the following:

- A proposed full movement access drive off Chestnut Avenue located approximately 225 feet east of Rand Road. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

- A proposed full movement access drive off Chestnut Avenue located approximately 515 feet east of Rand Road. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

It should be noted that, as part of the development, the existing access drive on Rand Road will be eliminated, which will improve the traffic flow along Rand Road.

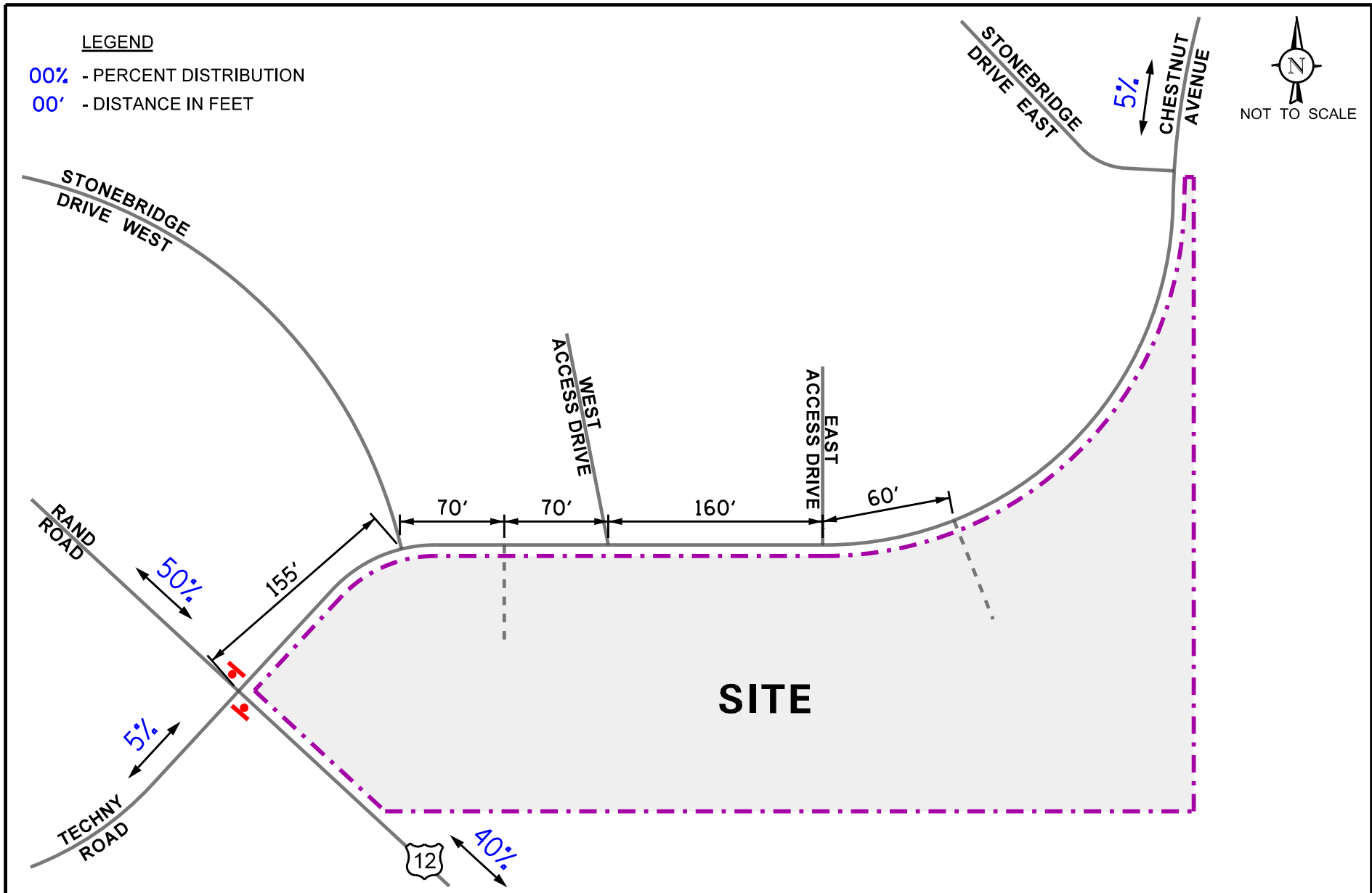
A copy of the preliminary site plan depicting the proposed development is included in the Appendix.

Directional Distribution

The directions from which residents and visitors of the development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the traffic to be generated by the proposed development.

Development Traffic Generation

The vehicle trip generation for the overall development was calculated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. **Table 2** shows the estimated vehicle trip generation for the weekday morning and weekday evening peak hours as well as daily traffic. Copies of the ITE trip generation worksheets are included in the Appendix.



Affordable Apartment Development
Arlington Heights, Illinois

Estimated Directional Distribution

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 21-088

Figure: 5

Table 2
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Traffic
		In	Out	Total	In	Out	Total	
221	Apartments (40 units)	4	10	14	11	7	18	218

Trip Generation Comparison

The traffic that will be generated by the proposed apartment development was compared with trip generation estimates for an approximate 5,000 square-foot restaurant that could be developed on site. ITE trip rates for "High Turnover Sit Down Restaurant" (Land-Use Code 932) were utilized. **Table 3** shows the trip generation comparison between the proposed use and the restaurant.

Table 3
ESTIMATED PEAK HOUR DEVELOPMENT-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Traffic
		In	Out	Total	In	Out	Total	
221	Apartments (40 units)	4	10	14	11	7	18	218
932	High Turnover (Sit Down) Restaurant	28	22	50	30	19	49	561
	45 Percent Pass-By Reduction	*-11*	*-11*	*-22*	*-11*	*-11*	*-22*	*-252*
	Subtotal	17	11	28	19	8	27	309
	Difference	**-13**	**-1**	**-14**	**-8**	**-1**	**-9**	**-91**

As can be seen in Table 3, the proposed residential development will generate less traffic than the restaurant during the peak hours and on a daily basis. As such, the traffic to be generated by the proposed residential development will have a lower impact on the roadway system.

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

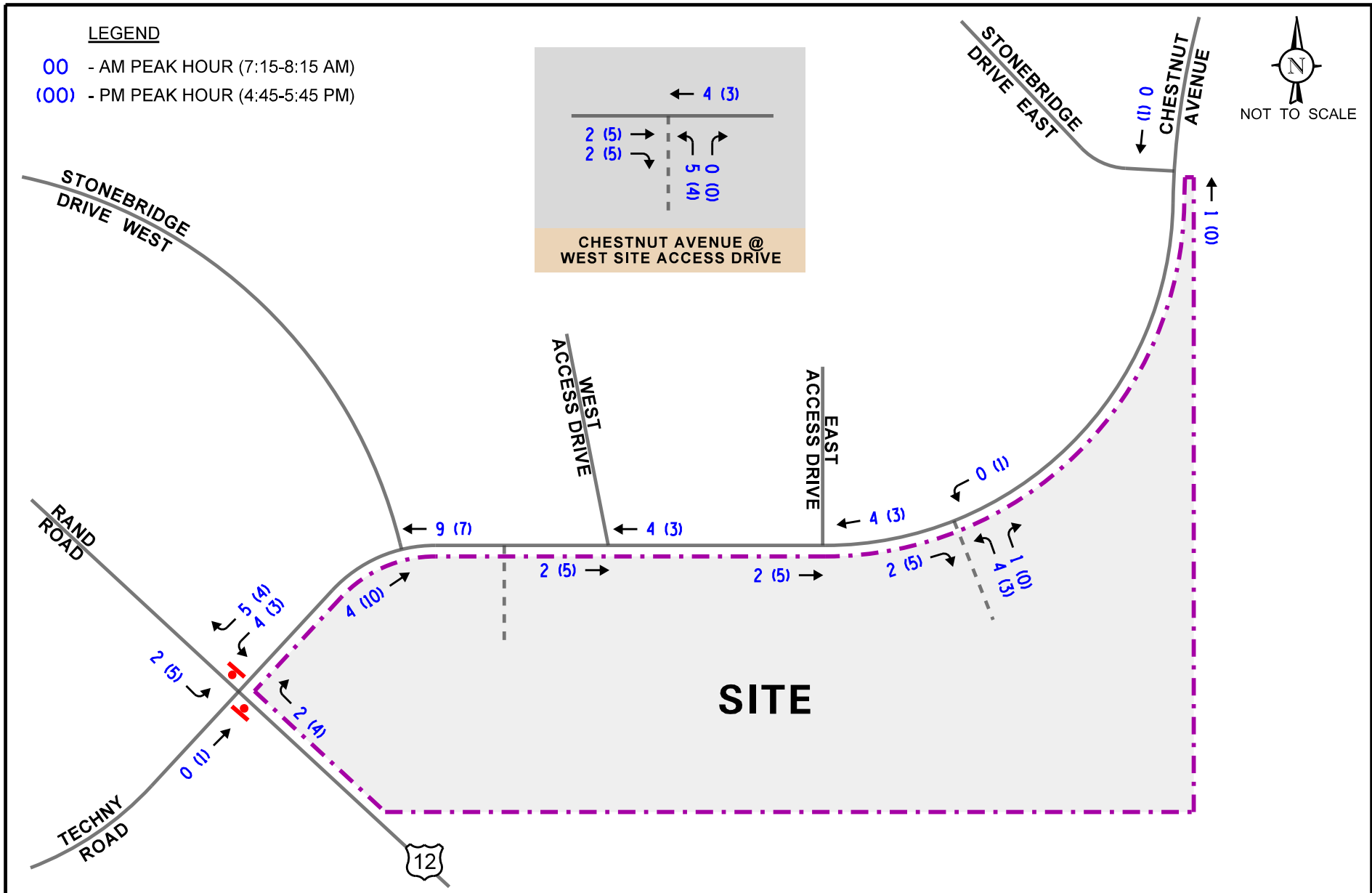
The estimated peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 6** illustrates the assignment of the traffic volumes estimated to be generated by the proposed development.

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated April 6, 2021, the existing traffic volumes were increased by an annually compounded growth rate for six years (one-year buildout plus five years) totaling 2.1 percent to represent Year 2027 background (no-build) conditions. **Figure 7** shows the Year 2027 no-build traffic conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

Total Projected Traffic Volumes

The total projected traffic volumes include the Year 2027 no-build traffic volumes (Figure 7) and the traffic estimated to be generated by the proposed development (Figure 6). **Figure 8** shows the Year 2027 total projected traffic volumes.



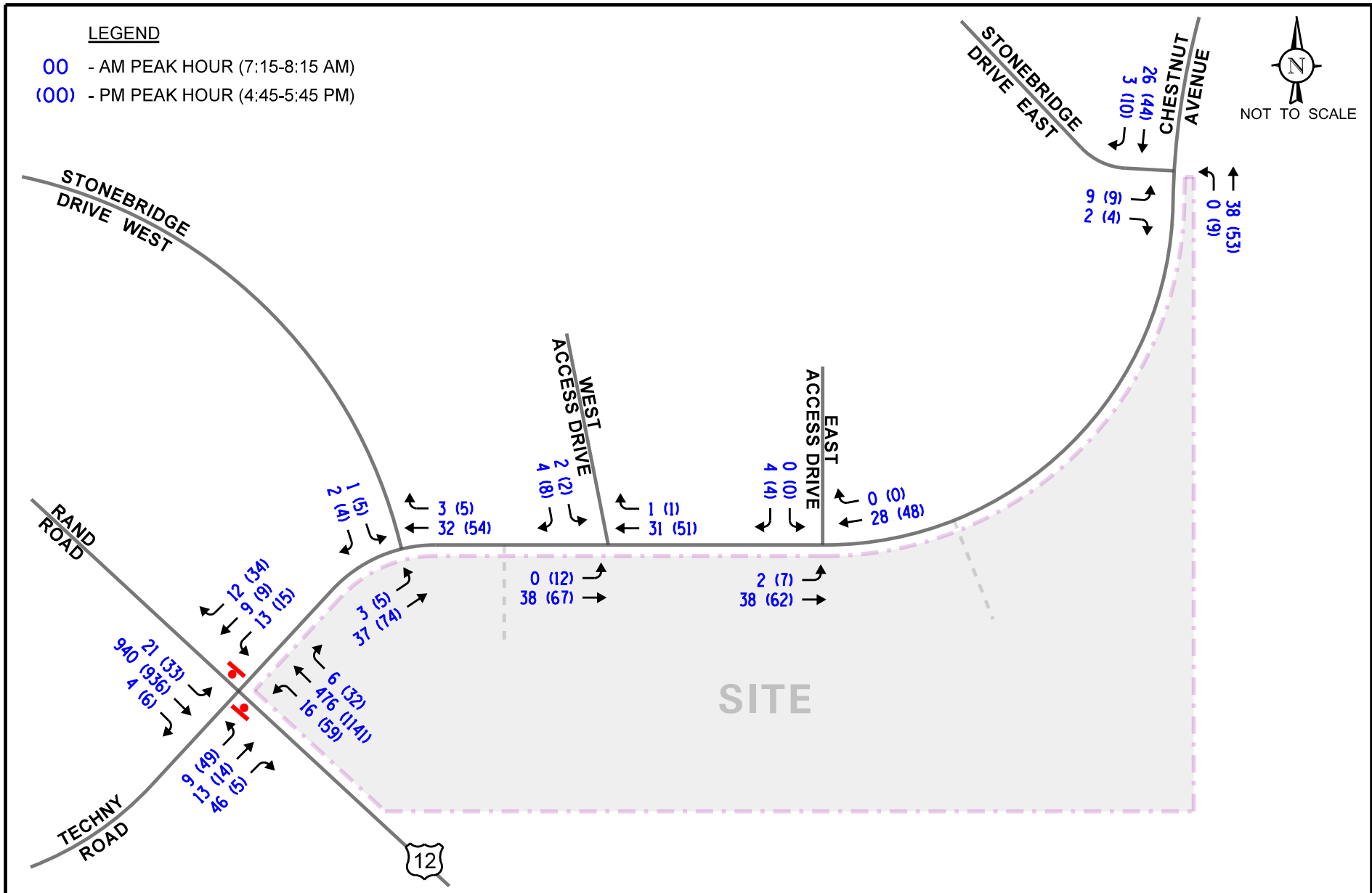
Affordable Apartment Development
Arlington Heights, Illinois

Estimated Site-Generated Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 21-088

Figure: 6



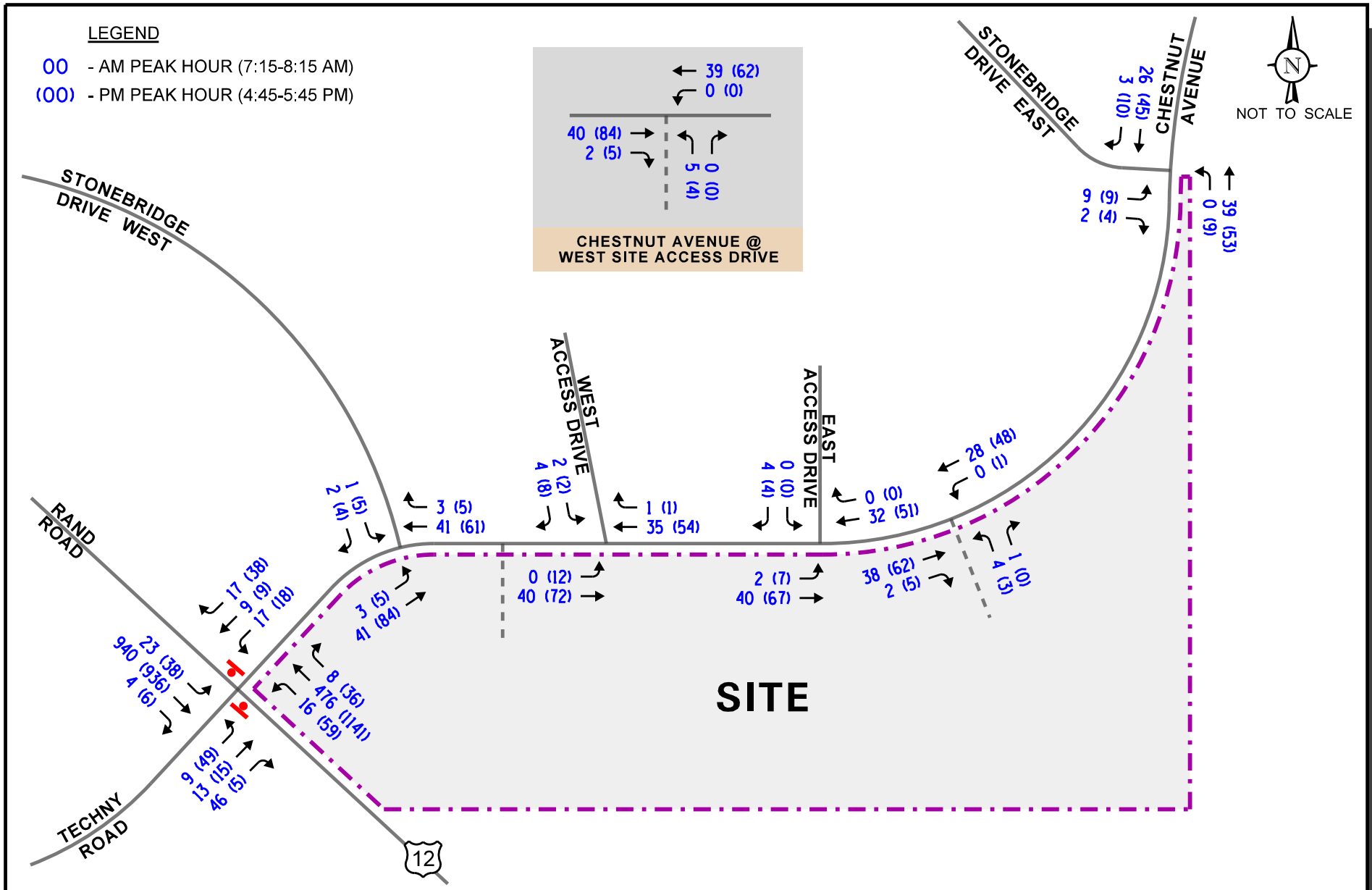
Affordable Apartment Development
Arlington Heights, Illinois

Year 2027 No-Build Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 21-088

Figure: 7



Affordable Apartment Development
Arlington Heights, Illinois

Year 2027 Total Projected Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 21-088

Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing (Year 2021), no-build (Year 2027), and future projected (Year 2027) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 6th Edition and analyzed using Synchro/SimTraffic 10 software.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2027 no-build conditions, and Year 2027 total projected conditions are presented in **Tables 4** through **6**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 4
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Rand Road with Chestnut Avenue and Techny Road				
• Northwest-bound Left Turns (Rand Road)	B	10.1	B	10.7
• Eastbound Left Turns	C	23.5	E	49.8
• Eastbound Through/Right Turns	C	15.4	E	36.6
• Westbound Left Turns	B	18.9	E	45.9
• Westbound Through/Right Turns	C	16.1	C	21.1
• Southeast-bound Left Turns (Rand Road)	A	8.4	B	11.7
Chestnut Avenue with Stonebridge Drive (West Leg)				
• Eastbound Left Turns	A	7.3	A	7.3
• Southbound Approach	A	8.6	A	9.0
Chestnut Avenue with Existing Access Drive (West)				
• Northbound Left Turns	A	0.1	A	7.3
• Southbound Approach	A	8.6	A	8.7
Chestnut Avenue with Existing Access Drive (East)				
• Northbound Left Turns	A	7.3	A	7.3
• Eastbound Approach	A	8.4	A	8.5
Chestnut Avenue with Stonebridge Drive (East Leg)				
• Northbound Left Turns	A	0.1	A	7.3
• Southbound Approach	A	8.8	A	9.0

LOS = Level of Service
Delay is measured in seconds.

Table 5
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Rand Road with Chestnut Avenue and Techny Road				
• Northwest-bound Left Turns (Rand Road)	B	10.2	B	10.8
• Eastbound Left Turns	C	24.0	F	52.1
• Eastbound Through/Right Turns	C	15.7	E	38.1
• Westbound Left Turns	B	19.2	E	48.3
• Westbound Through/Right Turns	C	16.4	C	21.7
• Southeast-bound Left Turns (Rand Road)	A	8.4	B	11.9
Chestnut Avenue with Stonebridge Drive (West Leg)				
• Eastbound Left Turns	A	7.3	A	7.3
• Southbound Approach	A	8.6	A	9.0
Chestnut Avenue with Existing Access Drive (West)				
• Northbound Left Turns	A	0.1	A	7.3
• Southbound Approach	A	8.6	A	8.7
Chestnut Avenue with Existing Access Drive (East)				
• Northbound Left Turns	A	7.3	A	7.3
• Eastbound Approach	A	8.4	A	8.5
Chestnut Avenue with Stonebridge Drive (East Leg)				
• Northbound Left Turns	A	0.1	A	7.3
• Southbound Approach	A	8.8	A	9.0

LOS = Level of Service
Delay is measured in seconds.

Table 6
CAPACITY ANALYSIS RESULTS – TOTAL PROJECTED CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Rand Road with Chestnut Avenue and Techny Road				
• Northwest-bound Left Turns (Rand Road)	B	10.2	B	10.8
• Eastbound Left Turns	C	24.3	F	55.3
• Eastbound Through/Right Turns	C	15.7	E	40.4
• Westbound Left Turns	B	19.6	F	51.1
• Westbound Through/Right Turns	C	15.4	C	21.5
• Southeast-bound Left Turns (Rand Road)	A	8.5	B	12.0
Chestnut Avenue with Stonebridge Drive (West Leg)				
• Eastbound Left Turns	A	7.3	A	7.3
• Southbound Approach	A	8.7	A	9.1
Chestnut Avenue with Existing Access Drive (West)				
• Northbound Left Turns	A	0.1	A	7.3
• Southbound Approach	A	8.6	A	8.8
Chestnut Avenue with Existing Access Drive (East)				
• Northbound Left Turns	A	7.3	A	7.3
• Eastbound Approach	A	8.5	A	8.6
Chestnut Avenue with Stonebridge Drive (East Leg)				
• Northbound Left Turns	A	0.1	A	7.3
• Southbound Approach	A	8.8	A	9.0
Chestnut Avenue with Proposed Site Access Drive (West)				
• Northbound Approach	A	8.9	A	9.3
• Westbound Left Turns	A	0.1	A	0.1
Chestnut Avenue with Proposed Site Access Drive (East)				
• Northbound Approach	A	8.8	A	9.1
• Westbound Left Turns	A	0.1	A	7.3

LOS = Level of Service
Delay is measured in seconds.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development traffic.

Rand Road with Chestnut Avenue and Techny Road

The results of the capacity analysis indicate that the northwest-bound and southeast-bound left-turn movements from Rand Road onto Chestnut Avenue and Techny Road are operating at LOS B or better during the weekday morning and evening peak hours. In addition, the eastbound movements from Techny Road onto Rand Road currently operate at LOS C during the weekday morning peak hour and LOS E during the weekday evening peak hour. The westbound left-turn movements from Chestnut Avenue onto Rand Road are operating at LOS B during the weekday morning peak hour and LOS E during the weekday evening peak hour. In addition, the westbound through/right-turn movements from Chestnut Avenue onto Rand Road currently operate at LOS C during both peak hours.

Under Year 2027 no-build conditions, all movements will continue to operate at the same existing levels of serving during the weekday morning and evening peak hours except for the eastbound left-turn movements, which will operate at LOS C during the weekday morning peak hour and LOS F during the weekday evening peak hour. This is normal and expected when a minor road intersects a major road such as Rand Road.

Under Year 2027 total projected conditions, the westbound left-turn movements will operate at LOS B during the weekday morning peak hour and LOS F during the weekday evening peak hour with increases in delay of less than three seconds. It should be noted that the westbound left-turn movements will have a volume-to-capacity (v/c) ratio of less than one (0.43) during the weekday evening peak hour, which indicates that adequate reserve capacity is available to accommodate the increase in traffic. All of the other movements will continue to operate at the same levels of service during both peak hours with increases in delay of approximately two seconds or less. Based on a review of the simulation, the westbound left-turn queues on Chestnut Avenue will experience 95th percentile queues of 47 feet during the weekday morning peak hour and 58 feet during the weekday evening peak hour. In addition, the westbound right-turn queues on Chestnut Avenue will experience 95th percentile queues of 27 feet during the weekday morning peak hour and 90 feet during the weekday evening peak hour. As such, the westbound queues will generally not extend to or beyond the proposed site access drives. Furthermore, the proposed development is projected to increase the volume of traffic traversing this intersection by less than one percent during both peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Chestnut Avenue with Stonebridge Drive (West Leg)

The results of the capacity analysis indicate that the eastbound left-turn movements and the southbound approach are operating at LOS A during the weekday morning and evening peak hours.

Under Year 2027 no-build conditions, all movements will continue to operate at LOS A during the weekday morning and evening peak hours with increases in delay of less than one second.

Under Year 2027 total projected conditions, all movements will operate at LOS A during the weekday morning and evening peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Chestnut Avenue with Existing Access Drive (West Leg)

The results of the capacity analysis indicate that the eastbound left-turn movements and the southbound approach are operating at LOS A during the weekday morning and evening peak hours.

Under Year 2027 no-build conditions, all movements will continue to operate at LOS A during the weekday morning and evening peak hours with increases in delay of less than one second.

Under Year 2027 total projected conditions, all movements will operate at LOS A during the weekday morning and evening peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Chestnut Avenue with Existing Access Drive (East Leg)

The results of the capacity analysis indicate that the eastbound left-turn movements and the southbound approach are operating at LOS A during the weekday morning and evening peak hours.

Under Year 2027 no-build conditions, all movements will continue to operate at LOS A during the weekday morning and evening peak hours with increases in delay of less than one second.

Under Year 2027 total projected conditions, all movements will operate at LOS A during the weekday morning and evening peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Chestnut Avenue with Stonebridge Drive (East Leg)

The results of the capacity analysis indicate that the eastbound left-turn movements and the southbound approach are operating at LOS A during the weekday morning and evening peak hours.

Under Year 2027 no-build conditions, all movements will continue to operate at LOS A during the weekday morning and evening peak hours with increases in delay of less than one second.

Under Year 2027 total projected conditions, all movements will operate at LOS A during the weekday morning and evening peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Chestnut Avenue with Proposed Access Drive (West)

The results of the analysis indicate that the outbound movements from the site onto Chestnut Avenue will operate at LOS A during the weekday morning and evening peak hours with 95th percentile queues of one to two vehicles. In addition, the westbound left-turn movements will operate at LOS A during both peak hours with 95th percentile queues of one to two vehicles. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.

Chestnut Avenue with Proposed Access Drive (East)

The results of the analysis indicate that the outbound movements from the site onto Chestnut Avenue will operate at LOS A during the weekday morning and evening peak hours with 95th percentile queues of one to two vehicles. In addition, the westbound left-turn movements will operate at LOS A during both peak hours with 95th percentile queues of one to two vehicles. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.

Parking Evaluation

As previously indicated, the proposed development will have approximately 40 apartment units and an approximate 80-space surface parking lot at a ratio of 2.0 spaces per unit. In order to determine the adequacy of the parking supply, the parking requirement was estimated based on the Village of Arlington Heights code, parking rates published by the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*, 5th Edition, and comparison with other similar developments. Based on the two methodologies, the parking demand for the proposed development is as follows:

Parking Requirements of Proposed Development per Village of Arlington Heights Zoning Code

- Multifamily Housing (40 units)
    - 80 parking spaces (ratio of 2.0 parking space per dwelling unit)

Based on the above and the requirements of the Village of Arlington Heights, this translates into 80 parking spaces, which results in a deficit of zero parking spaces.

ITE Parking Generation Manual

- Residential Use (Multifamily Housing Mid-Rise (no nearby rail transit) – Land Use Code 221:
    - 59 parking spaces (ratio of 1.47 spaces per dwelling unit)

Based on the above and the rates published in the ITE *Parking Generation Manual*, this translates into 59 parking spaces, which results in a surplus of 21 parking spaces. Therefore, the proposed parking supply of 80 parking spaces exceeds ITE's requirements of 59 parking spaces.

Parking Ratios of Similar Developments

Parking occupancy surveys were conducted at two similar facilities in Lake in the Hills and Orland Hills:

- Villas of Lake in the Hills in Lake in the Hills, which includes 60 units (6 one-bedroom units, 40 two-bedroom units, and 14 three-bedroom units)

- Pheasant Ridge Hunter Apartments in Orland Hills, which includes 177 units (60 one-bedroom, 72 two-bedroom and 45 three-bedroom units)

The surveys were conducted on Friday, March 19, 2021 and on Saturday, March 20, 2021 in one-hour intervals from 6:00 A.M. to 10:00 A.M. and from 2:00 P.M. to 10:00 P.M. The parking occupancy surveys are summarized in **Table 6**. (Table 6 is included in the Appendix.)

Villas of Lake in the Hills – Lake in the Hills

The results of the parking occupancy surveys at the Villas of Lake in the Hills indicated the following:

- Villas of Lake in the Hills provides approximately 132 parking spaces, resulting in a ratio of 2.2 parking spaces per unit.

- The parking occupancy on Friday ranged from 43 to 67 vehicles (33 to 51 percent occupied).

- The parking occupancy on Saturday ranged from 46 to 66 vehicles (35 to 50 percent occupied).

- Peak occupancy on Friday was 67 vehicles (51 percent) occurring at 6:00 A.M. resulting in a surplus of 65 parking spaces.

- Peak occupancy on Saturday was 66 vehicles (50 percent) occurring at 6:00 A.M. resulting in a surplus of 66 parking spaces.

As such, the observed peak parking demand was 67 spaces, resulting in a parking ratio of 1.12 parking spaces per unit.

Pheasant Ridge Hunter Apartments in Orland Hills

The results of the parking occupancy surveys at Pheasant Ridge Hunter Apartments indicated the following:

- Pheasant Ridge Hunter Apartments provides approximately 282 parking spaces, resulting in a ratio of 1.59 parking spaces per unit.
- The parking occupancy on Friday ranged from 85 to 166 vehicles (30 to 59 percent occupied).
- The parking occupancy on Saturday ranged from 85 to 149 vehicles (30 to 53 percent occupied).
- Peak occupancy on Friday was 166 vehicles (59 percent) occurring at 6:00 A.M. resulting in a surplus of 116 parking spaces.
- Peak occupancy on Saturday was 149 vehicles (53 percent) occurring at 10:00 P.M. resulting in a surplus of 83 parking spaces.

As such, the observed peak parking demand was 166 spaces, resulting in a parking ratio of 0.94 parking spaces per unit.

Based on the parking surveys conducted at two similar facilities in Lake in the Hills and Orland Hills, the proposed parking ratio of 2.0 spaces per unit at the proposed affordable apartment development will be adequate in accommodating the projected parking demand.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The results of the capacity analysis indicate that the proposed development traffic will not have a significant impact on the area roadways.

- The development-generated traffic will only add less than one percent of the traffic projected to be traversing the intersection of Rand Road with Chestnut Avenue and Techny Road during the weekday morning and evening peak hours.

- The proposed access drives will be adequate in accommodating the traffic projected to be generated by the proposed development and will ensure that a flexible access system is provided.

- The proposed residential development will generate less traffic than a sit down restaurant that could be developed on the site and, as such, will have a lower impact on area roadways.

- As part of the development, the existing access drive on Rand Road will be eliminated, which will improve the traffic flow along Rand Road.

- The proposed parking that will be provided on site will ensure that adequate parking is provided to accommodate its projected parking demand.

Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
ITE Trip Generation Worksheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets
Parking Occupancy Surveys

Traffic Count Summary Sheets

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

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

Count Name: Chestnut Avenue with Rand Road
Site Code:
Start Date: 04/05/2021

Turning Movement Data

Start Time	Chestnut Avenue Eastbound						Chestnut Avenue Westbound						Rand Road Northbound						Rand Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	1	1	14	1	16	0	3	2	5	0	10	0	19	240	15	0	274	0	7	207	2	0	216	516
4:15 PM	0	3	1	3	0	7	0	5	4	13	0	22	0	10	257	9	0	276	0	7	196	3	0	206	511
4:30 PM	0	1	1	16	2	18	0	3	4	6	3	13	0	7	245	4	0	256	0	7	201	4	0	212	499
4:45 PM	0	1	2	11	0	14	0	3	2	10	0	15	0	13	264	7	0	284	0	5	183	3	0	191	504
Hourly Total	0	6	5	44	3	55	0	14	12	34	3	60	0	49	1006	35	0	1090	0	26	787	12	0	825	2030
5:00 PM	0	1	3	13	0	17	0	5	1	5	0	11	0	13	240	8	0	261	0	11	218	0	2	229	518
5:15 PM	0	1	6	14	1	21	0	4	4	5	0	13	0	16	291	9	0	316	0	8	209	1	0	218	568
5:30 PM	0	2	3	11	1	16	0	3	2	12	0	17	0	17	221	8	0	246	0	9	224	2	2	235	514
5:45 PM	0	1	1	8	1	10	0	6	5	3	0	14	1	14	219	2	0	236	0	1	176	1	1	178	438
Hourly Total	0	5	13	46	3	64	0	18	12	25	0	55	1	60	971	27	0	1059	0	29	827	4	5	860	2038
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	28	0	0	29	33
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	28	0	0	29	33
7:00 AM	0	0	3	14	2	17	0	4	3	5	0	12	0	1	86	0	0	87	0	2	165	0	0	167	283
7:15 AM	0	2	1	16	0	19	0	6	3	2	0	11	0	4	86	2	0	92	0	9	249	1	0	259	381
7:30 AM	0	3	4	11	0	18	0	3	3	2	0	8	1	3	127	2	0	133	0	4	241	1	0	246	405
7:45 AM	0	3	6	12	0	21	0	4	3	6	0	13	0	4	118	1	0	123	0	4	228	2	0	234	391
Hourly Total	0	8	14	53	2	75	0	17	12	15	0	44	1	12	417	5	0	435	0	19	883	4	0	906	1460
8:00 AM	0	1	0	7	0	8	0	0	0	2	0	2	0	4	135	1	0	140	0	4	203	0	0	207	357
8:15 AM	0	1	2	7	2	10	0	3	2	1	0	6	0	5	104	6	0	115	0	5	182	1	0	188	319
8:30 AM	0	1	1	13	0	15	0	3	5	5	0	13	0	4	135	7	0	146	0	8	205	1	0	214	388
8:45 AM	0	1	3	16	0	20	0	2	2	7	0	11	0	4	141	3	0	148	0	3	183	3	0	189	368
Hourly Total	0	4	6	43	2	53	0	8	9	15	0	32	0	17	515	17	0	549	0	20	773	5	0	798	1432
Grand Total	0	23	38	186	10	247	0	57	45	89	3	191	2	138	2913	84	0	3137	0	95	3298	25	5	3418	6993
Approach %	0.0	9.3	15.4	75.3	-	-	0.0	29.8	23.6	46.6	-	-	0.1	4.4	92.9	2.7	-	-	0.0	2.8	96.5	0.7	-	-	-
Total %	0.0	0.3	0.5	2.7	-	3.5	0.0	0.8	0.6	1.3	-	2.7	0.0	2.0	41.7	1.2	-	44.9	0.0	1.4	47.2	0.4	-	48.9	-
Lights	0	23	37	186	-	246	0	55	42	89	-	186	2	137	2844	81	-	3064	0	94	3222	25	-	3341	6837
% Lights	-	100.0	97.4	100.0	-	99.6	-	96.5	93.3	100.0	-	97.4	100.0	99.3	97.6	96.4	-	97.7	-	98.9	97.7	100.0	-	97.7	97.8
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	3	2	-	5	0	0	4	0	-	4	10
% Buses	-	0.0	0.0	0.0	-	0.0	-	1.8	0.0	0.0	-	0.5	0.0	0.0	0.1	2.4	-	0.2	-	0.0	0.1	0.0	-	0.1	0.1
Single-Unit Trucks	0	0	0	0	-	0	0	1	1	0	-	2	0	0	37	1	-	38	0	1	36	0	-	37	77
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	1.8	2.2	0.0	-	1.0	0.0	0.0	1.3	1.2	-	1.2	-	1.1	1.1	0.0	-	1.1	1.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	28	0	-	29	0	0	35	0	-	35	64
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.7	1.0	0.0	-	0.9	-	0.0	1.1	0.0	-	1.0	0.9

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

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

Count Name: Chestnut Avenue with Rand Road
Site Code:
Start Date: 04/05/2021

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Chestnut Avenue Eastbound						Chestnut Avenue Westbound						Rand Road Northbound						Rand Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	1	2	11	0	14	0	3	2	10	0	15	0	13	264	7	0	284	0	5	183	3	0	191	504
5:00 PM	0	1	3	13	0	17	0	5	1	5	0	11	0	13	240	8	0	261	0	11	218	0	2	229	518
5:15 PM	0	1	6	14	1	21	0	4	4	5	0	13	0	16	291	9	0	316	0	8	209	1	0	218	568
5:30 PM	0	2	3	11	1	16	0	3	2	12	0	17	0	17	221	8	0	246	0	9	224	2	2	235	514
Total	0	5	14	49	2	68	0	15	9	32	0	56	0	59	1016	32	0	1107	0	33	834	6	4	873	2104
Approach %	0.0	7.4	20.6	72.1	-	-	0.0	26.8	16.1	57.1	-	-	0.0	5.3	91.8	2.9	-	-	0.0	3.8	95.5	0.7	-	-	-
Total %	0.0	0.2	0.7	2.3	-	3.2	0.0	0.7	0.4	1.5	-	2.7	0.0	2.8	48.3	1.5	-	52.6	0.0	1.6	39.6	0.3	-	41.5	-
PHF	0.000	0.833	0.778	1.167	-	1.079	0.000	1.000	0.750	0.889	-	1.098	0.000	1.157	1.164	1.185	-	1.168	0.000	1.000	1.241	0.667	-	1.238	1.235
Lights	0	5	14	49	-	68	0	14	9	32	-	55	0	58	1003	31	-	1092	0	33	827	6	-	866	2081
% Lights	-	100.0	100.0	100.0	-	100.0	-	93.3	100.0	100.0	-	98.2	-	98.3	98.7	96.9	-	98.6	-	100.0	99.2	100.0	-	99.2	98.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	5	1	-	6	0	0	4	0	-	4	11
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	6.7	0.0	0.0	-	1.8	-	0.0	0.5	3.1	-	0.5	-	0.0	0.5	0.0	-	0.5	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	8	0	-	9	0	0	3	0	-	3	12
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	1.7	0.8	0.0	-	0.8	-	0.0	0.4	0.0	-	0.3	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Chestnut Avenue with Rand Road
Site Code:
Start Date: 04/05/2021

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Chestnut Avenue Eastbound						Chestnut Avenue Westbound						Rand Road Northbound						Rand Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	2	1	16	0	19	0	6	3	2	0	11	0	4	86	2	0	92	0	9	249	1	0	259	381
7:30 AM	0	3	4	11	0	18	0	3	3	2	0	8	1	3	127	2	0	133	0	4	241	1	0	246	405
7:45 AM	0	3	6	12	0	21	0	4	3	6	0	13	0	4	118	1	0	123	0	4	228	2	0	234	391
8:00 AM	0	1	0	7	0	8	0	0	0	2	0	2	0	4	135	1	0	140	0	4	203	0	0	207	357
Total	0	9	11	46	0	66	0	13	9	12	0	34	1	15	466	6	0	488	0	21	921	4	0	946	1534
Approach %	0.0	13.6	16.7	69.7	-	-	0.0	38.2	26.5	35.3	-	-	0.2	3.1	95.5	1.2	-	-	0.0	2.2	97.4	0.4	-	-	-
Total %	0.0	0.6	0.7	3.0	-	4.3	0.0	0.8	0.6	0.8	-	2.2	0.1	1.0	30.4	0.4	-	31.8	0.0	1.4	60.0	0.3	-	61.7	-
PHF	0.000	1.000	0.611	0.958	-	1.048	0.000	0.722	1.000	0.667	-	0.872	0.333	1.250	1.151	1.000	-	1.162	0.000	0.778	1.233	0.667	-	1.218	1.263
Lights	0	9	11	46	-	66	0	13	8	12	-	33	1	15	443	6	-	465	0	21	888	4	-	913	1477
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	88.9	100.0	-	97.1	100.0	100.0	95.1	100.0	-	95.3	-	100.0	96.4	100.0	-	96.5	96.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	0.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	12	0	-	12	0	0	17	0	-	17	30
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	11.1	0.0	-	2.9	0.0	0.0	2.6	0.0	-	2.5	-	0.0	1.8	0.0	-	1.8	2.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	11	0	-	11	0	0	15	0	-	15	26
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	2.4	0.0	-	2.3	-	0.0	1.6	0.0	-	1.6	1.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Chestnut Avenue with Stonebridge Drive - West
Site Code:
Start Date: 04/05/2021

Turning Movement Data

Start Time	Chestnut Avenue Eastbound					Chestnut Avenue Westbound					Stonebridge Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:00 PM	1	1	23	0	25	0	14	0	0	14	0	0	1	1	1	40
4:15 PM	0	1	12	0	13	0	14	2	0	16	0	1	0	0	1	30
4:30 PM	0	2	12	1	14	0	12	1	0	13	0	1	1	0	2	29
4:45 PM	0	2	13	0	15	0	15	0	0	15	0	0	0	2	0	30
Hourly Total	1	6	60	1	67	0	55	3	0	58	0	2	2	3	4	129
5:00 PM	0	1	22	0	23	0	8	1	0	9	0	2	3	0	5	37
5:15 PM	0	1	23	0	24	0	15	0	0	15	0	0	1	2	1	40
5:30 PM	0	1	13	0	14	0	16	4	0	20	0	3	0	1	3	37
5:45 PM	0	0	3	0	3	0	9	2	0	11	0	3	0	0	3	17
Hourly Total	0	3	61	0	64	0	48	7	0	55	0	8	4	3	12	131
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:45 AM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	4
Hourly Total	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	4
7:00 AM	0	0	7	0	7	0	13	3	0	16	0	1	1	0	2	25
7:15 AM	0	1	10	0	11	0	8	1	0	9	0	0	0	0	0	20
7:30 AM	0	0	10	0	10	0	9	1	0	10	0	1	1	0	2	22
7:45 AM	0	1	11	0	12	0	10	0	0	10	0	0	0	0	0	22
Hourly Total	0	2	38	0	40	0	40	5	0	45	0	2	2	0	4	89
8:00 AM	0	1	4	0	5	0	4	1	0	5	0	0	1	0	1	11
8:15 AM	0	1	13	0	14	0	3	1	0	4	0	1	1	0	2	20
8:30 AM	0	1	15	0	16	0	16	3	0	19	1	0	0	0	1	36
8:45 AM	0	1	5	0	6	0	7	2	0	9	0	1	0	1	1	16
Hourly Total	0	4	37	0	41	0	30	7	0	37	1	2	2	1	5	83
Grand Total	1	15	198	1	214	0	175	22	0	197	1	14	10	7	25	436
Approach %	0.5	7.0	92.5	-	-	0.0	88.8	11.2	-	-	4.0	56.0	40.0	-	-	-
Total %	0.2	3.4	45.4	-	49.1	0.0	40.1	5.0	-	45.2	0.2	3.2	2.3	-	5.7	-
Lights	1	13	194	-	208	0	171	12	-	183	1	11	9	-	21	412
% Lights	100.0	86.7	98.0	-	97.2	-	97.7	54.5	-	92.9	100.0	78.6	90.0	-	84.0	94.5
Buses	0	1	1	-	2	0	0	5	-	5	0	0	1	-	1	8
% Buses	0.0	6.7	0.5	-	0.9	-	0.0	22.7	-	2.5	0.0	0.0	10.0	-	4.0	1.8
Single-Unit Trucks	0	0	2	-	2	0	2	0	-	2	0	0	0	-	0	4
% Single-Unit Trucks	0.0	0.0	1.0	-	0.9	-	1.1	0.0	-	1.0	0.0	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	1	-	2	0	2	5	-	7	0	3	0	-	3	12
% Bicycles on Road	0.0	6.7	0.5	-	0.9	-	1.1	22.7	-	3.6	0.0	21.4	0.0	-	12.0	2.8

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

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

Count Name: Chestnut Avenue with Stonebridge Drive - West
Site Code:
Start Date: 04/05/2021

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Chestnut Avenue Eastbound					Chestnut Avenue Westbound					Stonebridge Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:45 PM	0	2	13	0	15	0	15	0	0	15	0	0	0	2	0	30
5:00 PM	0	1	22	0	23	0	8	1	0	9	0	2	3	0	5	37
5:15 PM	0	1	23	0	24	0	15	0	0	15	0	0	1	2	1	40
5:45 PM	0	1	13	0	14	0	16	4	0	20	0	3	0	1	3	37
Total	0	5	71	0	76	0	54	5	0	59	0	5	4	5	9	144
Approach %	0.0	6.6	93.4	-	-	0.0	91.5	8.5	-	-	0.0	55.6	44.4	-	-	-
Total %	0.0	3.5	49.3	-	52.8	0.0	37.5	3.5	-	41.0	0.0	3.5	2.8	-	6.3	-
PHF	0.000	0.833	1.029	-	1.056	0.000	1.125	0.417	-	0.983	0.000	0.556	0.444	-	0.600	1.200
Lights	0	5	70	-	75	0	52	2	-	54	0	4	4	-	8	137
% Lights	-	100.0	98.6	-	98.7	-	96.3	40.0	-	91.5	-	80.0	100.0	-	88.9	95.1
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	1	-	1	0	1	0	-	1	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	1.4	-	1.3	-	1.9	0.0	-	1.7	-	0.0	0.0	-	0.0	1.4
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	1	3	-	4	0	1	0	-	1	5
% Bicycles on Road	-	0.0	0.0	-	0.0	-	1.9	60.0	-	6.8	-	20.0	0.0	-	11.1	3.5
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Chestnut Avenue with Stonebridge Drive - West
Site Code:
Start Date: 04/05/2021

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Chestnut Avenue Eastbound					Chestnut Avenue Westbound					Stonebridge Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	1	10	0	11	0	8	1	0	9	0	0	0	0	0	20
7:30 AM	0	0	10	0	10	0	9	1	0	10	0	1	1	0	2	22
7:45 AM	0	1	11	0	12	0	10	0	0	10	0	0	0	0	0	22
8:00 AM	0	1	4	0	5	0	4	1	0	5	0	0	1	0	1	11
Total	0	3	35	0	38	0	31	3	0	34	0	1	2	0	3	75
Approach %	0.0	7.9	92.1	-	-	0.0	91.2	8.8	-	-	0.0	33.3	66.7	-	-	-
Total %	0.0	4.0	46.7	-	50.7	0.0	41.3	4.0	-	45.3	0.0	1.3	2.7	-	4.0	-
PHF	0.000	1.000	1.061	-	1.056	0.000	1.033	1.000	-	1.133	0.000	0.333	0.667	-	0.500	1.136
Lights	0	2	35	-	37	0	30	3	-	33	0	1	2	-	3	73
% Lights	-	66.7	100.0	-	97.4	-	96.8	100.0	-	97.1	-	100.0	100.0	-	100.0	97.3
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	3.2	0.0	-	2.9	-	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	-	33.3	0.0	-	2.6	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	1.3
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Chestnut Avenue with Stonebridge Drive - East
Site Code:
Start Date: 04/05/2021

Turning Movement Data

Start Time	Chestnut Avenue Eastbound					Chestnut Avenue Westbound					Stonebridge Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:15 PM	0	1	16	0	17	0	20	2	0	22	0	1	0	1	1	40
4:30 PM	0	1	10	0	11	0	9	1	0	10	0	0	1	3	1	22
4:45 PM	0	2	8	0	10	0	12	4	0	16	0	2	1	2	3	29
Hourly Total	0	4	34	0	38	0	41	7	0	48	0	3	2	6	5	91
5:00 PM	0	2	13	0	15	0	7	4	0	11	0	3	2	1	5	31
5:15 PM	0	3	16	0	19	0	7	1	0	8	0	3	0	1	3	30
5:30 PM	0	2	14	0	16	0	13	1	1	14	0	1	1	3	2	32
5:45 PM	0	1	3	0	4	0	8	1	0	9	0	2	1	2	3	16
Hourly Total	0	8	46	0	54	0	35	7	1	42	0	9	4	7	13	109
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:00 AM	0	0	6	0	6	0	10	1	0	11	0	0	2	0	2	19
7:15 AM	0	0	11	0	11	0	8	0	0	8	0	3	0	0	3	22
7:30 AM	0	0	12	0	12	0	6	1	0	7	0	1	1	0	2	21
7:45 AM	0	0	9	0	9	0	7	2	0	9	0	3	1	0	4	22
Hourly Total	0	0	38	0	38	0	31	4	0	35	0	7	4	0	11	84
8:00 AM	0	0	6	0	6	0	3	0	0	3	0	2	0	0	2	11
8:15 AM	0	0	6	0	6	0	4	3	0	7	0	5	1	1	6	19
8:30 AM	0	1	12	0	13	0	7	2	0	9	0	4	3	0	7	29
8:45 AM	0	1	5	0	6	0	7	0	0	7	0	5	2	2	7	20
Hourly Total	0	2	29	0	31	0	21	5	0	26	0	16	6	3	22	79
Grand Total	0	14	147	0	161	0	128	23	1	151	0	35	17	16	52	364
Approach %	0.0	8.7	91.3	-	-	0.0	84.8	15.2	-	-	0.0	67.3	32.7	-	-	-
Total %	0.0	3.8	40.4	-	44.2	0.0	35.2	6.3	-	41.5	0.0	9.6	4.7	-	14.3	-
Lights	0	13	144	-	157	0	123	22	-	145	0	32	16	-	48	350
% Lights	-	92.9	98.0	-	97.5	-	96.1	95.7	-	96.0	-	91.4	94.1	-	92.3	96.2
Buses	0	0	0	-	0	0	3	0	-	3	0	2	0	-	2	5
% Buses	-	0.0	0.0	-	0.0	-	2.3	0.0	-	2.0	-	5.7	0.0	-	3.8	1.4
Single-Unit Trucks	0	1	1	-	2	0	1	0	-	1	0	0	1	-	1	4
% Single-Unit Trucks	-	7.1	0.7	-	1.2	-	0.8	0.0	-	0.7	-	0.0	5.9	-	1.9	1.1
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	2	-	2	0	1	1	-	2	0	1	0	-	1	5
% Bicycles on Road	-	0.0	1.4	-	1.2	-	0.8	4.3	-	1.3	-	2.9	0.0	-	1.9	1.4
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	16	-	-

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

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

Count Name: Chestnut Avenue with Stonebridge Drive - East
Site Code:
Start Date: 04/05/2021

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Chestnut Avenue Eastbound					Chestnut Avenue Westbound					Stonebridge Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:45 PM	0	2	8	0	10	0	12	4	0	16	0	2	1	2	3	29
5:00 PM	0	2	13	0	15	0	7	4	0	11	0	3	2	1	5	31
5:15 PM	0	3	16	0	19	0	7	1	0	8	0	3	0	1	3	30
5:30 PM	0	2	14	0	16	0	13	1	1	14	0	1	1	3	2	32
Total	0	9	51	0	60	0	39	10	1	49	0	9	4	7	13	122
Approach %	0.0	15.0	85.0	-	-	0.0	79.6	20.4	-	-	0.0	69.2	30.8	-	-	-
Total %	0.0	7.4	41.8	-	49.2	0.0	32.0	8.2	-	40.2	0.0	7.4	3.3	-	10.7	-
PHF	0.000	1.000	1.063	-	1.053	0.000	1.000	0.833	-	1.021	0.000	1.000	0.667	-	0.867	1.271
Lights	0	8	51	-	59	0	39	10	-	49	0	9	3	-	12	120
% Lights	-	88.9	100.0	-	98.3	-	100.0	100.0	-	100.0	-	100.0	75.0	-	92.3	98.4
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	-	1	0	0	0	-	0	0	0	1	-	1	2
% Single-Unit Trucks	-	11.1	0.0	-	1.7	-	0.0	0.0	-	0.0	-	0.0	25.0	-	7.7	1.6
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

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

Count Name: Chestnut Avenue with Stonebridge Drive - East
Site Code:
Start Date: 04/05/2021

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Chestnut Avenue Eastbound					Chestnut Avenue Westbound					Stonebridge Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	0	11	0	11	0	8	0	0	8	0	3	0	0	3	22
7:30 AM	0	0	12	0	12	0	6	1	0	7	0	1	1	0	2	21
7:45 AM	0	0	9	0	9	0	7	2	0	9	0	3	1	0	4	22
8:00 AM	0	0	6	0	6	0	3	0	0	3	0	2	0	0	2	11
Total	0	0	38	0	38	0	24	3	0	27	0	9	2	0	11	76
Approach %	0.0	0.0	100.0	-	-	0.0	88.9	11.1	-	-	0.0	81.8	18.2	-	-	-
Total %	0.0	0.0	50.0	-	50.0	0.0	31.6	3.9	-	35.5	0.0	11.8	2.6	-	14.5	-
PHF	0.000	0.000	1.056	-	1.056	0.000	1.000	0.500	-	1.000	0.000	1.000	0.667	-	0.917	1.152
Lights	0	0	38	-	38	0	23	3	-	26	0	8	2	-	10	74
% Lights	-	-	100.0	-	100.0	-	95.8	100.0	-	96.3	-	88.9	100.0	-	90.9	97.4
Buses	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Buses	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	11.1	0.0	-	9.1	1.3
Single-Unit Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	-	0.0	-	0.0	-	4.2	0.0	-	3.7	-	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Study Name	Chestnut Avenue with Central Drives
Start Date	Monday, April 05, 2021 4:11 PM
End Date	Tuesday, April 06, 2021 9:11 AM
Site Code	

Report Summary

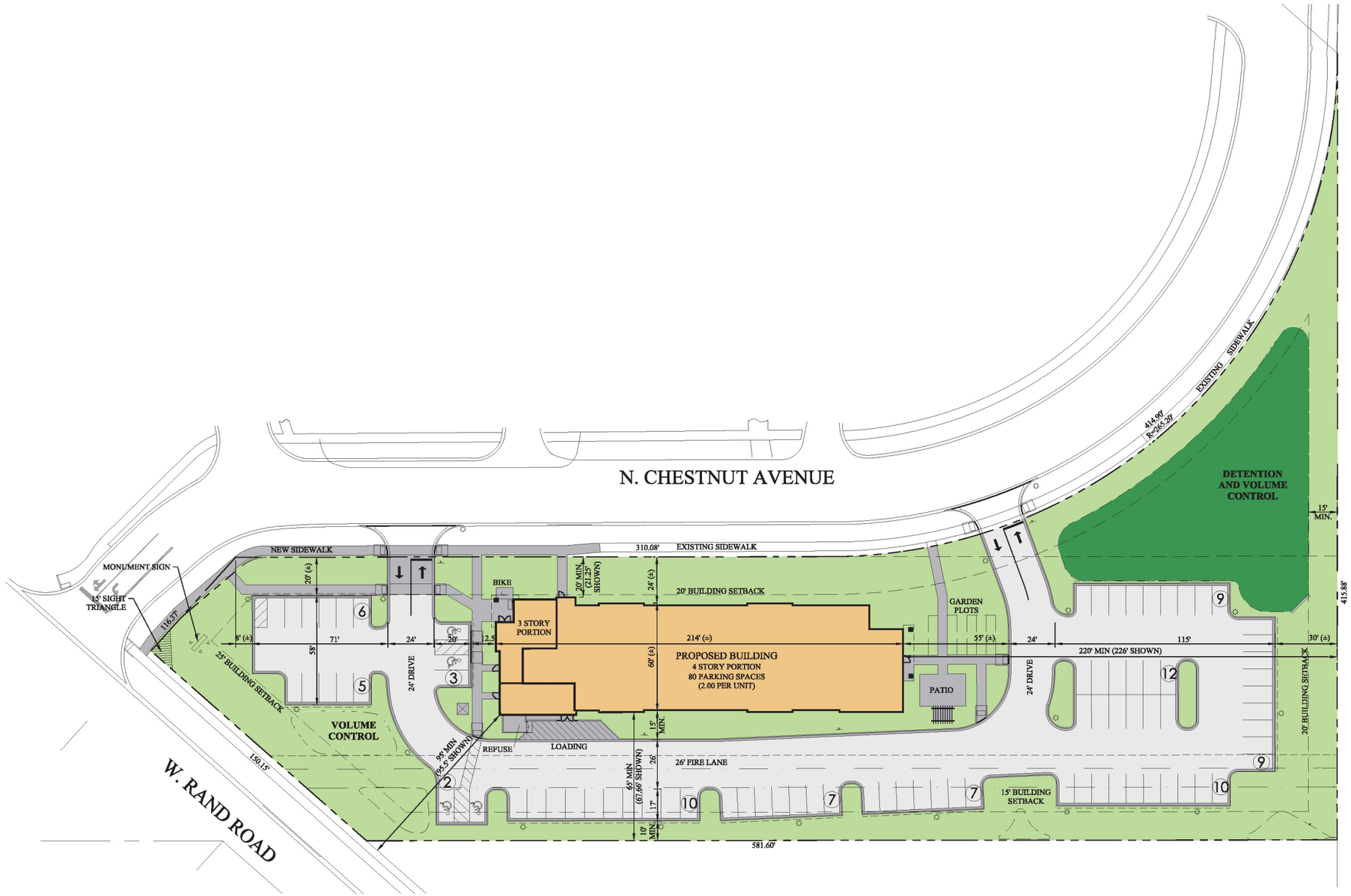
		Eastbound							Westbound							Southeastbound							Northeastbound							Southwestbound								Crosswalk	
Time Period	**Class.**	**U**	**HL**	**BL**	**T**	**HR**	**I**	**O**	**U**	**BL**	**T**	**BR**	**HR**	**I**	**O**	**U**	**L**	**BL**	**R**	**HR**	**I**	**O**	**U**	**HL**	**L**	**T**	**BR**	**I**	**O**	**U**	**HL**	**T**	**BR**	**R**	**I**	**O**	**Total**		**ıdestria**	**Total**
Peak 1	Lights	0	11	5	57	1	74	53	0	0	40	1	0	41	58	0	1	1	0	8	10	14	0	0	0	0	0	0	1	0	0	0	5	2	7	6	132	W	4	4
Specified Period	%	0%	100%	100%	98%	100%	99%	90%	0%	0%	93%	100%	0%	93%	98%	0%	100%	100%	0%	100%	100%	93%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	63%	100%	70%	100%	94%		100%	
4:45 PM - 5:45 PM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
4:56 PM - 5:45 PM	ıgle-Unit Truc	0	0	0	1	0	1	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	NW	38	38
	%	0%	0%	0%	2%	0%	1%	2%	0%	0%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%		100%	
	ticulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SW	1	1
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	icycles on Roa	0	0	0	0	0	0	5	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	3	0	3	0	6	NE	37	37
	%	0%	0%	0%	0%	0%	0%	8%	0%	0%	5%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	38%	0%	30%	0%	4%		100%	
	Total	**0**	**11**	**5**	**58**	**1**	**75**	**59**	**0**	**0**	**43**	**1**	**0**	**44**	**59**	**0**	**1**	**1**	**0**	**8**	**10**	**15**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**8**	**2**	**10**	**6**	**140**		**80**	**80**
	PHF	0	0.39	0.62	0.76	0.25	0.67	0.74	0	0	0.77	0.25	0	0.73	0.78	0	0.25	0.25	0	0.67	0.83	0.54	0	0	0.25	0	0	0.25	0.25	0	0	0	0.5	0.25	0.42	0.75	0.81			
	Approach %						54%	42%						31%	42%						7%	11%						1%	1%						7%	4%				

Study Name	Chestnut Avenue with Central Drives
Start Date	Monday, April 05, 2021 4:11 PM
End Date	Tuesday, April 06, 2021 9:11 AM
Site Code	

Report Summary

		Eastbound							Westbound							Southeastbound							Northeastbound							Southwestbound							Crosswalk		
Time Period	**Class.**	**U**	**HL**	**BL**	**T**	**HR**	**I**	**O**	**U**	**BL**	**T**	**BR**	**HR**	**I**	**O**	**U**	**L**	**BL**	**R**	**HR**	**I**	**O**	**U**	**HL**	**L**	**T**	**BR**	**I**	**O**	**U**	**HL**	**T**	**BR**	**R**	**I**	**O**	**Total**		**ıdestria**	**Total**
Peak 1	Lights	0	0	2	36	0	38	31	0	0	27	1	0	28	38	0	0	2	0	1	3	1	0	0	0	0	0	0	0	0	0	0	3	0	3	2	72	W	1	1
Specified Period	%	0%	0%	100%	100%	0%	100%	97%	0%	0%	96%	100%	0%	97%	100%	0%	0%	100%	0%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	100%	99%		100%	
7:15 AM - 8:15 AM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
7:26 AM - 8:15 AM	ıgle-Unit Truc	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	NW	7	7
	%	0%	0%	0%	0%	0%	0%	3%	0%	0%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%		100%	
	ticulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SW	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NE	7	7
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	Total	**0**	**0**	**2**	**36**	**0**	**38**	**32**	**0**	**0**	**28**	**1**	**0**	**29**	**38**	**0**	**0**	**2**	**0**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**2**	**73**		**15**	**15**
	PHF	0	0	0.5	0.69	0	0.68	0.73	0	0	0.78	0.25	0	0.72	0.73	0	0	0.5	0	0.25	0.75	0.25	0	0	0	0	0	0	0	0	0	0	0.38	0	0.38	0.5	0.79			
	Approach %						52%	44%						40%	52%						4%	1%						0%	0%						4%	3%				

Preliminary Site Plan


N. CHESTNUT AVENUE
W. RAND ROAD
EXISTING SIDEWALK
NEW SIDEWALK
MONUMENT SIGN
15' SIGHT TRIANGLE
116.37'
414.90'
R=265.20'
DETENTION AND VOLUME CONTROL
15' MIN.
310.08'
BIKE
20' MIN. (21.25' SHOWN)
24' (±)
20' BUILDING SETBACK
GARDEN PLOTS
3 STORY PORTION
214' (±)
PROPOSED BUILDING
4 STORY PORTION
80 PARKING SPACES
(2.00 PER UNIT)
55' (±)
24'
115'
30' (±)
220' MIN (226' SHOWN)
415.88'
20' BUILDING SETBACK
20' (±)
8' (±)
71'
58'
24' DRIVE
20'
2.5'
60' (±)
PATIO
VOLUME CONTROL
25' BUILDING SETBACK
95' MIN (95.5' SHOWN)
REFUSE
LOADING
15' MIN.
26'
26' FIRE LANE
65' MIN (67.66' SHOWN)
17'
10' MIN.
15' BUILDING SETBACK
150.15'
581.60'
6
5
3
2
10
7
9
12

ITE Trip Generation Worksheets

Multifamily Housing (Mid-Rise)
(221)

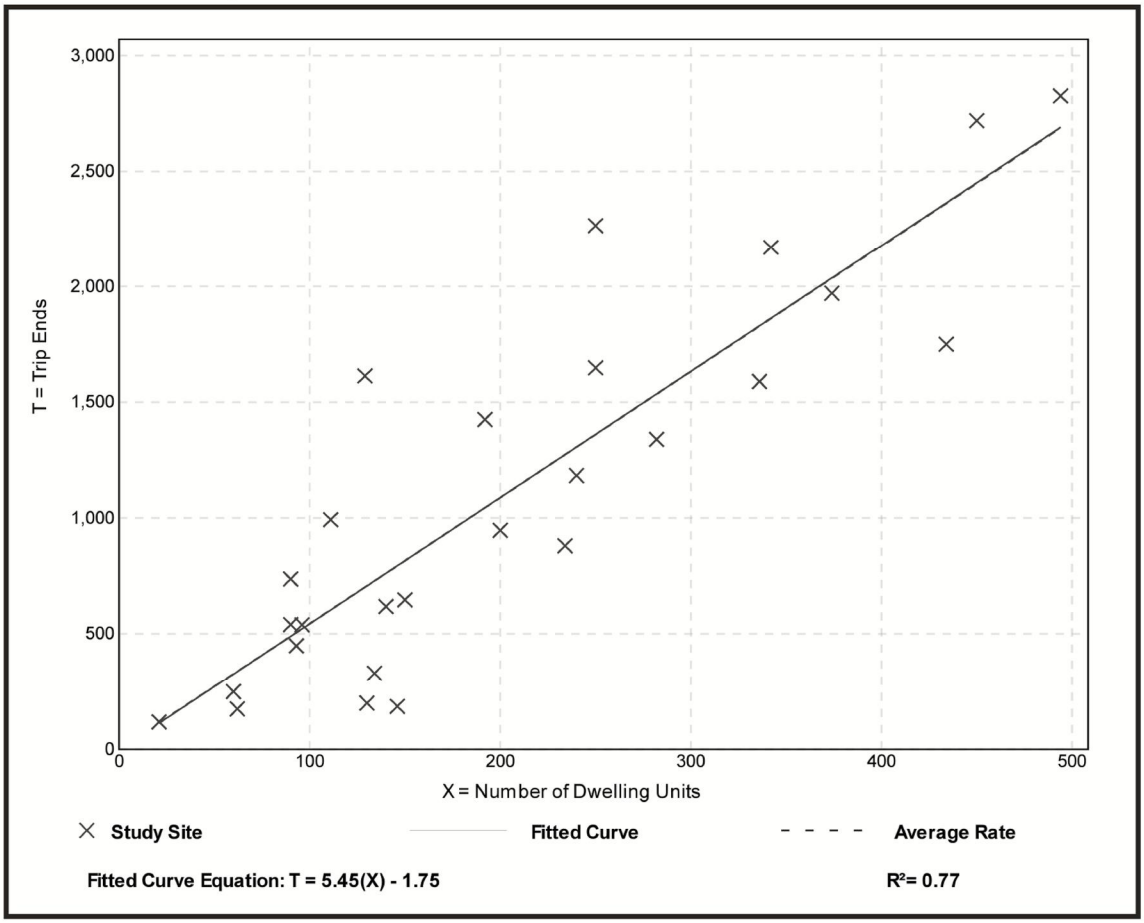
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



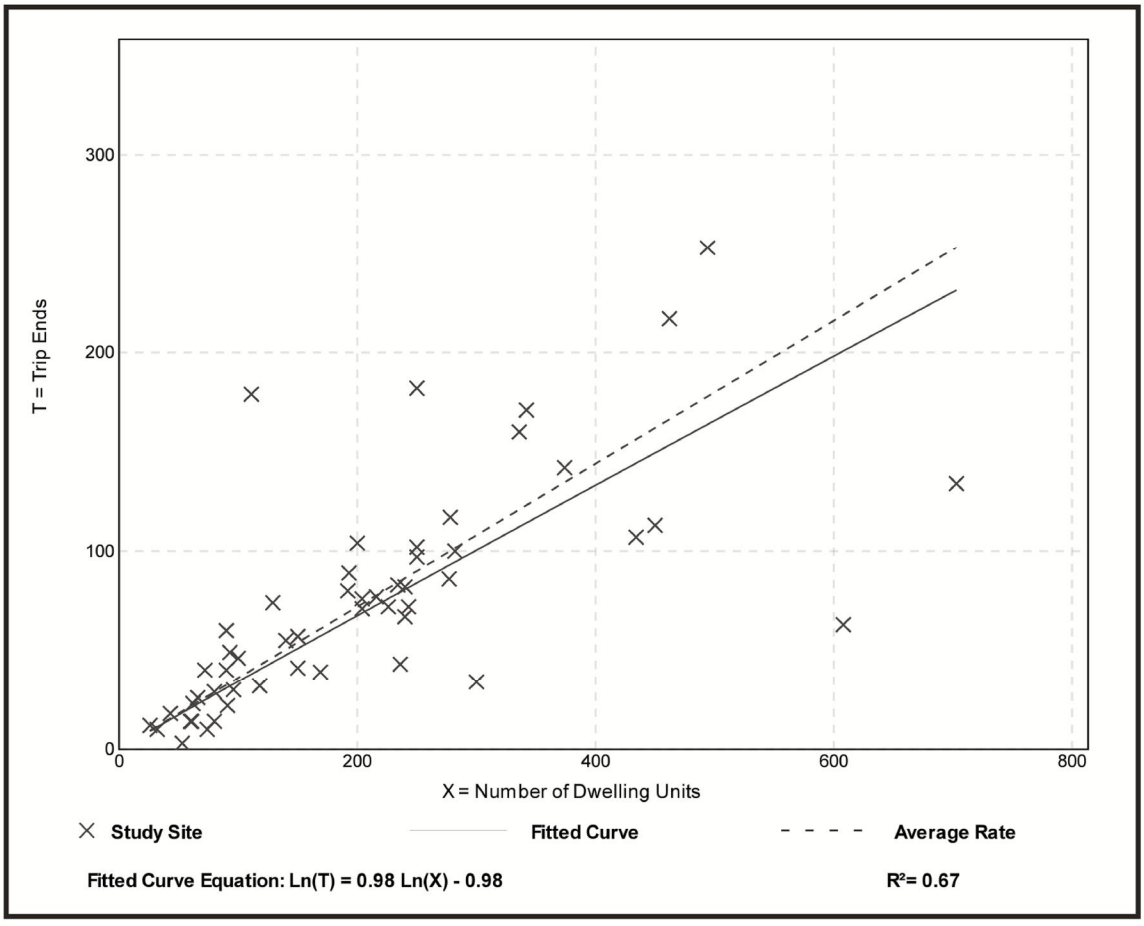
Multifamily Housing (Mid-Rise)
(221)

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: 53
Avg. Num. of Dwelling Units: 207
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



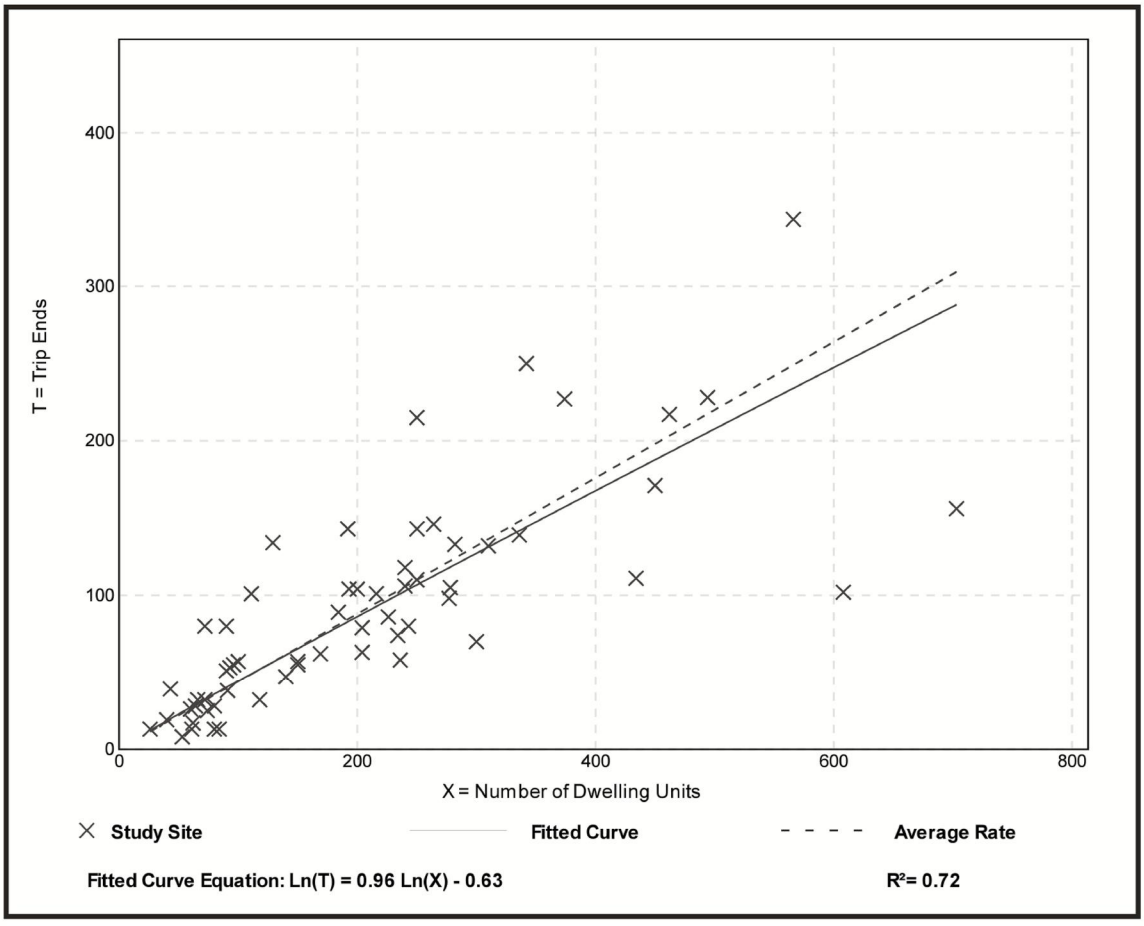
Multifamily Housing (Mid-Rise)
(221)

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: 60
Avg. Num. of Dwelling Units: 208
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

April 6, 2021

Brendan S. May
Senor Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: ***Rand Road (US 12) @ Chestnut Avenue/Techny Road***
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated April 6, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current AADT	Year 2050 AADT
Rand Rd, @ Chestnut Ave/Techny Rd	29,900	33,200

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2020 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: Quigley (IDOT)
\2021_CY_TrafficForecast\ArlingtonHeights\ck-47-21\ck-47-21.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour Conditions

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	9	13	46	13	9	12	21	921	4	16	466	6
Future Vol, veh/h	9	13	46	13	9	12	21	921	4	16	466	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	0	-	-	125	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	11	0	0	4	0	0	5	0
Mvmt Flow	9	14	48	14	9	13	22	969	4	17	491	6

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1299	1546	487	1064	1545	249	497	0	0	973	0	0
Stage 1	1015	1015	-	528	528	-	-	-	-	-	-	-
Stage 2	284	531	-	536	1017	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.72	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.11	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	121	116	532	180	104	757	1077	-	-	717	-	-
Stage 1	259	318	-	507	504	-	-	-	-	-	-	-
Stage 2	705	529	-	501	294	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	111	111	532	151	99	757	1077	-	-	717	-	-
Mov Cap-2 Maneuver	204	222	-	273	200	-	-	-	-	-	-	-
Stage 1	254	312	-	497	492	-	-	-	-	-	-	-
Stage 2	664	516	-	427	288	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	16.5	17.2	0.2	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	EBLn2	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	717	-	-	204	407	273	345	1077	-	-
HCM Lane V/C Ratio	0.023	-	-	0.046	0.153	0.05	0.064	0.021	-	-
HCM Control Delay (s)	10.1	-	-	23.5	15.4	18.9	16.1	8.4	-	-
HCM Lane LOS	B	-	-	C	C	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0.2	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	37	32	3	1	2
Future Vol, veh/h	3	37	32	3	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	3	39	34	3	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	37	0	-	0	81	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1587	-	-	-	926	1042
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1587	-	-	-	924	1042
Mov Cap-2 Maneuver	-	-	-	-	924	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	983	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1587	-	-	-	999
HCM Lane V/C Ratio	0.002	-	-	-	0.003
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	31	1	2	4
Future Vol, veh/h	0	38	31	1	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	0	40	33	1	2	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	34	0	-	0	74	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1591	-	-	-	935	1045
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1591	-	-	-	935	1045
Mov Cap-2 Maneuver	-	-	-	-	935	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1591	-	-	-	1006
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Control Delay (s)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	38	28	0	0	4
Future Vol, veh/h	2	38	28	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	2	40	29	0	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	73	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	44	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1597	-	-	-	936	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1597	-	-	-	935	1052
Mov Cap-2 Maneuver	-	-	-	-	935	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1597	-	-	-	1052
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	2	0	38	26	3
Future Vol, veh/h	9	2	0	38	26	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	3	0
Mvmt Flow	9	2	0	40	27	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	69	29	30	0	-	0
Stage 1	29	-	-	-	-	-
Stage 2	40	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	941	1052	1596	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	941	1052	1596	-	-	-
Mov Cap-2 Maneuver	941	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	988	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1596	-	959	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour Conditions

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	49	14	5	15	9	34	33	917	6	59	1118	32
Future Vol, veh/h	49	14	5	15	9	34	33	917	6	59	1118	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	0	-	-	125	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	7	0	0	0	1	0	2	1	3
Mvmt Flow	53	15	5	16	10	37	35	986	6	63	1202	34

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1791	2421	496	1916	2407	618	1236	0	0	992	0	0
Stage 1	1059	1059	-	1345	1345	-	-	-	-	-	-	-
Stage 2	732	1362	-	571	1062	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.64	6.5	6.9	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.64	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.64	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.57	4	3.3	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 52	33	525	39	34	437	571	-	-	693	-	-
Stage 1	243	304	-	153	222	-	-	-	-	-	-	-
Stage 2	383	218	-	461	303	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 40	28	525	31	29	437	571	-	-	693	-	-
Mov Cap-2 Maneuver	131	106	-	104	110	-	-	-	-	-	-	-
Stage 1	228	285	-	144	202	-	-	-	-	-	-	-
Stage 2	304	198	-	406	285	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	46.1	27.5	0.4	0.5
HCM LOS	E	D		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	EBLn2	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	693	-	-	131	134	104	269	571	-	-
HCM Lane V/C Ratio	0.092	-	-	0.402	0.152	0.155	0.172	0.062	-	-
HCM Control Delay (s)	10.7	-	-	49.8	36.6	45.9	21.1	11.7	-	-
HCM Lane LOS	B	-	-	E	E	E	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.7	0.5	0.5	0.6	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	74	54	5	5	4
Future Vol, veh/h	5	74	54	5	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	5	80	58	5	5	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	63	0	-	0	151	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1553	-	-	-	846	1010
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	939	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1553	-	-	-	843	1010
Mov Cap-2 Maneuver	-	-	-	-	843	-
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	939	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1553	-	-	-	910
HCM Lane V/C Ratio	0.003	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	67	51	1	2	8
Future Vol, veh/h	12	67	51	1	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	13	72	55	1	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	56	0	-	0	154	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	98	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1562	-	-	-	842	1016
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1562	-	-	-	834	1016
Mov Cap-2 Maneuver	-	-	-	-	834	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	931	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1562	-	-	-	974
HCM Lane V/C Ratio	0.008	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	62	48	0	0	4
Future Vol, veh/h	7	62	48	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	8	67	52	0	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	52	0	-	0	135	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	83	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1567	-	-	-	863	1021
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	945	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1567	-	-	-	859	1021
Mov Cap-2 Maneuver	-	-	-	-	859	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	945	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1567	-	-	-	1021
HCM Lane V/C Ratio	0.005	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	4	9	53	44	10
Future Vol, veh/h	9	4	9	53	44	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	4	0
Mvmt Flow	10	4	10	57	47	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	130	53	58	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	869	1020	1559	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	863	1020	1559	-	-	-
Mov Cap-2 Maneuver	863	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1559	-	906	-	-
HCM Lane V/C Ratio	0.006	-	0.015	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Capacity Analysis Summary Sheets

No-Build Weekday Morning Peak Hour Conditions

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	9	13	46	13	9	12	21	940	4	16	476	6
Future Vol, veh/h	9	13	46	13	9	12	21	940	4	16	476	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	0	-	-	125	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	11	0	0	4	0	0	5	0
Mvmt Flow	9	14	48	14	9	13	22	989	4	17	501	6

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1324	1576	497	1084	1575	254	507	0	0	993	0	0
Stage 1	1035	1035	-	538	538	-	-	-	-	-	-	-
Stage 2	289	541	-	546	1037	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.72	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.11	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	116	111	524	174	100	752	1068	-	-	704	-	-
Stage 1	252	312	-	500	499	-	-	-	-	-	-	-
Stage 2	700	524	-	495	288	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	106	106	524	145	96	752	1068	-	-	704	-	-
Mov Cap-2 Maneuver	199	216	-	267	195	-	-	-	-	-	-	-
Stage 1	247	305	-	490	487	-	-	-	-	-	-	-
Stage 2	659	511	-	420	282	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	16.8	17.5	0.2	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	EBLn2	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	704	-	-	199	399	267	338	1068	-	-
HCM Lane V/C Ratio	0.024	-	-	0.048	0.156	0.051	0.065	0.021	-	-
HCM Control Delay (s)	10.2	-	-	24	15.7	19.2	16.4	8.4	-	-
HCM Lane LOS	B	-	-	C	C	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0.2	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	37	32	3	1	2
Future Vol, veh/h	3	37	32	3	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	3	39	34	3	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	37	0	-	0	81	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1587	-	-	-	926	1042
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1587	-	-	-	924	1042
Mov Cap-2 Maneuver	-	-	-	-	924	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	983	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1587	-	-	-	999
HCM Lane V/C Ratio	0.002	-	-	-	0.003
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	31	1	2	4
Future Vol, veh/h	0	38	31	1	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	0	40	33	1	2	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	34	0	-	0	74	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1591	-	-	-	935	1045
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1591	-	-	-	935	1045
Mov Cap-2 Maneuver	-	-	-	-	935	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1591	-	-	-	1006
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Control Delay (s)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	38	28	0	0	4
Future Vol, veh/h	2	38	28	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	2	40	29	0	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	73	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	44	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1597	-	-	-	936	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1597	-	-	-	935	1052
Mov Cap-2 Maneuver	-	-	-	-	935	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1597	-	-	-	1052
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	2	0	38	26	3
Future Vol, veh/h	9	2	0	38	26	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	3	0
Mvmt Flow	9	2	0	40	27	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	69	29	30	0	-	0
Stage 1	29	-	-	-	-	-
Stage 2	40	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	941	1052	1596	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	941	1052	1596	-	-	-
Mov Cap-2 Maneuver	941	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	988	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1596	-	959	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Capacity Analysis Summary Sheets

No-Build Weekday Evening Peak Hour Conditions

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	49	14	5	15	9	34	33	936	6	59	1141	32
Future Vol, veh/h	49	14	5	15	9	34	33	936	6	59	1141	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	0	-	-	125	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	7	0	0	0	1	0	2	1	3
Mvmt Flow	53	15	5	16	10	37	35	1006	6	63	1227	34

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1824	2466	506	1951	2452	631	1261	0	0	1012	0	0
Stage 1	1079	1079	-	1370	1370	-	-	-	-	-	-	-
Stage 2	745	1387	-	581	1082	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.64	6.5	6.9	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.64	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.64	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.57	4	3.3	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 49	31	517	36	31	429	558	-	-	681	-	-
Stage 1	237	297	-	147	216	-	-	-	-	-	-	-
Stage 2	377	212	-	454	296	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 37	26	517	28	26	429	558	-	-	681	-	-
Mov Cap-2 Maneuver	127	102	-	99	105	-	-	-	-	-	-	-
Stage 1	222	278	-	138	196	-	-	-	-	-	-	-
Stage 2	298	192	-	398	277	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	48.2	28.6	0.4	0.5
HCM LOS	E	D		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	EBLn2	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	681	-	-	127	129	99	261	558	-	-
HCM Lane V/C Ratio	0.093	-	-	0.415	0.158	0.163	0.177	0.064	-	-
HCM Control Delay (s)	10.8	-	-	52.1	38.1	48.3	21.7	11.9	-	-
HCM Lane LOS	B	-	-	F	E	E	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.8	0.5	0.6	0.6	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	74	54	5	5	4
Future Vol, veh/h	5	74	54	5	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	5	80	58	5	5	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	63	0	-	0	151	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1553	-	-	-	846	1010
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	939	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1553	-	-	-	843	1010
Mov Cap-2 Maneuver	-	-	-	-	843	-
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	939	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1553	-	-	-	910
HCM Lane V/C Ratio	0.003	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	67	51	1	2	8
Future Vol, veh/h	12	67	51	1	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	13	72	55	1	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	56	0	-	0	154	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	98	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1562	-	-	-	842	1016
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1562	-	-	-	834	1016
Mov Cap-2 Maneuver	-	-	-	-	834	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	931	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1562	-	-	-	974
HCM Lane V/C Ratio	0.008	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	62	48	0	0	4
Future Vol, veh/h	7	62	48	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	8	67	52	0	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	52	0	-	0	135	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	83	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1567	-	-	-	863	1021
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	945	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1567	-	-	-	859	1021
Mov Cap-2 Maneuver	-	-	-	-	859	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	945	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1567	-	-	-	1021
HCM Lane V/C Ratio	0.005	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	4	9	53	44	10
Future Vol, veh/h	9	4	9	53	44	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	4	0
Mvmt Flow	10	4	10	57	47	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	130	53	58	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	869	1020	1559	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	863	1020	1559	-	-	-
Mov Cap-2 Maneuver	863	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1559	-	906	-	-
HCM Lane V/C Ratio	0.006	-	0.015	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Capacity Analysis Summary Sheets

Projected Weekday Morning Peak Hour Conditions

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	9	13	46	17	9	17	23	940	4	16	476	8
Future Vol, veh/h	9	13	46	17	9	17	23	940	4	16	476	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	0	-	-	125	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	11	0	0	4	0	0	5	0
Mvmt Flow	9	14	48	18	9	18	24	989	4	17	501	8

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1328	1582	497	1089	1580	255	509	0	0	993	0	0
Stage 1	1039	1039	-	539	539	-	-	-	-	-	-	-
Stage 2	289	543	-	550	1041	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.72	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.11	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	115	110	524	172	99	750	1066	-	-	704	-	-
Stage 1	250	310	-	499	498	-	-	-	-	-	-	-
Stage 2	700	523	-	492	286	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	104	105	524	143	94	750	1066	-	-	704	-	-
Mov Cap-2 Maneuver	196	215	-	265	193	-	-	-	-	-	-	-
Stage 1	244	303	-	488	486	-	-	-	-	-	-	-
Stage 2	654	510	-	417	279	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	16.8	17.1	0.2	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	EBLn2	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	704	-	-	196	398	265	375	1066	-	-
HCM Lane V/C Ratio	0.024	-	-	0.048	0.156	0.068	0.073	0.023	-	-
HCM Control Delay (s)	10.2	-	-	24.3	15.7	19.6	15.4	8.5	-	-
HCM Lane LOS	B	-	-	C	C	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.5	0.2	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	41	41	3	1	2
Future Vol, veh/h	3	41	41	3	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	3	43	43	3	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	46	0	-	0	94	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	49	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1575	-	-	-	911	1031
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	979	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1575	-	-	-	909	1031
Mov Cap-2 Maneuver	-	-	-	-	909	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	979	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1575	-	-	-	987
HCM Lane V/C Ratio	0.002	-	-	-	0.003
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	40	35	1	2	4
Future Vol, veh/h	0	40	35	1	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	0	42	37	1	2	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	38	0	-	0	80	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1585	-	-	-	927	1040
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1585	-	-	-	927	1040
Mov Cap-2 Maneuver	-	-	-	-	927	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	986	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	999
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Control Delay (s)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	40	32	0	0	4
Future Vol, veh/h	2	40	32	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	2	42	34	0	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	34	0	-	0	80	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	46	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1591	-	-	-	927	1045
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1591	-	-	-	926	1045
Mov Cap-2 Maneuver	-	-	-	-	926	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	982	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1591	-	-	-	1045
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	2	0	39	26	3
Future Vol, veh/h	9	2	0	39	26	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	3	0
Mvmt Flow	9	2	0	41	27	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	70	29	30	0	-	0
Stage 1	29	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	939	1052	1596	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	939	1052	1596	-	-	-
Mov Cap-2 Maneuver	939	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	987	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1596	-	958	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	2	0	39	5	0
Future Vol, veh/h	40	2	0	39	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	42	2	0	41	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	44	0	84	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1577	-	923	1033
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1577	-	923	1033
Mov Cap-2 Maneuver	-	-	-	-	923	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	987	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	923	-	-	1577	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	38	2	0	28	4	1
Future Vol, veh/h	38	2	0	28	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	40	2	0	29	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	42	0	70	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1580	-	939	1036
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	999	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1580	-	939	1036
Mov Cap-2 Maneuver	-	-	-	-	939	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	999	-

Approach	NB	SB	NW
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	957	1580	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	-	-	8.8	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Capacity Analysis Summary Sheets

Projected Weekday Evening Peak Hour Conditions

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	49	15	5	18	9	38	38	936	6	59	1141	36
Future Vol, veh/h	49	15	5	18	9	38	38	936	6	59	1141	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	0	-	-	125	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	7	0	0	0	1	0	2	1	3
Mvmt Flow	53	16	5	19	10	41	41	1006	6	63	1227	39

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1836	2483	506	1966	2467	633	1266	0	0	1012	0	0
Stage 1	1091	1091	-	1373	1373	-	-	-	-	-	-	-
Stage 2	745	1392	-	593	1094	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.64	6.5	6.9	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.64	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.64	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.57	4	3.3	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 48	30	517	35	31	427	556	-	-	681	-	-
Stage 1	233	293	-	147	215	-	-	-	-	-	-	-
Stage 2	377	211	-	447	292	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 35	25	517	27	26	427	556	-	-	681	-	-
Mov Cap-2 Maneuver	122	98	-	97	104	-	-	-	-	-	-	-
Stage 1	216	271	-	136	195	-	-	-	-	-	-	-
Stage 2	294	191	-	385	270	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	51	29.7	0.5	0.5
HCM LOS	F	D		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	EBLn2	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	681	-	-	122	123	97	268	556	-	-
HCM Lane V/C Ratio	0.093	-	-	0.432	0.175	0.2	0.189	0.073	-	-
HCM Control Delay (s)	10.8	-	-	55.3	40.4	51.1	21.5	12	-	-
HCM Lane LOS	B	-	-	F	E	F	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.9	0.6	0.7	0.7	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	84	61	5	5	4
Future Vol, veh/h	5	84	61	5	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	5	90	66	5	5	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	71	0	-	0	169	69
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1542	-	-	-	826	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1542	-	-	-	824	1000
Mov Cap-2 Maneuver	-	-	-	-	824	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	929	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1542	-	-	-	894
HCM Lane V/C Ratio	0.003	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	72	54	1	2	8
Future Vol, veh/h	12	72	54	1	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	13	77	58	1	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	59	0	-	0	162	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1558	-	-	-	834	1012
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1558	-	-	-	826	1012
Mov Cap-2 Maneuver	-	-	-	-	826	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	926	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1558	-	-	-	968
HCM Lane V/C Ratio	0.008	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	67	51	0	0	4
Future Vol, veh/h	7	67	51	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	8	72	55	0	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	55	0	-	0	143	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	88	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1563	-	-	-	854	1018
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	940	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1563	-	-	-	850	1018
Mov Cap-2 Maneuver	-	-	-	-	850	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	940	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1563	-	-	-	1018
HCM Lane V/C Ratio	0.005	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	4	9	53	45	10
Future Vol, veh/h	9	4	9	53	45	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	4	0
Mvmt Flow	10	4	10	57	48	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	131	54	59	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	868	1019	1558	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	862	1019	1558	-	-	-
Mov Cap-2 Maneuver	862	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1558	-	905	-	-
HCM Lane V/C Ratio	0.006	-	0.015	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	84	5	0	62	4	0
Future Vol, veh/h	84	5	0	62	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	0	0	4	0	0
Mvmt Flow	90	5	0	67	4	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	95	0	160	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1512	-	836	970
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	961	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1512	-	836	970
Mov Cap-2 Maneuver	-	-	-	-	836	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	961	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	836	-	-	1512	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	9.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	3	0	62	5	1	48
Future Vol, veh/h	3	0	62	5	1	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	4
Mvmt Flow	3	0	67	5	1	52

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	124	70	0	0	72	0
Stage 1	70	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	876	998	-	-	1541	-
Stage 1	958	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	875	998	-	-	1541	-
Mov Cap-2 Maneuver	875	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	974	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	9.1	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	875	1541	-
HCM Lane V/C Ratio	-	-	0.004	0.001	-
HCM Control Delay (s)	-	-	9.1	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Parking Occupancy Surveys

Table 6
PARKING OCCUPANCY SURVEYS

Time	Villas of Lake in the Hills (Lake in the Hills)		Pheasant Ridge Hunter Apartments (Orland Hills)	
	Friday	Saturday	Friday	Saturday
6:00 AM	67	66	166	148
7:00 AM	65	64	142	145
8:00 AM	55	63	142	138
9:00 AM	52	62	138	131
10:00 AM	51	55	130	123
2:00 PM	44	48	109	94
3:00 PM	43	46	108	94
4:00 PM	43	54	109	85
5:00 PM	43	50	85	87
6:00 PM	55	57	97	88
7:00 PM	55	58	98	110
8:00 PM	55	61	93	122
9:00 PM	61	63	123	139
10:00 PM	63	56	148	149
Inventory	**132**	**132**	**282**	**282**

Site Inspection
And Market Analysis

310 Arlington Heights
Arlington Heights, Illinois

Prepared for:

Housing Trust Group
3225 Aviation Ave 6th floor
Miami, FL 33133

By:

American Marketing Services, Inc.
527 S. Wells Street, Suite 400
Chicago, Illinois 60607

January 18, 2021

TABLE OF CONTENTS

		Page
	Introduction	**1**
I.	**Proposed Development**	**2**
II.	**Field Observations**	**4**
III.	**Market Area Characteristics**	**6**
IV.	**Housing Market Characteristics**	**22**
V.	**Affordability/Demand**	**27**
VI.	**Impact on Other Affordable & Market Rate Housing**	**32**
VII.	**Conclusions and Recommendations**	**33**
VIII.	**Attachments**	**36**

A. Site Photos
B. Comparable Property Map
C. Comparable Property Details
D. Comparable Property Photos
E. Affordable Housing Table
F. Market Comparison Tables
G. AMS Insurance and NCHMA Certificates
H. Site and Market Study Summary Form

STATEMENT OF ASSUMPTIONS AND CERTIFICATIONS

1. The findings contained in this report are based solely on research and interviews conducted prior to the date of the report.

2. All information and procedures used to establish the market study were from factual data and prepared in a professional manner. Direct and indirect information obtained concerning the subject property is assumed to be true and accurate. Information supplied by published documents, government agencies, private business entities and other parties is believed to be reliable and accurate.

3. AMS assumes no obligation to provide updates to this report after its submission.

4. AMS has fulfilled all insurance requirements as discussed in the Illinois Housing Development Authority (IHDA) Standards for Market Study Reviews and Professionals. IHDA is named as an additional insured.

5. AMS is a member in good standing of the National Council of Housing Market Analysts (NCHMA).

6. The demand methodology used in this report incorporate "Authority Standard Calculations."

7. This report was prepared during the nationwide Covid-19 epidemic, which has the potential to impact multiple facets of the rental housing market. It is possible that there may be significant changes in the future demographic characteristics and trends, neighborhood amenities, property rents and occupancy rates, and other factors examined herein. This report does not account for any impacts of Covid 19 that may occur after the date of this report.

ANALYST CERTIFICATION

There is no identity of interest between American Marketing Services and the developer or ownership, or their principals. No undue pressure or collusion with the client or representatives exists in the determinations of the market study. Compensation for this report is not contingent upon the development receiving an allocation of tax credits or other IHDA financing.

_____

Market Analyst

INTRODUCTION

At the request of Housing Trust Group, American Marketing Services, Inc. (AMS) has prepared a site inspection and market analysis in relation to the proposed 310 Arlington Heights, an affordable rental development in Arlington Heights, Illinois targeted to low-income families. The purpose of this evaluation was to determine the marketability of the newly constructed rental units and gauge potential demand.

In carrying out this study, AMS examined demographic trends in the Primary Market Area, as well as Cook County. In addition, AMS has evaluated the subject property's location and proximity to area services, and assessed current rental market conditions, including competitive product, rents, and amenities.

The intended users of this report are the development team and potential lenders, including the Illinois Housing Development Authority (IHDA).

I. PROPOSED DEVELOPMENT

A. Developer: Housing Trust Group
3225 Aviation Ave 6th floor
Miami, FL 33133

B. Project Description: 310 Arlington Heights will provide 40 much-needed units of affordable housing targeted to families in a new four-story elevator building. The development will offer units with one or two bedrooms and will serve households earning up to 30% or 60% of Area Median Income (AMI). The developer's application to the Illinois Housing Development Authority (IHDA) is for 9% Low Income Housing Tax Credits and other funding sources.

C. Location: 310 Arlington Heights will be located at 310 Rand Road, in the city of Arlington Heights, Illinois, a northwest suburb of Chicago. The site is approximately 25 miles northwest of downtown Chicago and nine miles northwest of O'Hare International Airport.

D. Site Description: The 2.2-acre site is currently unimproved and grassy. The site has an irregular shape, and like the surrounding area, it is flat. The site is within an urban and fully developed area, with mainly residential and commercial land uses. The site is appropriate for the neighborhood and the target market.

E. Buildings: The development will consist of one four-story building. The design is appropriate for the community, the surrounding land uses, and the intended tenant base.

F. Apartment Details/ Rent Schedule: 310 Arlington Heights will consist of 40 housing units targeted to households earning up to 30% or 60% of AMI. The development will offer 20 one-bedroom apartments with 684 square feet of space, and 20 two-bedroom/two-bath apartments with 897 square feet.

The proposed net rent for the 30% AMI one-bedroom units will be $384. The 60% AMI net rents will be $871for the one-bedrooms and $1,047 for the two-bedrooms. In terms of utilities, residents will pay for electricity, cooking gas, and gas heat, with water/sewer and trash removal covered by the development. The utility allowance will be $101 for one-bedrooms and $120 for two-bedrooms.

Overall, the proposed income mix, unit sizes, and rents, as shown in the following table, are appropriate for the target market.

Proposed Rent Schedule - 310 Arlington Heights

	No.	BR	BA	SF	Net Rent	PSF Net Rent	Util. Allow.	Gross Rent
Tax credit (30% AMI)	8	1	1	684	$384	$0.56	$101	$485
Tax credit (60% AMI)	12	1	1	684	$871	$1.27	$101	$972
	20	2	2	897	$1,047	$1.17	$120	$1,167
	40							

G. In-Unit Amenities: Amenities for 310 Arlington Heights will include air conditioning, wiring for cable TV and internet service, mini blinds, refrigerators, ranges, and dishwashers. Two-bedroom units will have two full baths. The in-unit amenities package is appropriate and desirable for the target market. The amenities proposed will be essentially equal to the amenity standard for affordable properties in the market.

H. Development Amenities: The development will offer an on-site management office, off-street parking, a community/media room, fitness center, bike rack, and a common laundry room. The development amenities are appropriate for the market and the tenant base. They are essentially equal to the affordable standard for affordable properties in the PMA.

I. Construction: The building will have a wood frame construction and a flat roof, which is appropriate for the target population and the market.

J. Parking: The development will provide 80 parking spaces on site, of which eight will be handicapped accessible. The parking ratio of two spaces per unit is expected to be sufficient for the target population and very marketable.

K. Density: Overall, the development site covers an area of 2.2 acres, which equates to a density of 18 units per acre. This density is quite low and is appropriate for the market.

M. Other: A retention pond is also planned for the development.

II. FIELD OBSERVATIONS

All distances are measured in a straight line.

A. Access to Site

The site is located on the east side of Rand Road (U.S. Route 12), which is a busy multilane arterial. Only 0.3 mile east is Arlington Heights Road, which provides access to downtown Arlington Heights 2.5 miles to the south. In addition, 0.6 mile south is Palatine Road, which provides access to I-290 (and the Interstate Expressway System) just one mile to the southwest. Access to the development's parking lot will be by way of Chestnut Avenue, along the northern border of the site. AMS finds the site accessibility to be very good.

B. Visibility & Marketability

The subject development will have good visibility for marketing purposes. The proposed four-story building will be highly visible to traffic on busy Rand Road. The neighboring land uses are also very well maintained, and the housing in the area is mainly higher-end. Overall, AMS expects the development to have strong marketability. The development will not require any additional signage to improve marketability.

C. Adjacent Land

North: Immediately north of the site is Stonebridge of Arlington Heights, a 586-unit rental development consisting of multiple four-story elevator buildings. The development, which occupies several blocks along the east side of Rand Road, is in good condition. To the northeast is a grassy power-line corridor that runs parallel to Rand Road. North of the powerlines is a residential neighborhood of detached single-family homes in good to excellent condition.

West: Northwest of the site is Waverly Inn Memory Care Community, which is an Assisted Living property targeted to the frail elderly population. Farther northwest, along the west side of Rand Road, is Fountains of Arlington, a condominium development with two mid-rise elevator buildings. To the southwest of the site is a townhome development in good condition and located in a residential neighborhood of detached single-family homes, most of which are in excellent condition.

South: Southeast of the site, along Rand Road, are shopping centers and other commercial land uses, including two grocery stores, a fitness center, clothing stores, and numerous restaurants. South of the commercial strip are residential land-uses—a mix of attached townhomes and detached single-family homes.

East: Immediately east of the site is an electric substation and the afore-mentioned power-line corridor. Farther east is a residential neighborhood of detached single-family homes mainly in excellent condition.

The electric substation and high-tension power lines to the east and north of the site are within a quarter-mile of the site. However, AMS does not believe the lines will impact marketability. A higher-end apartment complex and a neighborhood of large single-family homes also abut the very same power line corridor.

D. Neighborhood Description

The development site is located on the border between a major concentration of retail shopping and a quiet, residential neighborhood of mainly higher-end housing. Along Rand Road, north of the site, there are large-scale apartment and condominium developments, including mid-rise product, and small commercial strips. The areas on either side of Rand Road are almost exclusively neighborhood of detached single-family homes or small clusters of townhomes. The neighborhood is appropriate for affordable housing targeted to families.

E. Public Safety Issues

In order to assess crime in the PMA, AMS examined crime data per 100,000 residents as reported by the State of Illinois in their *Crime in Illinois 2019* report. The data, from 2019 and 2018, is the most recent available, and pertain to the Village of Arlington Heights, Cook County, and Illinois as a whole. As shown in the table below, crime rates have decreased year-over-year by 2% in the Village. During the same period, crime rates have also fallen by 4% in both Cook County and the State of Illinois. In addition, the 2019 crime rate in the community is far less than half the Cook County rate. Overall, crime and the perception of crime are not expected to be a relevant factor for marketability at the subject development.

Crimes per 100,000 Population – 2018-2019

	2019 Crime	2018 Crime	% Change
Des Plaines	1,218	1,317	-8%
Mount Prospect	915	1,180	-22%
Arlington Heights	852	869	-2%
Cook County	2,971	3,091	-4%
Illinois	2,155	2,256	-4%

Source: State of Illinois- Index of Crime Offense and Crime Rate Data

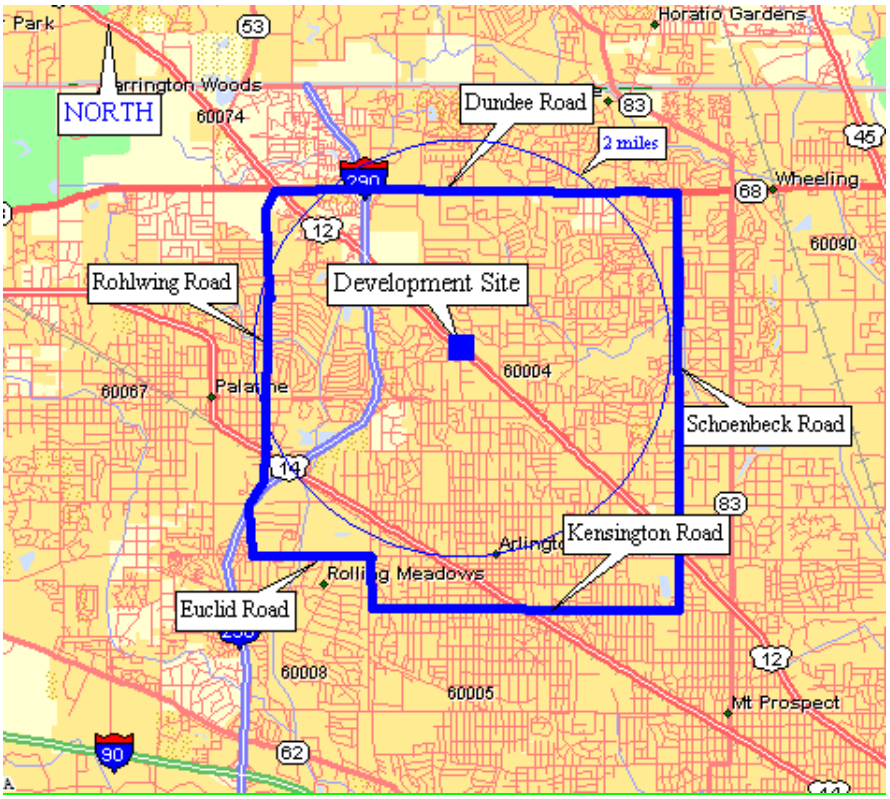
F. Lead Exposure

The subject development is not located in a zip code identified by the Illinois Department Public Health as a "high risk area" for lead exposure.

III. MARKET AREA CHARACTERISTICS

A. Market Area

AMS has defined the Primary Market Area (PMA) for the subject development as the area bounded by Euclid and Kensington Road on the south, Rohlwing Road on the west, Dundee Road on the north, and Schoenbeck Road on the east. The PMA includes the central and northern areas of Arlington Heights, as well as small portions of the neighboring municipalities of Palatine, Wheeling, and Prospect Heights. A map of the boundaries follows.



The PMA was designed to include the central and northern areas of Arlington Heights, including downtown. Because I-290 is less than one mile west of the site, AMS also included portions of Palatine that are west of I-290. The northern and western borders are major arterials, while the southern and eastern borders are small, but still signalized thoroughfares.

The FIPS Code for Cook County is 17031. The census tracts comprising the PMA are: 8025.03, 8029, 8930.05, 8030.07, 8030.08, 8030.15, 8030.16, 8030.17, 8031, 8032, 8033, and 8036.07, and parts of 8026.08, 8028.01, 8030.15, 8036.05, 8036.06, 8039.01, and 8039.02. The development is located in tract 8030.16.

For the demand analysis of this report, AMS assumed that 100% of residents will come from the PMA.

B. Comparable Properties

The affordable housing supply in this northwest suburban market is very modest. Importantly, 310 Arlington Heights will be the first tax credit development in the PMA that exclusively serves low-income families and does not have Section 8 or public housing rent assistance.

For this report, AMS examined the four closest comparable affordable properties that target families. Two of the four are located within the PMA, while the other two are located in Palatine, west of the PMA. Three of the properties have Section 8 rent assistance for all units, though two of these three comparable properties are mixed-income, with market rate components. The remaining property, Parkview Apartments, is a newer tax credit development in the PMA that targets a mix of populations, but includes a small number of 60% AMI family units (without rent assistance) that can be compared to the subject development.

Descriptions of the comparable properties follow. Additional property details and photographs can be found in the attachments to this report.

1. Comparable Affordable Family Housing in PMA

Parkview Apartments
212 N. Dunton – Arlington Heights, IL 60004

Parkview Apartments is a 45-unit mixed-income development in a seven-story elevator building. Built in 2018, the development is in excellent condition and is located 2.5 miles south of the subject site. The development has IHDA tax credit funding and rent assistance from the Housing Authority of Cook County (HACC) for approximately 30% of its units. Residents of the HACC units pay 30% of income for rent and utilities. According to management, the current occupancy rate is 98%, and there is a waiting list for the HACC units.

Parkview Apartments offers 15 one-bedroom units with 835 square feet, 20 two-bedroom/one-bath units with 983 square feet, five two-bedroom/two-bath units with 1,069 square feet, and five three-bedroom/two-bath units with 1,392 square feet. There are approximately 12 60% AMI units that do not have rent assistance. Current rents for the one- and two-bedroom units at 60% AMI are $891 and $1,080, respectively.

Tenants pay for electricity, gas heat, and cooking gas, with all other utilities covered by the building. Development amenities include elevators, a community room, heated garage parking, extra storage, a fitness center, and bike storage. Units are air-conditioned and pre-wired for cable, and include carpeting, window treatments, and in-unit washer/dryers.

Williams Reserve
1245 Prairie Brook Drive – Palatine, IL 60074

Williams Reserve is a 320-unit mixed-income development that has IHDA funding and rent subsidies for 85 units. According to the manager, the HUD rent assistance contract was scheduled to expire in 2017. In order to preserve affordable options, ownership entered into an agreement with the Housing Authority of Cook County (HACC) to keep approximately 25% to 30% of the development affordable. Residents of the affordable component, however, must have Housing Choice Vouchers from the HACC.

Williams Reserve consists of multiple three-story walk-up buildings and is located 1.8 miles northwest of the development site. Originally constructed in 1975, it has undertaken a major rehabilitation project and is currently in good condition. The development is currently 90% leased.

The development offers studio, one-, two-, and three-bedroom units, though all of the studio units are market rate. In terms of amenities, the development offers on-site mgmt., 24-hour maintenance, a large and impressively updated clubhouse, pool with sundeck, grills, free wifi, picnic area, gazebo, lounge with TV business center, fitness center, conference room, dog run, playground, and laundry rooms. Units have carpeting, dishwashers, mini-blinds, and air conditioning.

2. Comparable Affordable Family Housing Outside of PMA

Rand Grove Village
773 E. Rand Grove Lane – Palatine, IL 60074

Rand Grove Village is a 320-unit mixed-income development that has IHDA funding and HUD rent subsidies for 128 units. It consists of multiple three-story walk-up buildings with brick exteriors, and is located 2.8 miles northwest of the development site. The development opened in 1976 but was substantially rehabilitated in 2017, and is currently in average condition. Occupancy information was not available.

The development offers one-, two-, three-, and four-bedroom units. Amenities include on-site management, community garden, business center, basketball court, clubhouse/meeting room, and laundry rooms.

Arrowhead Apartments
1950 Cambridge Court – Palatine, IL 60074

Located two miles northwest of the site, Arrowhead Apartment is a 200-unit mixed income development with IHDA funding and HUD rent subsidies for 40 units. It consists of multiple two-story walk-up buildings. Originally constructed in 1976, it recently completed a major rehabilitation project, including an expanded clubhouse, and is currently in good condition. According to on-site staff, the development is currently 95% occupied, and all of the vacancies are market rate units.

Arrowhead Apartments offers studio, one-, two-, and three-bedroom units. Amenities include on-site management, 24-hr maintenance, pool with sundeck, ponds, dog run, business center, upgraded clubhouse, fitness center, and laundry rooms. Units have AC, carpeting, mini blinds, and a patio/balcony.

3. Planned Affordable Development in the PMA

AMS found no evidence of any other affordable family housing developments under construction or planned within the PMA. AMS spoke with Arlington Heights municipal staff Nora Boyer, Housing Planner, who was unaware of any other affordable housing projects in the village.

4. Comparable Market Rate Rental Housing

In order to better understand the PMA rental market in general, AMS also examined six developments with market rate family units, with a total of 1,904 units. This sample consists of the market rate components of two of the mixed-income properties in the affordable sample, as well as four purely market rate developments, including Stonebridge, which is located immediately north of the subject site.

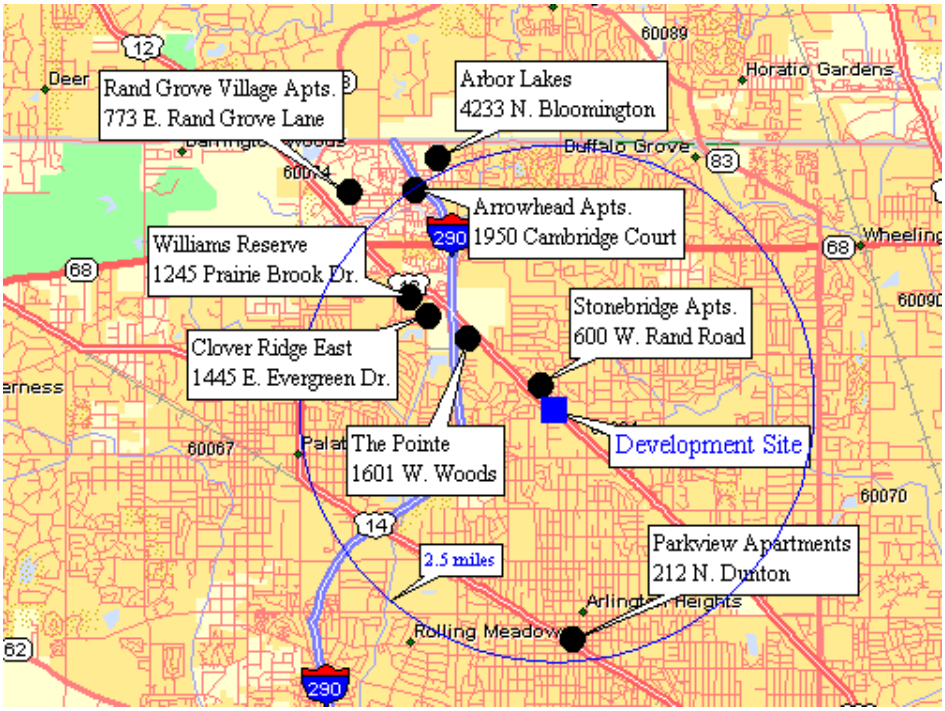
A summary of the sample is provided in the table below. All five market rate properties are located within four miles of the site and were built between 1967 and 1989, though four of the properties have completed major rehabilitation projects during the past three years or have a rehabilitation project underway. Five of the six properties are in good condition.

Market Rate Property Sample

Property	Address	Distance	Built	Cond.	No. Units
Williams Reserve	1245 Prairie Brook Dr., P	1.8 miles	1967	Good	235
Arrowhead Apartments	1950 Cambridge Court, P	2.5 miles	1976	Good	160
Stonebridge of Arlington Heights	600 W. Rand Rd., AH	Adjacent	1982	Good	586
Arbor Lakes	4233 N. Bloomington, AH	2.7 miles	1986	Good	378
Clover Ridge East	1445 E. Evergreen Dr., P	1.7 miles	1987	Average	276
The Pointe	1601 W. Woods Dr., AH	1.1 miles	1989	Good	312

AH=Arlington Heights, P=Palatine,

A map of the comparable affordable and market rate properties can be found below.



C. Affordable Properties within the PMA

AMS identified five affordable properties located within the PMA, with 438 total affordable units. In addition to Parkview Apartments and Williams Reserve, with 126 total family units, there are two independent senior developments with 294 total units and a 18-unit permanent supportive housing development. Conditions of the properties ranged from average to excellent. The two properties that provided AMS with vacancy information were 100% occupied. The affordable housing supply in the PMA is summarized in the table below, and additional property details can be found in the attachments.

Affordable Properties in the PMA

Property	IHDA Y/N	Prop. Type	Subsidy Program	Aff. Units	Unit Types	Cond.	Occup.
Williams Reserve	Y	F	S-8	85	0-3	Good	na
Parkview Apartments	Y	F/S	TC/PH	41	1,2,3	Exc.	98%
Cedar Village	N	E	S-202	80	0,1	Avg.	100%
Albert Goedke House	Y	E	PH	214	1	Avg.	na
Heart's Place	Y	D	TC/PH	18	1,2	Exc.	na
			Totals:	**438**			

Housing units for families total 126 of the 438 affordable units in the PMA. The supply for families comprises 28.8% of the PMA affordable housing supply.

D. Area Services

1. Shopping and Related Services: The development site has an excellent location for shopping, services and dining. Immediately south of the site, along either side of Rand Road, are shopping centers that offer a full-service grocery store (Harvest Fresh Market at 100 E. Rand Road) and a Trader Joe's grocery store at 17 W. Rand Road. There is also a Burlington clothing store, a Dollar Tree store, and two banks—Village Bank & Trust at 150 E. Rand, and Chase Bank at 300 E. Rand. The nearest pharmacy to the site is a Jewel-Osco at 440 E. Rand, 0.7 mile southeast.

2. Transportation: The Arlington Park Metra rail station is located 1.9 miles southwest of the site, at 2121 W. Northwest Highway. For vehicular travel, the nearest junction with I-290 is located one mile southwest, by way of Palatine Road. I-290 connects with I-90 within five miles of the site.

3. Recreation: Among the nearest recreational amenities is the busy Frontier Park, located 0.4 mile west, at 1933 N Kennicott Drive. Administered by the Arlington Heights Park District, the park offers a community center, outdoor pool, wooded areas, community gardens (for rent), a playground, shelter, tennis courts, basketball courts, and athletic fields. The park also hosts a variety of classes, activities, and programs for all ages. In addition, Camelot Park and community center is located 0.8 mile northeast, at 1005 E. Suffield Drive. The Arlington Heights Public Library can be found at 500 N. Dunton Ave, 2.1 miles south.

   Residents will enjoy an excellent selection of dining options. Within just a half-mile of the site are Sun Shui, Arby's, Panera, Barnaby's Family Inn, and McDonald's, though there are also many more options in Arlington Heights.

4. Healthcare: The nearest major hospital is Northwest Community Healthcare, located at 800 W. Central Road, 3.5 miles south of the development site. It is a 489-bed acute care hospital with an Ann & Robert H. Lurie Children's Hospital of Chicago Outpatient Center. Closer to the site, within 0.5 mile, is a Northwest Community Health Care at 1051, a smaller clinic associated with the aforementioned hospital.

5. Education/daycare: The nearest daycare center is Little University Child Care Center, located at 2501 N Chestnut Ave, just 0.3 mile from the site. Another daycare option is Little Learners, at 1060 W. Rand Road 0.6 mile northwest.

   School-age children at the property will attend District 25 for grades K-8 and HS District 214 for high school. The neighborhood elementary school for grades K-5 is Ivy Hill Elementary, located at 2211 N. Burke Drive. The school is within 0.75 mile of the development site. The neighborhood school for grades 6-8 is Thomas Jr. High School, located at 1430 N Belmont Avenue, 1.2 miles from the site. Lastly, high-school students will attend Buffalo Grove High School, located at 500 W. Elk Grove Boulevard, in Elk Grove, 1.6 miles north.

School Performance

AMS examined the performance of the neighborhood schools using the most recent data from the Illinoisreportcard.com website. The website provides Illinois Assessment of Readiness (IAR) data, which aggregates student performance on tests in mathematics and English language arts (ELA). Students are categorized into five performance brackets, with the top two being "met expectations" and "exceeded expectations". The data examined are from the 2018-2019 school year. Data from the 2019-2020 school year are unavailable due to the Covid 19 pandemic.

The following table shows IAR data for the subject development's neighborhood grade K-8 schools (in bold). As a point of comparison, the rates for three neighboring schools, and the average rates for District 59 and the State of Illinois, are provided. At Ivy Hill School, the proportion of students that met or exceeded expectations was 66% for ELA and 64% for math. One of the nearby schools had similar performance ratings, while two had lower ratings. In District 59 as a whole, 21% (math) to 31% (ELA) of elementary students met or exceeded expectations. Statewide, the ratings were 32% (math) and 38% (ELA).

Elementary School	Met or Exceeded Expectations - ELA	Met or Exceeded Expectations - Math
Ivy Hill Elementary	**66%**	**64%**
J W Riley Elementary	47%	49%
Edgar A. Poe Elementary	27%	45%
Olive-Mary Stitt Elementary	61%	57%
Thomas Junior High	**62%**	**53%**
District 59	31%	21%
State of Illinois	38%	32%

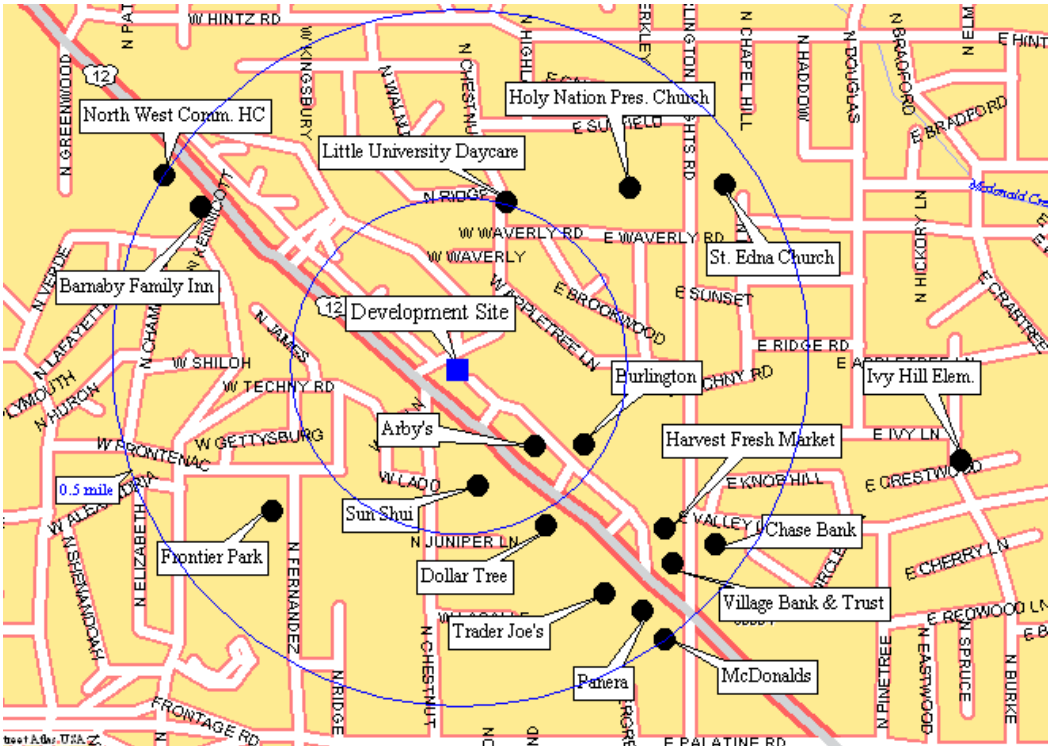
2019 IAR data were not available for high schools, so AMS examined SAT exam data, which is measured in the same way as IAR data. Elk Grove High School performed at a similar level to the District, but slightly underperformed two neighboring schools. However, Buffalo Grove High School has a better rating than the State of Illinois averages in terms of SAT scores.

School	Met or Exceeded Expectations- ELA	Met or Exceeded Expectations - Math
Buffalo Grove High School	**48%**	**61%**
John Hersey High School	65%	67%
Prospect High School	66%	71%
HS District 214	49%	53%
State of Illinois	37%	35%

6. Other: Two religious institutions within a half-mile of the site include Holy Name Presbyterian Church, and St. Edna Catholic Church, at 2525 N. Arlington Heights Road. The nearest post office is located 1.75 miles from the site, at1300 E. Northwest Highway, in Palatine. In terms of government services, there is a Wheeling Township Highway

Department facility located 0.8 miles away, at 1616 N. Arlington Heights Road.

A map of the major neighborhood amenities is provided below.



E. Population/Demographic Characteristics

AMS analyzed the demographic characteristics and trends for the PMA, as defined above in Section III-A, and for comparative purposes, Cook County. Unless otherwise noted, all data have been obtained from Environic Analytics (formerly Nielson Claritas).

Population and Households

The estimated population of PMA in 2021 is 73,876. As shown in the table below, there has been a decline of 1.8% in the PMA population since 2010. The number of households in the PMA has decreased 0.5% during the past eleven years, to a 2021 total of 30,353. During the next five years, the population and household counts in the PMA are projected to decrease by 1.0% and 0.6%, respectively.

In Cook County, the population has also decreased, by 1.4% between 2010 and 2021. However, the number of households increased by a slight 0.5% during the same period. By 2026, the population and number of households are both projected to decrease slightly, by 0.8% and 0.3%, respectively.

Population & Households

	2010	*2021 (E)*	*Change '10-'21*	*2026 (P)*	*Change '21-'26*
PMA					
Population	75,247	73,876	*-1.8%*	73,145	*-1.0%*
Households	30,492	30,353	*-0.5%*	30,169	*-0.6%*
Cook County					
Population	5,194,675	5,121,057	*-1.4%*	5,080,149	*-0.8%*
Households	1,966,356	1,975,686	*0.5%*	1,970,509	*-0.3%*

Population by Age

The population of the PMA is older than that of Cook County. In 2021, 27.5% of the PMA population is under age 25, compared to 30.3% countywide. One in four persons (25.0%) in the PMA, compared to 29.5% in the county, are in the 25 to 44 age cohort.

In 2021, the proportion of PMA residents age 55 of older is 34.8%, compared to 27.8% in Cook County. Some 20.4% of the PMA population is age 65+, compared to 15.6% countywide.

The populations of both areas are projected to trend older during the next five years. In 2021, the median age is 43.0 years in the PMA, and 39.7 years in the county. In 2026, the median age in the PMA is expected to rise to 43.6 years, while the Cook County median age is projected to be 39.5 years.

Population by Age – PMA

Age Group	*2010*	*% of Total*	*2021 (E)*	*% of Total*	*2026 (P)*	*% of Total*
Under 10	8,932	*11.9%*	8,026	*10.9%*	7,974	*10.9%*
10 to 17	7,639	*10.2%*	6,575	*8.9%*	6,415	*8.8%*
18 to 20	2,010	*2.7%*	2,383	*3.2%*	2,279	*3.1%*
21 to 24	3,170	*4.2%*	3,305	*4.5%*	3,246	*4.4%*
25 to 34	9,710	*12.9%*	9,389	*12.7%*	8,708	*11.9%*
35 to 44	10,134	*13.5%*	9,068	*12.3%*	9,204	*12.6%*
45 to 54	12,080	*16.1%*	9,431	*12.8%*	8,776	*12.0%*
55 to 64	9,569	*12.7%*	10,624	*14.4%*	9,817	*13.4%*
65 to 74	5,852	*7.8%*	8,179	*11.1%*	9,560	*13.1%*
75 to 84	4,181	*5.6%*	4,658	*6.3%*	4,931	*6.7%*
85 or Older	1,970	*2.6%*	2,240	*3.0%*	2,236	*3.1%*
Median Age	41.2		43.0		43.6	

Population by Age – Cook County

Age Group	*2010*	*% of Total*	*2021 (E)*	*% of Total*	*2026 (P)*	*% of Total*
Under 10	674,330	*13.0%*	616,544	*12.0%*	597,761	*11.8%*
10 to 17	557,950	*10.7%*	494,373	*9.7%*	489,396	*9.6%*
18 to 20	212,011	*4.1%*	190,007	*3.7%*	188,268	*3.7%*
21 to 24	302,308	*5.8%*	250,507	*4.9%*	242,174	*4.8%*
25 to 34	831,563	*16.0%*	791,583	*15.5%*	684,779	*13.5%*
35 to 44	709,795	*13.7%*	720,222	*14.1%*	751,464	*14.8%*
45 to 54	717,063	*13.8%*	636,460	*12.4%*	640,475	*12.6%*
55 to 64	569,326	*11.0%*	622,021	*12.1%*	596,074	*11.7%*
65 to 74	324,521	*6.2%*	463,759	*9.1%*	529,410	*10.4%*
75 to 84	204,431	*3.9%*	234,065	*4.6%*	260,231	*5.1%*
85 or Older	91,377	*1.8%*	101,516	*2.0%*	100,117	*2.0%*
Median Age	35.3		37.9		39.5	

Population by Race

In 2021, the majority of the PMA population (72.3%) is White, while Latinos are 14.2%, Asians 10.4% and African Americans 1.5%. During the next five years, the proportion of Latinos is projected to increase to 15.5%, and the proportion of Asians is expected to rise to 11.4%, while the percentage of White residents is expected to decline to 69.8%.

In Cook County, Whites represent 41.1% of the 2021 population, Latinos account for 26.5%, African Americans 22.4% and Asians 8.0%. By 2026, it is projected that the White and African American proportions will decline slightly, while the Latino and Asian proportions will increase modestly.

Population by Race

Area/Racial Group	*2010*	*% of Total*	*2021 (E)*	*% of Total*	*2026 (P)*	*% of Total*
PMA						
White	58,602	*77.9%*	53,391	*72.3%*	51,082	*69.8%*
African American	1,147	*1.5%*	1,121	*1.5%*	1,085	*1.5%*
Latino	8,261	*11.0%*	10,462	*14.2%*	11,369	*15.5%*
Am. Ind./Eskimo/Aleut	49	*0.1%*	38	*0.1%*	34	*0.0%*
Asian	6,244	*8.3%*	7,715	*10.4%*	8,351	*11.4%*
Native Hawaiian/Pacific Isl.	10	*0.0%*	8	*0.0%*	5	*0.0%*
Other	934	*1.2%*	1,141	*1.5%*	1,219	*1.7%*
Cook County						
White	2,278,358	*43.9%*	2,104,139	*41.1%*	2,021,839	*39.8%*
African American	1,265,778	*24.4%*	1,146,719	*22.4%*	1,090,899	*21.5%*
Latino	1,244,762	*24.0%*	1,358,446	*26.5%*	1,408,195	*27.7%*
Am. Ind./Eskimo/Aleut	6,682	*0.1%*	5,485	*0.1%*	4,932	*0.1%*
Asian	318,869	*6.1%*	407,842	*8.0%*	447,718	*8.8%*
Native Hawaiian/Pacific Isl.	1,043	*0.0%*	865	*0.0%*	782	*0.0%*
Other	79,183	*1.5%*	97,561	*1.9%*	105,784	*2.1%*

Household Size Distribution

In 2021, 62.3% of households consist of one or two persons, a proportion that is higher than the county's rate of 58.4%. Some 29.6% of PMA households, and 27.4% countywide, are comprised of three or four persons. Households with five or more persons comprise 8.3% of the PMA, compared to 12.2% countywide.

Household Size Distribution (2021)

Household Size	*PMA*	*% of Area Total*	*Cook County*	*% of Area Total*
1 person	9,230	*30.4%*	634,449	*32.1%*
2 persons	9,625	*31.7%*	559,114	*28.3%*
3 persons	4,860	*16.0%*	301,401	*15.3%*
4 persons	4,128	*13.6%*	239,459	*12.1%*
5 persons	1,688	*5.6%*	130,211	*6.6%*
6 persons	585	*1.9%*	62,403	*3.2%*
7+ persons	238	*0.8%*	48,649	*2.5%*

Householder Age Distribution

The age distribution of householders in the PMA skews older than in Cook County. In 2021, 14.3% of PMA householders, compared to 19.4% countywide, are under the age of 35. Householders age 35 to 54 comprise 33.4% and 36.8% of total households in the two areas, respectively. Those age 65+ comprise 32.0%, compared to 25.7% in the county.

During the next five years, the proportion of older households is projected to increase in both the PMA and Cook County. A projected 35.3% of householders in the PMA, and 36.5% of those in the county, will be age 65 or older in 2026.

Householder Age Distribution – PMA

Age Group	*2010*	*% of Total*	*2021 (E)*	*% of Total*	*2026 (P)*	*% of Total*
Under 25	549	*1.8%*	604	*2.0%*	627	*2.1%*
25 to 34	4,288	*14.1%*	3,740	*12.3%*	3,384	*11.2%*
35 to 44	5,408	*17.7%*	4,892	*16.1%*	4,881	*16.2%*
45 to 54	6,758	*22.2%*	5,255	*17.3%*	4,935	*16.4%*
55 to 64	5,636	*18.5%*	6,162	*20.3%*	5,670	*18.8%*
65 to 74	3,583	*11.8%*	4,934	*16.3%*	5,745	*19.0%*
75 and Older	4,269	*14.0%*	4,767	*15.7%*	4,928	*16.3%*

Householder Age Distribution – Cook County

Age Group	*2010*	*% of Total*	*2021 (E)*	*% of Total*	*2026 (P)*	*% of Total*
Under 25	78,017	*4.0%*	59,514	*3.0%*	60,362	*3.1%*
25 to 34	368,995	*18.8%*	323,647	*16.4%*	271,524	*13.8%*
35 to 44	375,112	*19.1%*	377,719	*19.1%*	388,022	*19.7%*
45 to 54	399,055	*20.3%*	349,077	*17.7%*	351,525	*17.8%*
55 to 64	336,757	*17.1%*	357,128	*18.1%*	339,870	*17.2%*
65 to 74	206,776	*10.5%*	285,855	*14.5%*	322,820	*16.4%*
75 and Older	201,644	*10.3%*	222,746	*11.3%*	236,386	*12.0%*

Tenure

There are 30,353 occupied housing units in the PMA in 2021, which is 93.0% of total housing units. The PMA occupancy rate is higher than the overall housing occupancy rate of 88.8% in Cook County. Of the occupied units in the PMA, some 74.8% are owner-occupied and 25.2% are renter-occupied. In Cook County, the rate of owner-occupancy is only 57.8%, while the rate of renter-occupancy is 42.2%.

Tenure 2021

	PMA	*% of Area Total*	*Cook County*	*% of Area Total*
Total Units	32,628		2,223,937	
Occupied Housing	30,353	*93.0%*	1,975,686	*88.8%*
Owner-occupied	22,708	*74.8%*	1,141,580	*57.8%*
Renter-occupied	7,645	*25.2%*	834,106	*42.2%*

Median Household Income

At $95,613, the estimated 2021 median household income in the PMA is a full 37.8% higher than the Cook County median of $69,363. Since 2000, the median incomes in the two areas have increased by similar proportions—43.5% in the PMA and 50.2% in the county. During the next five years, the PMA median is projected to grow by 11.3%, which is, again, close to the projected countywide increase of 11.5%.

Median Household Income

Area	*2000*	*2021 (E)*	*Change '00-'21*	*2026 (P)*	*Change '20-'26*
PMA	$66,625	$95,613	*43.5%*	$106,457	*11.3%*
Cook County	$46,170	$69,363	*50.2%*	$77,337	*11.5%*

2021 Household Income Distribution

In the PMA, 10.6% of households in the PMA earn less than $25,000, compared to 18.6% of households in Cook County. The proportion of households in the $25,000 to

$49,999 range is 14.6% in the PMA, compared to 19.1% countywide. A total of 4,430 PMA households earn $25,000 to $49,999 in 2021.

In 2021, some 26.9% of PMA households, and 27.2% of those countywide, earn between $50,000 and $99,999. Households earning over $100,000 comprise nearly half of PMA households (47.9%), compared to 35.1% in Cook County.

2021 Household Income Distribution

Range	*PMA*	*% of Area Total*	*Cook County*	*% of Area Total*
Less than $15,000	1,559	*5.1%*	207,355	*10.5%*
$15,000 to $24,999	1,669	*5.5%*	160,748	*8.1%*
$25,000 to $34,999	1,551	*5.1%*	158,979	*8.0%*
$35,000 to $49,999	2,879	*9.5%*	218,400	*11.1%*
$50,000 to $74,999	4,332	*14.3%*	304,720	*15.4%*
$75,000 to $99,999	3,820	*12.6%*	232,531	*11.8%*
$100,000 to $149,999	5,997	*19.8%*	314,315	*15.9%*
$150,000 to $199,999	3,456	*11.4%*	151,524	*7.7%*
$200,000 or more	5,090	*16.8%*	227,114	*11.5%*

Point In Time Homeless Data

AMS examined 2019 point-in-time (PIT) count data for suburban Cook County, the most recent annual survey available. According to the dataset, there were 897 homeless persons in the county, which is a 3% increase compared to 2018. Of the 2019 total, 12%, or 105 persons, were unsheltered (living in the streets or areas not fit for habitation). Compared to 2018, there was 14% decrease in veteran homelessness, but a 6% increase in chronic homelessness and a 14% increase in unsheltered homeless persons.

Within the communities of north suburban Cook County, there were 353 sheltered persons and 48 unsheltered persons in 2019. The 2019 PIT data also indicates that new units for 30% AMI households are much needed in the north suburban Cook County market.

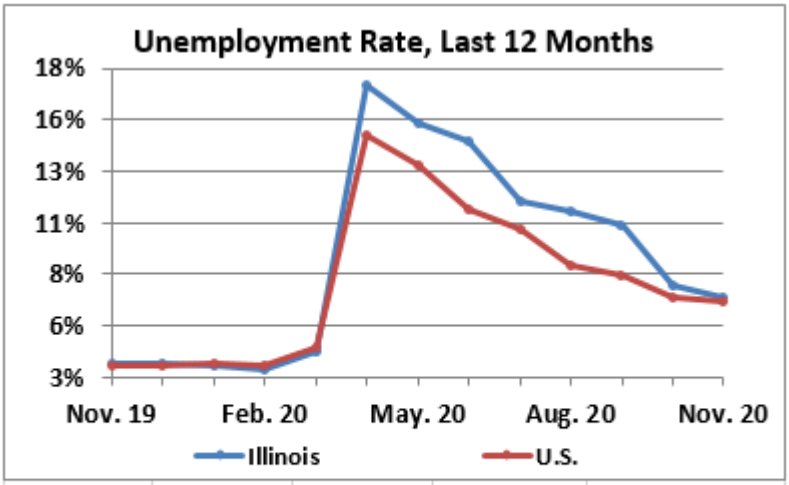
F. Employment

In order to gauge employment opportunities for residents of the subject development, AMS identified large employers in Arlington Heights and examined employment data. The northwest suburban area is well located for access to jobs. In addition to many shopping centers the community is adjacent to one of the region's largest job centers, O'Hare International Airport.

Unemployment Rates

The following table shows the impact of the Covid 19 pandemic, which, in the US, began in or just before March 2020. Unemployment in Illinois, which followed the national trend, spiked to over 17% in May 2020, and has been declining gradually from May to November.

Unemployment Rate: Seasonally Adjusted



	Nov. 20	Oct. 20	Nov. 19	3 Mo. Avg
IL	6.9%	7.4%	3.7%	8.3%
U.S.	6.7%	6.9%	3.5%	7.2%

Source: *Illinois Department of Employment Security statistics (accessed Jan. 17, 2021)*

In November 2020, the most recent period for which data were available, the unemployment rate (not seasonally adjusted) in the Village of Arlington Heights was 5.9%. Monthly unemployment in September 2020 was 6.1%, while unemployment in November 2019 (pre-Covid) was considerably lower at 2.2%.

Unemployment in the Village was lower compared to the Chicago MSA and the State of Illinois, though all three areas posted improvements over the previous month. For the full Chicago MSA, unemployment in November 2020 was 7.0%, down from 8.0% one month prior. The statewide unemployment rate was 6.5% last November, down from 7.2% in September 2020. The following table provides recent unemployment rates for each of the aforementioned areas.

Unemployment Rate*

Period	*Arlington Hts.*	*Chicago MSA*	*Illinois*
November 2020	5.9%	7.0%	6.5%
September 2020	6.1%	8.0%	7.2%
November 2019	2.2%	3.2%	3.4%

* Not seasonally adjusted.
Source: Illinois Department of Employment Security statistics

Local Employers

The following table lists the top ten employers in Arlington Heights. There are four employers with over 1,000 employees within the village.

Employer	Employees
Arlington Intl' Racecourse (seasonal)	4,500
Northwest Community Healthcare	3,600
High School District #214	1,700
HSBC	1,500
Lutheran Home	800
Paddock Publications	500
Alexian Brothers Health System (AMITA)	500
Clearbrook	450
Kroeschell Inc.	450
Village of Arlington Heights	450

Source: Arlington Heights 2019 Annual Financial Comprehensive Report

In order to gauge employment trends in close proximity to the site, AMS also examined at-place employment data from the Illinois Department of Employment Security's (IDES) *Where Workers Work* survey. The annual study tracks total private sector employment at the zip code, municipal, and regional levels.

For this report, AMS examined employment trends for the Village of Arlington Heights and for the Northwest Suburban area of Cook County as a whole, as defined by IDES. As shown in the table below, the number of employees in Arlington Heights has decreased since 2010, overall, with most of the decline occurring between 2016 and 2017. The number of jobs in 2019 was 2,359 lower compared to 2010, which equates to a decline of 5.3%. However, in the Northwest Suburban Cook County area, the number of jobs has increased during the same period, by 18,350, or 4.6%.

Local Employment Trends – Arlington Heights

	Arlington Heights	% Chg.	NW Suburban Cook County	% Chg.
2019	42,282	-2.4%	413,349	-1.4%
2018	43,304	5.2%	419,394	1.2%
2017	41,165	-17.8%	414,361	-0.7%
2016	50,079	0.9%	417,439	0.6%
2015	49,635	3.3%	414,808	2.2%
2014	48,028	5.2%	405,859	3.2%
2013	45,651	0.6%	393,460	0.1%
2012	45,386	3.1%	393,170	-0.2%
2011	44,007	-1.4%	393,906	-0.3%
2010	44,641		394,999	

Source: Illinois Department of Employment Security

Employment Summary

The proposed development is well placed for employment opportunities, and employment is stable, overall. There are large employers within the PMA and local employment has been increasing in the northwest suburban area during the past nine years.

IV. HOUSING MARKET CHARACTERISTICS

A. General Housing Characteristics

AMS compared the housing characteristics of the Village of Arlington Heights to Cook County. The data utilized was provided by the Chicago Metropolitan Agency for Planning (CMAP) MetroPulse program and was based on the U.S. Census Bureau's 2014-2018 American Community Survey.

Tenure

The occupancy rate in Arlington Heights in 2018 was 95.4%, which was considerably higher than the occupancy rate of 89.7% for Cook County as a whole. The community's housing supply was comprised mainly of owner-occupied units; some 71.0% of units were owner-occupied, compared to only 51.0% in Cook Country. Renter-occupied units comprise 24.4% of Arlington Heights, compared to 38.7% of units countywide.

Tenure

Housing Supply	*Arlington Heights*	*Cook County*
Occupied Housing	95.4 %	*89.7%*
Owner-occupied	*71.0%*	*51.0%*
Renter-occupied	*24.4%*	*38.7%*
Vacant Housing	*4.6%*	*10.3%*

Housing Type

Over half of the housing units in Arlington Heights, 55.4%, were detached single-family homes, and another 7.1% were attached single-family homes (such as condominiums and townhomes). Buildings with five or more units accounted for 33.7% of the housing stock.

In Cook County, 40.3% of units were detached single-family homes, while 5.4% were attached single-family homes. A full 21.6% of units were in buildings with 2-4 units, and 33.2% of units in the county were in buildings with five or more units.

Housing Type

Unit Type	*Arlington Heights*	*Cook County*
Single Family Detached	*55.4%*	*40.3%*
Single Family Attached	*7.1%*	*5.2%*
2 Units	*0.7%*	*9.7%*
3-4 Units	*3.0%*	*10.7%*
5 or more Units	*33.7%*	*33.3%*

Housing Age

The housing stock in Arlington Heights tends to be newer than the housing stock for Cook County. The median year built was 1971 in the Village, compared to 1958 countywide. Only 4.0% of homes in the community were built before 1940, but the proportion constructed from 1940 to 1969 was 42.7%, while 46.7% were built from 1970 to 1999. In contrast, in Cook County, a full 29.6% were built before 1940 and 35.8% were built from 1940 to 1969. Approximately 6.6% of Arlington Heights housing units were built after 2000, compared to 9.1% in the county as a whole.

Housing Age

Unit Type	*Arlington Heights*	*Cook County*
2000 or later	*6.6%*	*9.1%*
1970 to 1999	*46.7%*	*25.4%*
1940 to 1969	*42.7%*	*35.8%*
Before 1940	*4.0%*	*29.6%*
Median Year Built	1971	1958

Number of Bedrooms

In Arlington Heights, only 16.4% of the housing supply were studios or one-bedrooms. In contrast, countywide, that proportion was 20.1%. Two-bedrooms comprised 25.2% of Arlington Heights units, while three-bedrooms comprised 30.5%. Countywide, two-bedroom units were 31.7%, while three-bedroom units were 31.8%.

Number of Bedrooms

No. of Bedrooms	*Arlington Heights*	*Cook County*
0 to 1 bedrooms	*16.4%*	*20.1%*
2 bedrooms	*25.2%*	*31.7%*
3 bedrooms	*30.5%*	*31.8%*
4 bedrooms	*22.5%*	*12.4%*
5+ bedrooms	*5.5%*	*4.1%*

B. Comparison of Rental Market

As noted in Section III-B, for this report, AMS surveyed four affordable developments and six market rate developments for this report. Below is a comparison of the proposed development's unit mix, unit sizes, rents, and amenities, to the most relevant comparable properties or samples. Detailed rent and square footage comparison tables have been included in the attachments.

Unit Mix

310 Arlington Heights will be comprised of 50% one-bedroom units and 50% two-bedroom units. The four affordable developments surveyed were comprised of approximately 34% one-bedrooms, 43% two-bedrooms, 18% three-bedrooms, and 5% four-bedrooms. The developer's unit mix does not include three-bedrooms, but is very appropriate for the affordable family market in the PMA. As noted in Section III-E, well over half of PMA households, a full 62.3%, are comprised of one or two persons.

The six market rate developments surveyed have an estimated unit mix of 1% studios, 52% one-bedrooms, 43% two-bedrooms, and 3% three-bedrooms. The proposed unit mix is very similar to the market rate sample, which is comprised of 94% one- and two-bedroom units.

AMS expects the proposed one- and two-bedroom units to be well received by the PMA rental market. 310 Arlington Heights will essentially match the PMA standard in terms of unit mix.

Square Footage

The comparable affordable sample has weighted-average unit sizes of 730 for one-bedroom units and 842 square feet for two-bedrooms. With 684 square feet, the proposed units will be 6.3% smaller than the affordable sample average. However, the two-bedrooms at 310 Arlington Heights, with 897 square feet, will be 6.5% larger than the affordable sample average.

Unit sizes at the six market rate properties were considerably more spacious, overall. At Stonebridge, the largest property in the sample with 586 units, one- and two-bedrooms average 1,020 and 1,200 square feet, respectively, which is uncharacteristically large. The market rate sample had weighted-average unit sizes of 852 square feet for one-bedrooms and 1,045 square feet for two-bedrooms. Compared to this group, the developer's one-bedrooms will be 19.7% smaller, while the two-bedrooms will be 14.2% smaller.

It should be noted, however, that if the oversized units at Stonebridge were removed from the sample, the proposed units are much closer to market. The average unit sizes for this amended sample are 783 square feet for one-bedrooms and 964 square feet for two-bedrooms. The units at 310 Arlington would be within 12.6% of the revised one-bedroom average and 6.9% of the two-bedroom average.

Overall, the developer's unit sizes will be smaller than the market standard, but will still be marketable within the PMA.

60% AMI Rent Comparison to Parkview Apartments

Because three of the affordable comparable properties have rent assistance for all affordable units, it was not possible to complete a rent analysis for the affordable sample as a whole. AMS has compared the 60% AMI rents at 310 Arlington to the small number of units at Parkview Apartments that are not subsidized, which target the same 60% AMI market. The Parkview 60% AMI rents are $891 for one-bedrooms and $1,080 for two-bedrooms. The one-bedroom rent of $871 at 310 Arlington Heights is 2.2% lower than Parkview, while the proposed two-bedroom rent of $1,047 is 3.1% lower. This analysis indicates that the proposed rents are achievable and provide a value compared to an existing IHDA tax credit property in the PMA.

It should be noted that because of the small 60% AMI sample size, AMS has also examined other sources of rental market data in order to better understand the development's position in the market.

60% AMI Rent Comparison to U.S. Census Median Gross Rents

Because there is very little unsubsidized tax credit product for families in the PMA, AMS compared the proposed gross rents to the U.S. Census Bureau's median gross rents in the subject property's census tract (8030.16). AMS also included an analysis of median gross rents in Arlington Heights, which comprises nearly the entirety of the PMA. Rent analyses of this type are approved by IHDA for markets when there is not a reliable sample size in terms of affordable tax credit product. The data is from the 2015-2019 American Community Survey (ACS) database. The gross rents in each area, and the rent comparisons, are summarized in the following table.

U.S. Census Rent Analysis

	Proposed	Tract 8030.16	*Subject*	Arlington Hts.	*Subject*
	Gross Rent	Median GR	*Versus*	Median GR	*Versus*
1 BR	$972	$1,474	*-34.1%*	$1,196	*-18.7%*
2 BR	$1,167	$1,708	*-31.7%*	$1,485	*-21.4%*

Source: data.census.gov

The developer's rents are substantially lower than the most recent median rents in census tract 8030.16. The one-bedroom gross rent of $972 is 34.1% lower than the census tract median for one-bedrooms, while the two-bedroom gross rent of $1,167 is 31.7% lower.

When compared to the median gross rents in Arlington Heights as a whole, the proposed one-bedroom gross rent is 18.7% lower, while the two-bedroom rent is 21.4% lower. The subject property will clearly have below-market rents based on the most recent census data.

60% AMI Rent Comparison to Market Rate Sample

In addition to the gross rent analysis above, AMS compared the proposed net rents to the weighted-average net rents at the six market rate properties examined. Because the tenant-paid utility mixes of the properties differed, the comparable rents were adjusted upward for all tenant-paid water/sewer and trash removal costs, based on the utility allowance schedule of the Housing Authority of Cook County.

The weighted-average net rents for the sample, adjusted for utilities, were $1,261 for one-bedrooms and $1,630 for two-bedrooms. The developer's proposed one-bedroom net rent of $871 is a full 30.9% lower than the sample average. For two-bedroom units, the 310 Arlington Heights rent of $1,047 is 35.8% lower than the sample average. Thus, the tax credit rents proposed are significantly lower than the market rate rental averages, which is more than appropriate pricing for affordable 60% AMI product, and indicative of a strong value.

Position in the Market

Overall, AMS finds the proposed units to be competitive and appropriate for the market. The rents are at least 30% lower than average market rate rents the immediate area, and also lower than the rents at the only unsubsidized tax credit property in the PMA.

C. Foreclosed, Vacant and Abandoned Properties

Foreclosure information is no longer available for market analysis purposes because foreclosures have been restricted by the State of Illinois in response to the Covid 19 pandemic. AMS also completed a windshield survey of the blocks surrounding the development site and found the area to be high-end, with no signs of abandoned and foreclosure.

V. AFFORDABILITY/DEMAND

A. Affordable Rent Analysis

AMS compared the proposed gross rents to IHDA's current maximum rents (issued April 2020). As shown in the table below, rents at 310 Arlington Heights are set at 95% of the applicable IHDA rent limits.

IHDA Tax Credit Limits	*30% AMI*	*60% AMI*
Proposed 1-BR Rent	$485	$972
Maximum Rent (2020)	$511	$1,023
Proposed Rent vs. Maximum	59%	95%
Proposed 2-BR Rent	-	$1,167
Maximum Rent (2020)	-	$1,228
Proposed Rent vs. Maximum	-	95%

B. Overall Market Demand

In the PMA, no household growth is projected during the next five years. However, for demand calculations of this type, market demand is derived from both new households and existing households experiencing housing challenges. U.S. Census data show that less than 1% of occupied units in Arlington Heights lack full kitchens or lack complete plumbing. Due to this very low proportion, AMS has assumed that no significant demand should be expected from residents of substandard housing. Overcrowding is also not a significant issue in the community.

However, there are many households in the area with a rent cost burden. The U.S. Census Bureau's American Community Survey (ACS) provides rent burden data for renter households by income level. Because such data are not available for customized areas like the PMA, AMS examined 2014-2018 5-year ACS data for the Village of Arlington Heights. Based on this report, some 30.2% of renter households in the city earned up to $50,000 annually, and paid more than 30% of income for rent and utilities. The table below shows the relevant fields in bold.

Rent Burden Data (Renters Only)

Housing Costs as a Percentage of Household Income	Arlington Heights
Less than $20,000	
Less than 20 percent	0.0%
20 to 29 percent	1.7%
30 percent or more	**16.5%**
$20,000 to $34,999	
Less than 20 percent	0.8%
20 to 29 percent	0.5%
30 percent or more	**1.8%**
$35,000 to $49,999	
Less than 20 percent	0.0%
20 to 29 percent	2.3%
30 percent or more	**11.9%**

Source: Data.census.gov

Applying the proportion of housing cost-burdened households (30.2%) to the number of renter households in the PMA as a whole (7,645), results in an estimated 2,309 cost-burdened renter households.

In terms of supply, there are 126 units of affordable family housing in the PMA. Adding 18 units located in the PMA targeted to special needs populations, and the 40 units the subject property, results in a total housing supply for this calculation of 184 units.

Both family developments surveyed for this report that reported occupancy were 98% to 100% occupied. Due to the lack of vacancies in the market, no adjustment to demand was made for market vacancies. In addition, unit replacement needs were not considered to be a factor in this market, which is a conservative assumption.

The market demand calculation is summarized in the table below. Overall demand in 2022 for affordable housing is expected to outweigh supply by an estimated 2,082 units. This demand analysis indicates that there will be ample demand for new affordable units for in the PMA.

Market Demand Calculation

	Market Demand
New Households	NA
+ Housing cost-burdened	2,309
+ Substandard Housing	0
Total Demand	2,309
+ Vacancies	NA
- Supply	184
Net Demand	2,125

C. Capture Rates

AMS has estimated potential demand from income-qualified households within the PMA, using IHDA's approved calculations. Demographic data described in Section III-E, as well as IHDA's current income limits (issued April 2020), have been utilized. AMS also made the following assumptions:

- 8 units will be affordable to households earning up to 30% of AMI;
- 32 units will be affordable to households earning up to 60% of AMI;
- Demand will come from both renter and owner households;
- Residents will pay no more than 35% of household income on gross rents;
- Capture rates of up to 5% are considered achievable; and
- Penetration rates of up to 25% are considered achievable.

The applicable 2020 income limits for the tax credit program are provided in the table below.

	1 Person	2 Person	3 Person	4 Person
30% AMI	$19,110	$21,840		
60% AMI	$38,220	$43,680	$49,140	$54,600

Demand estimates are based on the PMA household income distribution, a portion of which is reproduced below.

PMA 2021 Household Income Distribution

Income Range	*PMA HHs*
Less than $15,000	1,559
$15,000 to $24,999	1,669
$25,000 to $34,999	1,551
$35,000 to $49,999	2,879
$50,000 to $74,999	4,332

Gross Potential Market – 30% AMI Units

Based on the assumptions outlined above, AMS determined that prospective renters of the 30% AMI one-bedroom units would need an income of no greater than $21,840 to qualify. The maximum income is IHDA's current income limit for a two-person, 30% AMI household in Cook County. The minimum income would be $16,629, which is the income needed to afford the proposed one-bedroom gross rent of $485, without spending more than 35% of income on housing.

Because census income data are generally provided in increments of $10,000 or greater, it was not possible to determine exactly how many households in the PMA earned between exactly $16,629 and $21,840 this year. Therefore, AMS used interpolation to

estimate the number of households with incomes between $17,000 and $22,000, which resulted in an estimate of 668 PMA households.

	30% AMI Units
Minimum Income Needed	$16,629
Maximum Income Allowed (2-person HH)	$21,840
Income Range Utilized	$17,000 to $22,000
Gross Potential Market (Households)	668

Gross Potential Market – 60% AMI Units

Prospective renters for the 60% AMI units would need an income no greater than $54,600 to qualify, which is the current four-person limit in Cook County. The minimum income would be $33,326, which is the income needed to afford the proposed one-bedroom gross rent of $972. For this calculation, AMS utilized a qualifying income range of $34,000 to $54,000 to estimate demand. In 2021, there is an estimated gross potential market of 3,727 households for the 60% AMI units.

	60% AMI Units
Minimum Income Needed	$33,326
Maximum Income Allowed (4-person HH)	$54,600
Income Range Utilized	$34,000 to $54,000
Gross Potential Market (Households)	3,727

Capture Rates

Based on the gross potential market numbers calculated above, the estimated capture rates are 1.2% for the 30% AMI units and 0.9% for the 60% AMI units. Both capture rates are low and considered highly achievable.

	30% AMI	*60% AMI*
Proposed Units	8	32
Gross Potential Market (households)	668	3,727
Capture Rate	1.2%	0.9%

AMS has also calculated the capture rate using a single gross potential market for all 40 units. For this analysis, it was assumed that demand would consist of the estimated 9,187 households in the PMA with 2021 incomes in the $17,000 to $54,000 range. The result is a capture rate of 0.6%, which is also highly achievable.

	All Units
Total Number of Units	40
Gross Potential Market ($17,000-$54,000)	6,458
Capture Rate	0.6%

D. Penetration Rate

To help determine if the PMA was overbuilt with affordable housing, AMS calculated the penetration rate required to lease all 184 affordable housing units located within the PMA boundaries, that are not age-restricted. The affordable housing total includes the 126 units of family housing, the 18 units targeting special needs populations, and the 40 units planned in the proposed development.

For demand, AMS assumed that eligible residents of affordable housing in the PMA earn up to 60% of AMI. The current 60% AMI income limit for a six-person household is $63,360; AMS has utilized the number of PMA households with incomes below $63,000 to estimate potential demand. In 2021, estimated demand is 9,911 households. As shown in the table below, the penetration rate for all affordable units (not age restricted) in the market is 1.9%, which is exceptionally low, and indicative of a very large pool of low-income potential residents for family housing, and a significantly underserved market. For calculations of this type, penetration rates of up to 25% are typically considered achievable.

Penetration Rate

Total Number of Affordable Units	184
Gross Potential Market ($63,000 or less)	9,911
Penetration Rate	1.9%

E. Absorption Rate

The proposed development will be the first in the PMA exclusively serving low-income families. The capture rates for the subject units are very low, and the penetration rate is exceptionally low. Lastly, the development will have a solid market position and is well located and highly visible for marketing purposes.

Based on the factors above, for the 40 proposed tax credit units at 310 Arlington Heights, AMS expects the developer to lease an average of eight to ten units per month, assuming a professional marketing campaign would be utilized. This leasing rate would equate to a leasing period of four to five months to achieve stabilized occupancy (95%).

VI. IMPACT ON AFFORDABLE & MARKET RATE HOUSING

Impact on Other IHDA Properties

As noted previously, the PMA affordable housing supply is very low. There are only four IHDA-funded properties in the area—two that target families and two targeted to seniors or special-needs populations. The two family properties offer 169 total units. Parkview Apartments is 98% percent occupied, and has a waiting list. AMS does not expect the proposed development to have any impact on other IHDA properties.

Impact on Other Non-IHDA Assisted/Affordable Housing

The only non-IHDA development identified within the PMA is reserved for independent seniors age 62 or older, and is currently 100% occupied. The subject development is not expected to have any impact on non-IHDA properties in the market.

Impact on Market Rate Housing

The development will not directly compete with market rate properties because it will be 100% affordable. In addition, occupancy rates were solid at the conventional market rate properties that provided occupancy data for this report. 310 Arlington Heights is not expected to have any significant impact on market rate housing in the PMA.

VII. CONCLUSIONS AND RECOMMENDATIONS

Conclusions

The proposed 310 Arlington Heights will provide 40 units of brand-new housing targeted to low-income families that have few affordable options in the market. The proposed four-story building will be located on busy Rand Road, which will afford excellent visibility for marketing. Immediately north, east, and west are high-end and attractive residential neighborhoods, while to the south is a newer and well-maintained shopping center.

The development will provide 20 one-bedroom apartments with an average of 684 square feet and 20 two-bedroom/two-bath apartments with an average of 897 square feet. The unit mix by income limit will be comprised of eight units (20%) at 30% of AMI, and 32 units (80%) at 60% AMI. The site will include an 80-space parking lot, which equates to two spaces per unit. Other amenities will include an on-site management office, bike rack, laundry room, community/media room, and a fitness center.

Residents will enjoy excellent access to shopping, services, and recreation. Immediately south of the site, along either side of Rand Road, are large-scale shopping centers with two grocery stores (including a Trader Joe's), as well as two banks, a Burlington clothing store, and a Dollar Tree store. The many dining options located within a half-mile of the site include McDonald's, Panera, Sun Shui, and Barnaby's Family Inn. There are also many other options in this well-served community.

The site is only 0.4 mile from Frontier Park, one of the Village's busiest recreational amenities. The park has a community center, outdoor pool, community gardens, a playground, shelter, tennis courts, basketball courts, and athletic fields. It also hosts special events and a variety of classes, activities, and programs for all ages.

The population of the PMA and the number of households has been declining slightly since 2010. During the next five years, the projected decreases are very modest—1.0% for population and 0.6% for households. The 2021 median household income of the PMA, $95,613, is 38.7% higher than the Cook County median. However, one in four households in the PMA are renters, and a total of 4,430 PMA households earn between $25,000 to $49,999 in 2021.

Market Position

The supply of affordable housing in the PMA is quite modest. For this report, AMS examined four affordable or mixed-income developments targeted to families that are located in or near the PMA. This group includes three developments with Section 8/Voucher rent assistance for all affordable units. Overall, the affordable sample is comprised of 378 total affordable units. Two of the properties were a strong 98% to 100% occupied.

AMS also examined six market rate rental developments located within three miles of the site, with 1,904 total units. This sample includes the market rate components of the two mixed-income developments offering subsidized units.

In terms of square footage, the one-bedroom units at 310 Arlington Heights will be 6.3% smaller than the weighted-average size of the affordable one-bedrooms surveyed, but the proposed two-bedrooms will be 6.5% larger than affordable two-bedroom sample average. When compared to the units within the market rate sample, the developer's unit sizes are 14.2% to 19.7% smaller than the market rate sample averages, for one- and two-bedroom units, respectively.

As to pricing levels, while most units in the affordable sample have Section 8 rent assistance, the one property with unsubsidized 60% AMI units (Parkview) has rents of $891 for one-bedroom units and $1,080 for two-bedrooms. The developer's rent of $871 for 60% AMI one-bedrooms is 2.2% lower than Parkview, while the proposed two-bedroom rent of $1,047 is 3.1% lower.

Because the sample size is quite small, AMS also compared the proposed net rents to the average rents in the market rate sample. The 60% AMI rents are a full 30.7% to 35.7% lower than the market rate average rents after adjustments for utilities.

Overall, the brand-new 310 Arlington Heights development is expected to have a solid position within the marketplace. While the units are somewhat smaller than some competitors, the rents will be very low for brand-new, high-quality product. In addition, the development will be the first of its kind in the PMA, where nearly all affordable family housing is deeply subsidized.

Demand

The demand analyses indicate that the market is underserved and there is ample demand for affordable housing in the PMA targeted to families. The capture rates were 0.9% for the 32 60% AMI units and 1.2% for the eight 30% AMI units. Both rates are low and highly achievable. AMS also calculated the penetration rate required to lease all existing and pending affordable rental units in the PMA to income-qualified households. A total of 184 units of affordable housing without age restrictions were identified in the PMA, which included the subject property. It was assumed that demand for these units would come from the estimated 9,911 households in the PMA with 2021 incomes below $63,000. The resulting penetration rate of 1.9% is exceptionally low and indicative of a significantly underserved market. Penetration rates of up to 25% are typically considered achievable.

Based on the development's below-market rents, and the low capture and penetration rates, AMS expects a rapid lease-up of 310 Arlington Heights. Assuming a professional pre-leasing campaign prior to opening, AMS expects the development to lease an average of eight to ten units per month. This rate would result in a lease-up period of

approximately four to five months to achieve stabilized occupancy.

AMS found no significant weaknesses in the product proposed, the surrounding neighborhood, the competitive market, or potential demand. The development will target an underserved population, and residents will enjoy excellent access to shopping, services, recreation, and high-quality schools.

Recommendations

AMS recommends that 310 Arlington Heights be approved, without changes. The proposed development will offer an excellent value and provide a new and much-needed affordable housing option for families in an underserved market.

VIII. ATTACHMENTS

A. Site Photos
B. Comparable Property Map
C. Comparable Property Details
D. Comparable Property Photos
E. Affordable Housing Table
F. Market Comparison Tables
G. AMS Insurance and NCHMA Certificates
H. Site and Market Study Summary Form

Site Photographs

Site from south side of Rand Road

Site from Northeast, along Chestnut Avenue

Site Photographs

East of site

Northeast of site

Site Photographs

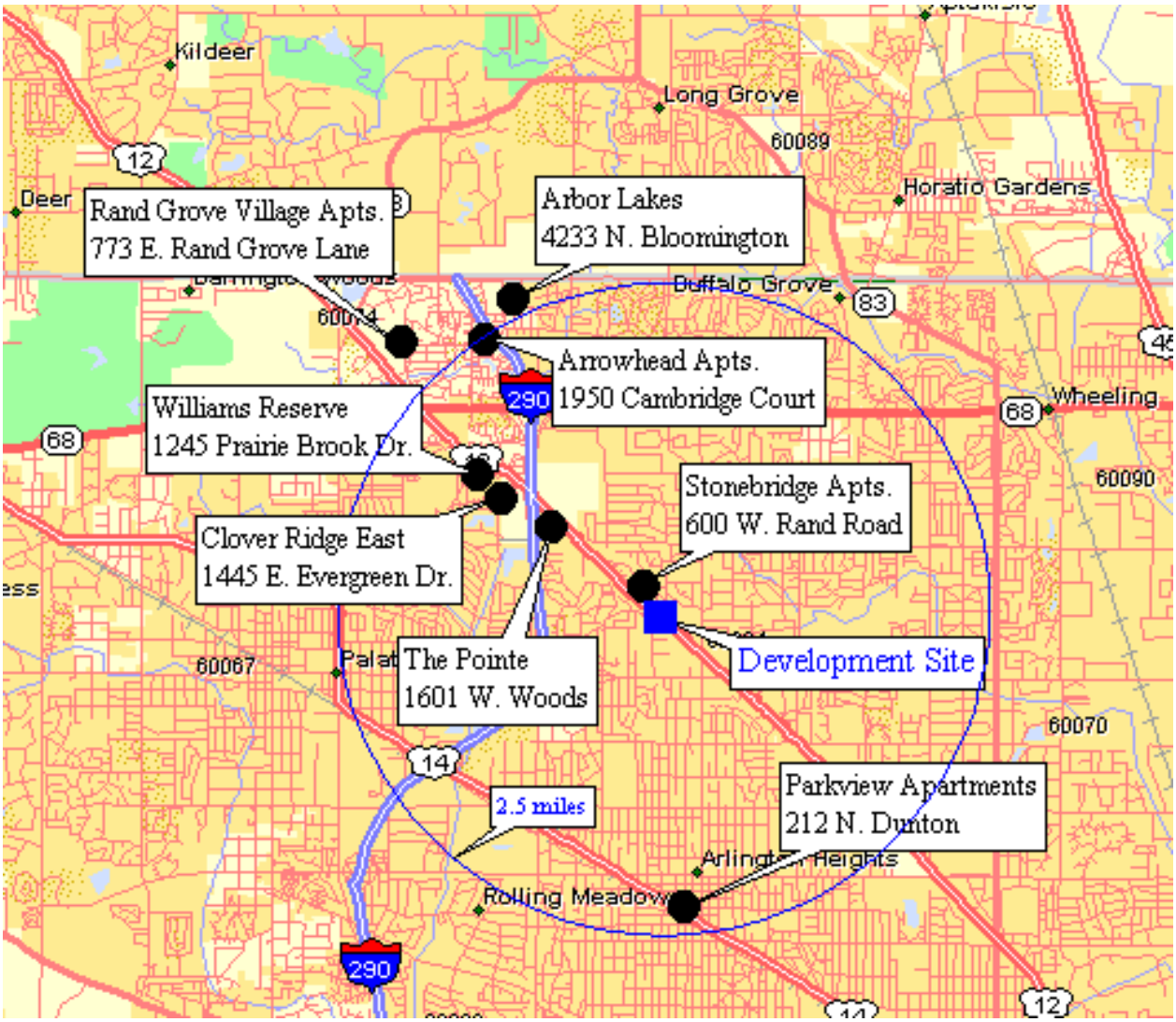
South of site (east side of Rand Road)

South of Site (west side of Rand Road)

West of site

Attachment B

Comparable Property Map



Comparable Property Details

Affordable Project	Built	Total Units	Unit Type	Units By Type	Rent Range	Sq. Ft. Range	PSF Range
Rand Grove Village	1976	212	1 BR	44	na - na	600 - 600	na - na
773 E. Rand Grove Lane	Rehab 2017		2 BR	98	na - na	700 - 700	na - na
Palatine IL 60074			3 BR	50	na - na	800 - 800	na - na
			4 BR	20	na - na	950 - 950	na - na
847-991-0111							
Preservation Partners							

Distance from Site: 2.8 miles NW
Occupancy: Not available
Condition: Average
Utilities: Tenants pay electricity and gas for cooking and heat. All other utilities are included in the rent.
Project Amenities: On-site mgmt., business center, basketball court, clubhouse/meeting room, laundry room, community garden.
Unit Amenities: AC, cable ready, carpet, mini blinds.
Comments: IHDA property with HUD Section 8 rent assistance. 3-story walkups with brick exteriors.
Weighted Average PSF Rent: NA

Affordable Project	Built	Total Units	Unit Type	Units By Type	Rent Range S-8	Rent Range 60%	Sq. Ft. Range	PSF Range
Parkview Apartments	2018	45	1 BR	15	na -	$891	835 - 835	na - $1.07
212 N. Dunton Ave.			2 BR 1 bt	20	na -	$1,080	983 - 983	na - $1.10
Arlington Heights, IL 60004			2 BR 2 bt	5	na -	$1,080	1,069 - 1,069	na - $1.01
			3 BR 2 bt	5	na -	na	1,392 - 1,392	na - na
224-607-3505								
UP Holdings			~30% of units have HACC rent assistance					

Distance from Site: 2.5 miles S
Occupancy: 98% Waiting list for HACC units
Condition: Excellent
Utilities: Tenants pay electricity and gas heat/cooking.
Project Amenities: On-site mgmt., 24-hr maint., elevator, heated garage parking, fitness center, storage lockers, lounge, bike storage.
Unit Amenities: AC, wired for cable, carpeting, window treatments, and in-unit washer/dryers
Comments: IHDA TC. Seven-story elevator building with brick exterior. Unit mix by income level is estimated.
Weighted Average PSF Rent: NA

Comparable Property Details

Mixed-income Project	Built	Total Units	Unit Type	Units By Type	Rent Range	Sq. Ft. Range	PSF Range
Williams Reserve	1975	320	1 BR S-8	54	na - na	775 - 817	na - na
1245 Prairie Brook Drive	Rehab 2020	~85 Aff	2 BR S-8	16	na - na	1,016 - 1,026	na - na
Palatine, IL 60074			3 BR S-8	15	na - na	1,080 - 1,080	na - na
			0 BR MR	24	$1,050 - $1,225	576 - 576	$1.82 - $2.13
847-359-6677			1 BR MR	122	$1,175 - $1,420	775 - 817	$1.52 - $1.74
RMK			2 BR MR	44	$1,345 - $1,550	1,016 - 1,026	$1.32 - $1.51
Andrew			3 BR MR	45	$1,675 - $1,850	1,080 - 1,080	$1.55 - $1.71

Studio	24
1-BR	176
2-BR	60
3-BR	60

Distance from Site: 1.8 miles NW
Occupancy: 90% Leased
Condition: Good Renovation of units is ~65% done
Utilities: Residents pay for all utilities. on a single bill
Project Amenities: On-site mgmt., 24-hour maint., clubhouse, pool with sundeck, grills, free wifi, picnic area, gazebo, lounge with TV, Business center, fitness center, conference room, dog run, playground, laundry rooms.
Unit Amenities: AC, mini blinds, dishwasher, patio or balcony
Comments: 3-story brick walk-ups. S-8 expired 2017; to preserve affordability, qualified residents receive Housing Choice Vouchers from HACC (subsidies are not project-based). Split between affordable and MR units is esitimated.
Weighted Average PSF Rent: $1.66 (Market Rate Only)

Mixed-income Project	Built	Total Units	Unit Type	Units By Type	Rent Range	Sq. Ft. Range	PSF Range
Arrowhead Apartments	1976	200	1 BR S-8	21	na - na	728 - 730	na - na
1950 Cambridge Court	Rehab 2020	40 Aff	2 BR S-8	14	na - na	966 - 970	na - na
Palatine, IL 60074			3 BR S-8	5	na - na	1,152 - 1,200	na - na
			1 BR MR	82	$1,160 - $1,160	728 - 730	$1.59 - $1.59
847-991-4466			2 BR MR	62	$1,335 - $1,335	966 - 970	$1.38 - $1.38
Hispanic Housing Development Corp.			3 BR MR	16	$1,635 - $1,635	1,152 - 1,200	$1.42 - $1.36

Distance from Site: 2.5 miles NW
Occupancy: 95% All vacancies in MR units. Waiting list for affordable units.
Condition: Good
Utilities: Tenants pay electricity and gas for cooking and heat. All other utilities are included in the rent.
Project Amenities: On-site mgmt., 24-hr maint., pool, ponds, dog run, business center, upgraded clubhouse, fitness center, laundry rooms.
Unit Amenities: AC, carpeting, mini blinds, patio/balcony
Comments: IHDA and HUD funding. Two-story walk-up buildings.
Weighted Average PSF Rent: $1.45 (Market Rate Only)

Comparable Property Details

Market Rate Project	Built	Total Units	Unit Type	Units By Type	Rent Range	Sq. Ft. Range	PSF Range
Stonebridge of Arlington Heights	1982	586	1 BR	290	$1,299 - $1,399	870 - 1,170	$1.49 - $1.20
600 W. Rand Road	2017 Rehab		2 BR	260	$1,499 - $1,899	1,200 - 1,200	$1.25 - $1.58
Arlington Heights, IL 60004			2 BR LG	36	na - na	2,100 - 2,100	na - na

847-385-9448
Connor Group

Distance from Site: Adjacent
Occupancy: NA
Condition: Good
Utilities: Tenants pay for electricity, gas cooking and heat, and water/sewer. Trash removal included in the rent.
Project Amenities: Off-street parking, elevator, 24-hour maint., heated pool, clubhouse with party room, tennis courts, basketball court, playground, courtyard and gazebo, bicycle storage, laundry facilities, fitness center, business center, trash pick-up.
Unit Amenities: Carpeting, air conditioning, dishwasher, mini blinds.
Comments: Multiple 5-story elevator buildings
Weighted Average PSF Rent: **NA**

Market Rate Project	Built	Total Units	Unit Type	Units By Type	Rent Range	Sq. Ft. Range	PSF Range
The Pointe	1989	312	1 BR	234	$1,260 - $1,370	700 - 786	$1.80 - $1.74
1601 W. Woods Drive	Recent Rehab		2 BR	78	$1,575 - $1,790	975 - 1017	$1.62 - $1.76
Arlington Heights, IL 60004							

847-908-5117
Penobscot Management
Elizabeth

Distance from Site: 1.1 miles NW
Occupancy: 95%
Condition: Good
Utilities: Residents pay for all utilities, including water/sewer and trash removal.
Project Amenities: On-site mgmt., 24-hour maint., clubhouse, pool with sundeck, grills, picnic area, planned activities, intercom entry Business center, fitness center, conference room, dog run, playground, laundry rooms.
Unit Amenities: Dishwasher, AC, balcony or patio, cable ready, high speed internet, mini blinds, ceiling fans, carpet and tile floors.
Comments: Two-story brick walk-ups.
Weighted Average PSF Rent: $1.75

Comparable Property Details

Market Rate Project	Built	Total Units	Unit Type	Units By Type	Rent Range	Sq. Ft. Range	PSF Range
Arbor Lakes	1986	378	1 BR	184	$1,219 - $1,315	749 - 834	$1.63 - $1.58
4233 N. Bloomington Ave.	Rehab 2017		2 BR 1 bt	164	$1,416 - $1,488	953 - 1,027	$1.49 - $1.45
Arlington Heights, IL 60004			2 BR 2 br	30	$1,820 $1,820	1,035 - 1,035	$1.76 - $1.76

833-300-9102
TLC Management

Distance from Site: 2.7 miles NW
Occupancy: NA
Condition: Good
Utilities: Tenants pay for for all utilities
Project Amenities: On-site mgmt., 24-hour maint., clubhouse, pool with sundeck, grills, tennic courts, picnic area, car wash area, Business center, fitness center, conference room, dog run, playground, laundry rooms.
Unit Amenities: AC, mini blinds, dishwasher, patio or balcony
Comments: Two-story brick walk-ups. Unit mix is estimated.
Weighted Average PSF Rent: $1.56

Market Rate Project	Built	Total Units	Unit Type	Units By Type	Rent Range	Sq. Ft. Range	PSF Range
Clover Ridge East	1987	276	1 BR	120	$899 - $899	792 - 792	$1.14 - $1.14
1445 E. Evergreen Dr.	Rehab 2011		2 BR	156	$1,289 - $1,438	895 - 895	$1.44 - $1.61
Palatine, IL 60074							

847-991-4555
Hayman Company

Distance from Site: 1.7 miles W
Occupancy: NA
Condition: Average
Utilities: Tenants pay for for all utilities
Project Amenities: On-site mgmt., 24-hour maint., clubhouse, pool with sundeck, grills, tennic courts, picnic area, car wash area, Business center, fitness center, conference room, dog run, playground, laundry rooms.
Unit Amenities: AC, mini blinds, dishwasher, patio or balcony
Comments: Two-story brick walk-ups. Unit mix is estimated.
Weighted Average PSF Rent: $1.35

Comparable Affordable Properties

Rand Grove Village
773 E. Rand Grove Lane, Palatine IL 60074

Parkview Apartments
212 N. Dunton Ave., Arlington Heights, IL 60004

Comparable Affordable Properties

Williams Reserve
1245 Prairie Brook Drive, Palatine IL 60074

Arrowhead Apartments
1950 Cambridge Court, Palatine IL 60074

Other Afforadable Housing - 310 Arlington Heights

Property	Address	Phone	IHDA Y/N	Prop. Type	Subsidy Program	Total Units	Aff. Units	Unit Types	Pop Served	Cond.	Occup.
Williams Reserve	1245 Prairie Brook Dr., Palatine	847-359-6677	Y	F	HCV	320	85	0-3	Families	Good	90%
Parkview Apartments	212 N. Dunton Ave. Arlington Hts.	847-859-0003	Y	F/S	TC/PH	45	41	1,2,3	Some special needs	Exc.	98%
Cedar Village	320 Campbell, Arlington Heights	630-766-3570	N	E	S-202	80	80	0,1	Age 62+/Disabled	Avg.	100%
Albert Goedke House	215 W. Miner, Arlington Heights	847-253-5450	Y	E	PH	214	214	1	Age 62+	Avg.	na
Heart's Place	120 W. Boeger Drive, Arlington Hts.	312-663-5447	Y	D	TC/PH	18	18	1,2	Disabled Adults	Exc.	na
				Totals:	**5**	**677**	**438**				

Property Types

D=Disabled
E=Elderly
F=Family
HO=Homeless
SRO=Single Room Occupancy
HCV=Housing Choice Voucher

Program Types

HTF=Housing Trust Fund
PH=Public Housing
S-8=Section 8
TC=Low Income Housing Tax Credit
SLF=Supportive Living Facility
PSH=Permanent Supportive Housing

Attachment E

310 Arlington Heights - Square Footage Comparison

	Total Units	No. 1 BR	% of Total	SF	SF Versus	No. 2 BR	% of Total	SF	SF Versus	No. 3 BR	% of Total
310 Arlington	**40**	**20**	**50%**	**684**	**——**	**20**	**50%**	**897**	**——**	**0**	**0%**
Parkview Apartments	41	14	34%	835	*-18.1%*	23	56%	1,000	*-10.3%*	4	10%
Rand Grove Village	212	44	21%	600	*14.0%*	98	46%	700	*28.1%*	50	24%
Williams Reserve (HCV)	85	64	75%	796	*-14.1%*	48	56%	1,021	*-12.1%*	16	19%
Arrowhead Apartments (Section-8)	40	21	0%	729	*-6.2%*	14	35%	968	*-7.3%*	5	13%
Totals/Averages	**378**	**143**	**38%**	**730**	***-6.3%***	**183**	**48%**	**842**	**6.5%**	**75**	**20%**
Comparable Properties											
Williams Reserve (Market Rate)	235	122	52%	796	*-14.1%*	44	19%	1,021	*-12.1%*	45	19%
Arrowhead Apartments (Market Rate)	160	82	51%	729	*-6.2%*	62	39%	968	*-7.3%*	16	10%
Stonebridge of Arlington Heights*	586	290	49%	1,020	*-32.9%*	260	44%	1,200	*-25.3%*	0	0%
Arbor Lakes*	378	184	49%	792	*-13.6%*	164	43%	990	*-9.4%*	0	0%
Clover Ridge East	276	132	48%	792	*-13.6%*	124	45%	895	*0.2%*		0%
The Pointe	312	234	75%	785	*-12.9%*	78	25%	968	*-7.3%*	0	0%
Totals/Averages	**1,947**	**1,044**	**54%**	**849**	***-19.5%***	**732**	**38%**	**1,046**	**-14.3%**	**61**	**3%**

Averages are weighted, where possible.

*extra-large two-bedrooms were excluded from the sample.

310 Arlington - 60% AMI Rent Comparison

	Total Units	Util Included? Heat	Trash	W/S	No. 1 BR	% of Total	Avg. 1 BR Rent	Subject Rent Versus	PSF Rent	PSF Rent Versus	No. 2 BR	% of Total	Avg. 2 BR Rent	Subject Rent Versus	PSF Rent	PSF Rent Versus
310 Arlington	**40**	**N**	**Y**	**Y**	**12**	**30%**	**$871**	------	**$1.27**	-----	**20**	**50%**	**$1,047**	------	**$1.17**	-----
Parkview Apartments	45	N	N	N	5	11%	$891	*-2.2%*	$1.12	*13.8%*	7	16%	$1,080	*-3.1%*	$1.20	*-3.1%*
Comparable MR Properties																
Williams Reserve (Market Rate)	235	N	N	N	122	52%	$1,359	*-35.9%*	$1.71	*-25.4%*	44	19%	$1,524	*-31.3%*	$1.49	*-21.8%*
Arrowhead Apartments (Market Rate)	160	N	Y	Y	82	51%	$1,160	*-24.9%*	$1.59	*-20.0%*	62	39%	$1,335	*-21.6%*	$1.38	*-15.4%*
Stonebridge of Arlington Hts.	586	N	Y	N	290	49%	$1,389	*-37.3%*	$1.36	*-6.5%*	260	44%	$1,754	*-40.3%*	$1.46	*-20.1%*
Arbor Lakes	378	N	N	N	194	51%	$1,328	*-34.4%*	$1.68	*-24.1%*	154	41%	$1,528	*-31.5%*	$1.54	*-24.4%*
Clover Ridge East	276	N	N	N	234	85%	$960	*-9.3%*	$1.21	*5.1%*	78	28%	$1,440	*-31.5%*	$1.61	*-27.4%*
The Pointe	312	N	N	N	148	47%	$1,376	*-36.7%*	$1.75	*-27.4%*	164	53%	$1,759	*-40.5%*	$1.82	*-35.8%*
Market Rate Totals/Averages	***1,947***				***1070***	***55%***	***$1,261***	***-30.9%***	***$1.50***	***-15.2%***	***762***	***39%***	***$1,630***	***-35.8%***	***$1.56***	***-25.4%***

Averages are weighted, where possible

	Utility Allow.: 1 br	2 br
gas heat	$32	$34
elec. heat	$41	$49
elec. cooking	$22	$25
gas cooking	$18	$19
electricity	$38	$46
Water/sewer	$40	$55
Trash rem.	$21	$21

Certificate of Professional Designation

This certificate verifies that

Kurt Magnuski
American Marketing Services, Inc.

Has completed NCHMA's Professional Designation Requirements and is hence an approved member in good standing of:

NCHMA MEMBER®

Formerly known as
NCAHMA

National Council of Housing Market Analysts
1400 16th St. NW
Suite 420
Washington, DC 20036
202-939-1750

Membership Term
1/1/2021 to 12/31/2021

Thomas Amdur
President, NCHMA

OP ID: PW

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 08/04/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Jos.Cacciatore & Co. Insurance 527 South Wells Street Chicago, IL 60607 Jos. Cacciatore Insurance	CONTACT NAME: Jos. Cacciatore & Co. Ins. PHONE (A/C, No, Ext): 312-264-6023 FAX (A/C, No): 312-987-4601 E-MAIL ADDRESS: pamela@cacciatoreinsurance.com PRODUCER CUSTOMER ID #: AMERI-1
INSURED American Marketing Services Inc. 527 South Wells St- 4th Floor Chicago, IL 60607	INSURER(S) AFFORDING COVERAGE — NAIC # INSURER A : The Hartford — 29424 INSURER B : Houston Casualty Company INSURER C : INSURER D : INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	GENERAL LIABILITY [X] COMMERCIAL GENERAL LIABILITY [ ] CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: [X] POLICY [ ] PRO-JECT [ ] LOC	X		83SBA AB2653	06/18/2020	06/18/2021	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG Profess.	$ 1,000,000 $ 1,000,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $ 1,000,000
X X	AUTOMOBILE LIABILITY [ ] ANY AUTO [ ] ALL OWNED AUTOS [ ] SCHEDULED AUTOS [X] HIRED AUTOS [X] NON-OWNED AUTOS			83 SBA AB2653	06/18/2020	06/18/2021	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (PER ACCIDENT)	$ 1,000,000 $ $ $
A	[ ] UMBRELLA LIAB [X] OCCUR [ ] EXCESS LIAB [ ] CLAIMS-MADE [ ] DEDUCTIBLE [X] RETENTION $ 10,000	X		83SBA AB2653	06/18/2020	06/18/2021	EACH OCCURRENCE AGGREGATE	$ 10,000,000 $ 10,000,000
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) [Y] Y/N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		83WECAB6VYD	06/18/2020	06/18/2021	WC STATU-TORY LIMITS [X] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 1,000,000 $ 1,000,000 $ 1,000,000
B	Professional Liab.			H720115773	06/17/2020	06/17/2021	Professio Liability	1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)
Valuable Papers Included - Illinois Housing Authority is named as Additional Insured. Certificate issued for verification of insurance renewal

CERTIFICATE HOLDER

Illinois Housing Development Authority
Suite 1000
111 E. Upper Wacker Drive
Chicago, IL 60601

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
Jos. Cacciatore Insurance

© 1988-2009 ACORD CORPORATION. All rights reserved.

The ACORD name and logo are registered marks of ACORD

Attachment H - Page 1

2020-2021 Site and Market Study Summary Form

(Please complete all highlighted (in yellow) sections of this form. Failure to do so will be grounds for automatic denial of your application)

Required Information:	Information Requested on this form:	Mark appropriate box / Include required information:	Other information / Page Number Where information can be found in Site and Market Study:
Name of Development:	310 Arlington Heights		
Location of the Proposed (City/County):	Arlington Heights/Cook		
Targeted Tenant Type:	**Family**	X	If Other please indicate targeted population:
	Elderly		
	Other		
Other affordable units that target the same tenant type in the PMA: (should include IHDA, HUD, Rural Housing, Chicago Tax Credits, etc.)	**Number of Units**	126	Page number: 10
Total Number of other affordable units in the PMA: (should include IHDA, HUD, Rural Housing, Chicago Tax Credits, etc.)	**Number of Units**	438	Page number: 10
Rent Schedule (including unit sizes) for Proposed Development:	**Included**	X	Page number:
	Not Included		3
Occupancy levels for existing affordable properties in PMA:	Included	X	Page number:
	Not Included		11
Rent Schedule for Comparable Properties:	Included	X	Page number:
	Not Included		Attachment C
Evaluation of the proposed rents to comparable properties in the PMA:	Lower	X	Evaluation and Explanation found on page:
	Comparable		
	Higher		25-26
Demographic (population) trending for PMA and for targeted tenant population:	Increase		Evaluation and Explanation found on page:
	Stable	X	
	Decrease		13-14
Demographic (households) trending for PMA and for targeted tenant population:	Increase		Evaluation and Explanation found on page:
	Stable	X	
	Decrease		13-14
Evaluation of the proposed unit mix to the PMA standard:	Superior		Evaluation found on page:
	Meets	X	
	Inferior		24
Evaluation of the proposed unit sizes (sq. ft.) to the PMA standard:	Superior		Evaluation found on page:
	Meets		
	Inferior	X	24
List of Proposed Development Amenities:	Included	X	Page number:
	Not Included		3
Evaluation of proposed amenities to PMA standard:	Superior		Evaluation and Explanation found on page:
	Equal	X	
	Inferior		3

Attachment H - Page 2

Estimated absorption period:	Units per month	8-10	Explanation of absorption estimate found on page:
	Number of months	4-5	31
Marketability/Visibility of the Site:	Good	X	Explanation found on page:
	Average		
	Poor		4
Affordable units market penetration including the proposed in the PMA (use ALL income qualified households for PMA ONLY)**:**	Rate	1.9	Page number: 31
Proposed projects' required rate of capture within the PMA (use ALL income qualified households for PMA ONLY)**:**	Rate	0.6	Page number: 30
Overall Market Demand (the additional number of units needed within the market area to meet demand from targeted populations. The analysis should determine if there is sufficient demand to support the proposed project)**:**	Units needed	2,125	Page number:
	Sufficent Demand (y/n)?	Yes	27-28
Public Safety Issues (Provide an analysis of public safety issues including information or statistics on crime in the PMA. Address any local perceptions of crime or safety issues in the PMA)**:**	Included	X	Page number:
	Not Included		5
List of major employers in PMA (not required of some projects, see requirements)**:**	Included	X	Page number:
	Not Included		21
Economic Stability Analysis / Evaluation of PMA employment (not required of some projects, see requirements)**:**	Growth	X	Analysis found on page:
	Stability		
	Decline		19-21

PRELIMINARY PLAT OF SUBDIVISION

CRESCENT PLACE SUBDIVISION

OF

PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

VICINITY MAP

~ NO SCALE ~

SURVEYOR'S NOTES

IRON PIPES OR SURVEYOR'S NAIL ARE SET AT ALL LOT CORNERS UNLESS OTHERWISE NOTED.

ALL MEASUREMENTS AND DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

ALL EASEMENTS ARE HERETOFORE DEDICATED UNLESS OTHERWISE NOTED.

ALL EASEMENTS DEPICTED ON THE PLAT MAP ARE FOR PUBLIC UTILITIES UNLESS OTHERWISE NOTED.

BEARINGS SHOWN HEREON ARE BASED ON AN ASSUMED COORDINATE SYSTEM AND ARE INTENDED ONLY TO SHOW THE ANGULAR RELATIONSHIP BETWEEN LINES.

R=RECORD
M=MEASURED
D=DEED

AREA OF SURVEY

LOT 1 = 101,166 ± S.F. = 2.322 ACRES
IDOT DEDICATION = 6,142 ± S.F. = 0.141 ACRES
TOTAL = 107,308 ± S.F. = 2.463 ACRES

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF DU PAGE)

THIS IS TO CERTIFY THAT I, JEFFREY R. PANKOW, ILLINOIS PROFESSIONAL LAND SURVEYOR #3483 HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY AS SHOWN BY THIS PLAT, WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION; ALL DIMENSIONS ARE IN FEET OR DECIMALS THEREOF:

PARCEL 1:

THAT PART OF THE SOUTH 150 FEET OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTHEASTERLY OF THE CENTERLINE OF RAND ROAD AND SOUTHEASTERLY OF A LINE DRAWN AT RIGHT ANGLES TO SAID CENTERLINE OF RAND ROAD 94.89 FEET NORTHWESTERLY (AS MEASURED ALONG SAID CENTERLINE) OF THE INTERSECTION OF SAID CENTERLINE AND THE SOUTH LINE OF THE NORTHEAST 1/4 OF SECTION 18, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

LOT D IN FIRST ADDITION TO STONEBRIDGE HILL APARTMENTS BEING A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

(FIRST ADDITION TO STONEBRIDGE HILL APARTMENTS PLAT RECORDED MARCH 16, 1972 AS DOCUMENT 21837755)

I FURTHER CERTIFY THAT THE PROPERTY SHOWN ON THE PLAT HEREON DRAWN IS SITUATED WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF ARLINGTON HEIGHTS WHICH HAS ADOPTED A COMPREHENSIVE PLAN AND WHICH IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF ILLINOIS MUNICIPAL CODE AS HERETOFORE AND HEREAFTER AMENDED.

I, FURTHER STATE THAT THE PROPERTY IN THIS SUBDIVISION IS IN ZONE "X" AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, AS SET FORTH ON THE FLOOD INSURANCE RATE MAP FOR THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS, COMMUNITY PANEL NUMBER 17031C0201J EFFECTIVE DATE OF AUGUST 19, 2008.

DATED THIS _____ DAY OF _____, A.D., 2021.

_____
ILLINOIS PROFESSIONAL LAND SURVEYOR #3483
LICENSE EXPIRATION/RENEWAL DATE: NOVEMBER 30, 2022

JEFFREY R. PANKOW PROFESSIONAL 3483 STATE OF ILLINOIS LAND SURVEYOR LISLE, ILLINOIS

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

PROFESSIONAL LAND SURVEYING, INC.
3080 OGDEN AVENUE SUITE 307
LISLE, ILLINOIS 60532
PHONE: 630-778-1757
PROF. DESIGN FIRM # 184-004196
E-MAIL: info@plslisle.com

PREPARED FOR: HTG ILLINOIS DEVELOPER, L.L.C.
ADDRESS: 310 W. RAND ROAD ARLINGTON HEIGHTS, IL
BOOK & PG: 245/38 DATE: 4/8/21 JOB NO.: 2019018
DRAWN BY: SMR CHECK BY: GLK
REVISED: 4/14/2021 GLK PER CLIENT REVIEW
5/12/2021/SMR PER VILLAGE REVIEW
5/18/2021/JRP PER IDOT REVIEW
6/3/2021/GLK PER CLIENT REVIEW

PLAN COMMISSION AND VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

UNDER THE AUTHORITY PROVIDED BY 65 ILCS 5/11-12, AS AMENDED BY THE STATE LEGISLATURE OF THE STATE OF ILLINOIS AND ORDINANCE ADOPTED BY THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, THIS PLAT WAS GIVEN APPROVAL BY THE VILLAGE OF ARLINGTON HEIGHTS AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED BY THE PLAN COMMISSION AT A MEETING HELD _____

_____
CHAIRMAN

_____
SECRETARY

APPROVED BY THE VILLAGE BOARD OF TRUSTEES AT A MEETING HELD _____

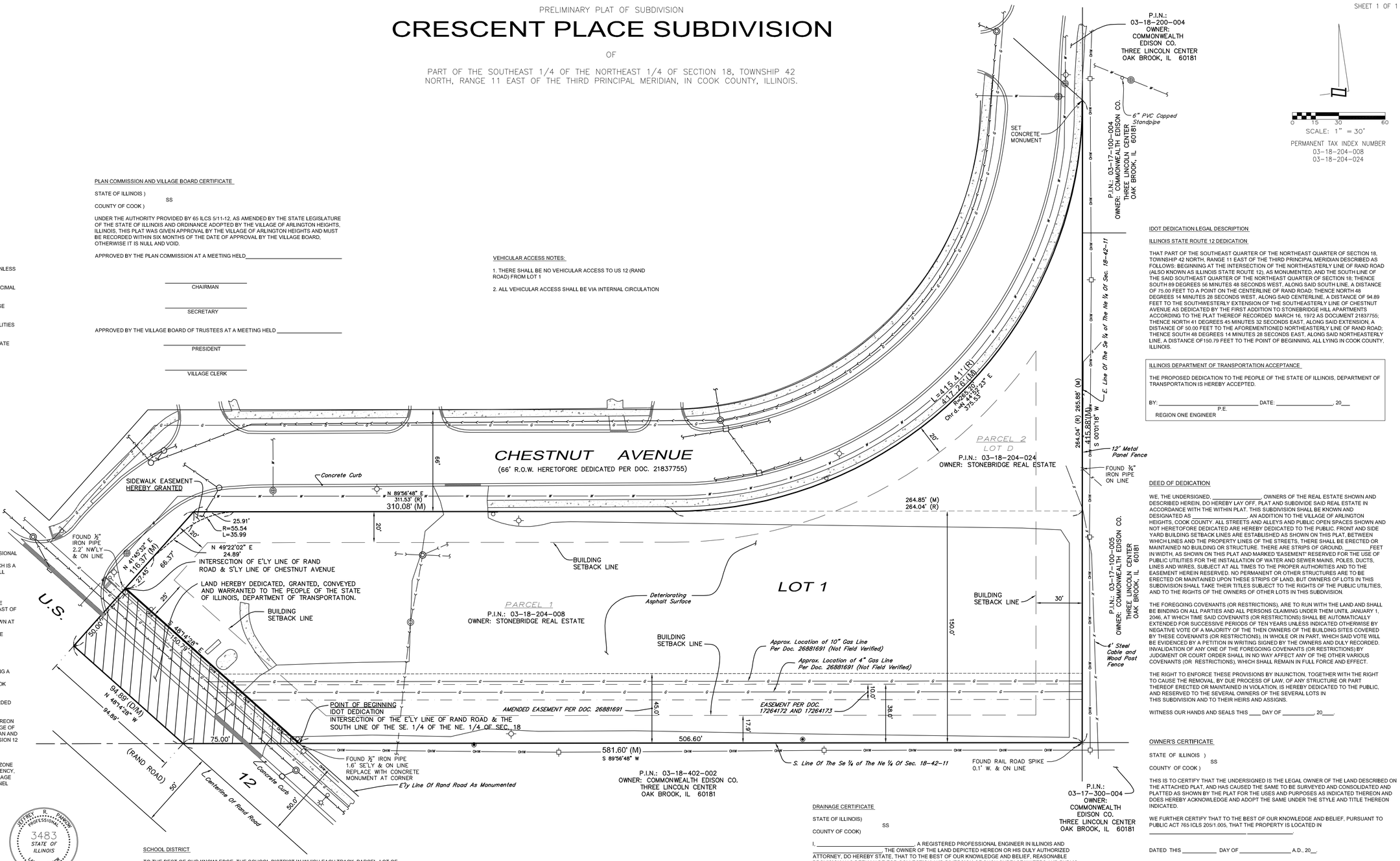
_____
PRESIDENT

_____
VILLAGE CLERK

VEHICULAR ACCESS NOTES:

1. THERE SHALL BE NO VEHICULAR ACCESS TO US 12 (RAND ROAD) FROM LOT 1

2. ALL VEHICULAR ACCESS SHALL BE VIA INTERNAL CIRCULATION



0 15 30 60
SCALE: 1" = 30'

PERMANENT TAX INDEX NUMBER
03-18-204-008
03-18-204-024

IDOT DEDICATION LEGAL DESCRIPTION

ILLINOIS STATE ROUTE 12 DEDICATION

THAT PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE NORTHEASTERLY LINE OF RAND ROAD (ALSO KNOWN AS ILLINOIS STATE ROUTE 12), AS MONUMENTED, AND THE SOUTH LINE OF THE SAID SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 18; THENCE SOUTH 89 DEGREES 56 MINUTES 48 SECONDS WEST, ALONG SAID SOUTH LINE, A DISTANCE OF 75.00 FEET TO A POINT ON THE CENTERLINE OF RAND ROAD; THENCE NORTH 48 DEGREES 14 MINUTES 28 SECONDS WEST, ALONG SAID CENTERLINE, A DISTANCE OF 94.89 FEET TO THE SOUTHWESTERLY EXTENSION OF THE SOUTHEASTERLY LINE OF CHESTNUT AVENUE AS DEDICATED BY THE FIRST ADDITION TO STONEBRIDGE HILL APARTMENTS ACCORDING TO THE PLAT THEREOF RECORDED MARCH 16, 1972 AS DOCUMENT 21837755; THENCE NORTH 41 DEGREES 45 MINUTES 32 SECONDS EAST, ALONG SAID EXTENSION, A DISTANCE OF 50.00 FEET TO THE AFOREMENTIONED NORTHEASTERLY LINE OF RAND ROAD; THENCE SOUTH 48 DEGREES 14 MINUTES 28 SECONDS EAST, ALONG SAID NORTHEASTERLY LINE, A DISTANCE OF150.79 FEET TO THE POINT OF BEGINNING, ALL LYING IN COOK COUNTY, ILLINOIS.

ILLINOIS DEPARTMENT OF TRANSPORTATION ACCEPTANCE

THE PROPOSED DEDICATION TO THE PEOPLE OF THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION IS HEREBY ACCEPTED.

BY: _____ P.E. DATE: _____ 20___
REGION ONE ENGINEER

DEED OF DEDICATION

WE, THE UNDERSIGNED, _____, OWNERS OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY LAY OFF, PLAT AND SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THE WITHIN PLAT. THIS SUBDIVISION SHALL BE KNOWN AND DESIGNATED AS _____ AN ADDITION TO THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY. ALL STREETS AND ALLEYS AND PUBLIC OPEN SPACES SHOWN AND NOT HERETOFORE DEDICATED ARE HEREBY DEDICATED TO THE PUBLIC. FRONT AND SIDE YARD BUILDING SETBACK LINES ARE ESTABLISHED AS SHOWN ON THIS PLAT, BETWEEN WHICH LINES AND THE PROPERTY LINES OF THE STREETS, THERE SHALL BE ERECTED OR MAINTAINED NO BUILDING OR STRUCTURE. THERE ARE STRIPS OF GROUND, _____FEET IN WIDTH, AS SHOWN ON THIS PLAT AND MARKED "EASEMENT" RESERVED FOR THE USE OF PUBLIC UTILITIES FOR THE INSTALLATION OF WATER AND SEWER MAINS, POLES, DUCTS, LINES AND WIRES, SUBJECT AT ALL TIMES TO THE PROPER AUTHORITIES AND TO THE EASEMENT HEREIN RESERVED. NO PERMANENT OR OTHER STRUCTURES ARE TO BE ERECTED OR MAINTAINED UPON THESE STRIPS OF LAND, BUT OWNERS OF LOTS IN THIS SUBDIVISION SHALL TAKE THEIR TITLES SUBJECT TO THE RIGHTS OF THE PUBLIC UTILITIES, AND TO THE RIGHTS OF THE OWNERS OF OTHER LOTS IN THIS SUBDIVISION.

THE FOREGOING COVENANTS (OR RESTRICTIONS), ARE TO RUN WITH THE LAND AND SHALL BE BINDING ON ALL PARTIES AND ALL PERSONS CLAIMING UNDER THEM UNTIL JANUARY 1, 2046, AT WHICH TIME SAID COVENANTS (OR RESTRICTIONS) SHALL BE AUTOMATICALLY EXTENDED FOR SUCCESSIVE PERIODS OF TEN YEARS UNLESS INDICATED OTHERWISE BY NEGATIVE VOTE OF A MAJORITY OF THE THEN OWNERS OF THE BUILDING SITES COVERED BY THESE COVENANTS (OR RESTRICTIONS), IN WHOLE OR IN PART, WHICH SAID VOTE WILL BE EVIDENCED BY A PETITION IN WRITING SIGNED BY THE OWNERS AND DULY RECORDED. INVALIDATION OF ANY ONE OF THE FOREGOING COVENANTS (OR RESTRICTIONS) BY JUDGMENT OR COURT ORDER SHALL IN NO WAY AFFECT ANY OF THE OTHER VARIOUS COVENANTS (OR RESTRICTIONS), WHICH SHALL REMAIN IN FULL FORCE AND EFFECT.

THE RIGHT TO ENFORCE THESE PROVISIONS BY INJUNCTION, TOGETHER WITH THE RIGHT TO CAUSE THE REMOVAL BY DUE PROCESS OF LAW, OF ANY STRUCTURE OR PART THEREOF ERECTED OR MAINTAINED IN VIOLATION, IS HEREBY DEDICATED TO THE PUBLIC, AND RESERVED TO THE SEVERAL OWNERS OF THE SEVERAL LOTS IN THIS SUBDIVISION AND TO THEIR HEIRS AND ASSIGNS.

WITNESS OUR HANDS AND SEALS THIS ___ DAY OF _____ 20___.

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE LEGAL OWNER OF THE LAND DESCRIBED ON THE ATTACHED PLAT, AND HAS CAUSED THE SAME TO BE SURVEYED AND CONSOLIDATED AND PLATTED AS SHOWN BY THE PLAT FOR THE USES AND PURPOSES AS INDICATED THEREON AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

WE FURTHER CERTIFY THAT TO THE BEST OF OUR KNOWLEDGE AND BELIEF, PURSUANT TO PUBLIC ACT 765 ICLS 205/1.005, THAT THE PROPERTY IS LOCATED IN _____

DATED THIS _____ DAY OF _____ A.D., 20__.

OWNER: _____
ADDRESS: _____
OWNER: _____
ADDRESS: _____

NOTARY CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

I HEREBY CERTIFY THAT THE PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING CERTIFICATE ARE KNOWN TO ME AS SUCH OWNERS.

GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF _____, A.D., 20____.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

SCHOOL DISTRICT

TO THE BEST OF OUR KNOWLEDGE, THE SCHOOL DISTRICT IN WHICH EACH TRACK, PARCEL, LOT OF BLOCK OF THE PROPOSED SUBDIVISION LIES IS:

ELEMENTARY: CONSOLIDATED COMMUNITY SCHOOL DISTRICT #25

HIGH SCHOOL: TOWNSHIP HIGH SCHOOL DISTRICT #214

COLLEGE: HARPER COMMUNITY COLLEGE DISTRICT #512

_____
_____
OWNERS/OWNERS

COUNTY RECORDER CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

THIS INSTRUMENT NO. _____ WAS FILED FOR RECORD IN THE RECORDER OF DEEDS OFFICE OF COOK COUNTY, ILLINOIS, AFORESAID, ON THE _____ DAY OF _____, A.D.,20____ AT _____ O'CLOCK ____M.

_____
COOK COUNTY RECORDER

VILLAGE COLLECTOR

I DO HEREBY CERTIFY THAT THERE ARE NO DEFERRED SPECIAL ASSESSMENTS OR UNPAID CURRENT ASSESSMENTS DUE AGAINST THE LAND INCLUDED IN THE ABOVE PLAT.

DATED THIS_____DAY OF_____ , A.D., 20____.

_____
VILLAGE COLLECTOR

VILLAGE ENGINEER

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

ILLINOIS, THIS _____ DAY OF _____, A.D. 20___.
APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY

_____
VILLAGE ENGINEER

DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

I, _____, A REGISTERED PROFESSIONAL ENGINEER IN ILLINOIS AND _____, THE OWNER OF THE LAND DEPICTED HEREON OR HIS DULY AUTHORIZED ATTORNEY, DO HEREBY STATE, THAT TO THE BEST OF OUR KNOWLEDGE AND BELIEF, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS AND PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION. FURTHER, AS ENGINEER, I HEREBY CERTIFY THAT THE PROPERTY WHICH IS THE SUBJECT OF THIS SUBDIVISION OR ANY PART THEREOF IS NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

DATED THIS_____DAY OF _____, A.D., 20____.

_____
ILLINOIS REGISTERED
PROFESSIONAL ENGINEER

_____
STATE REGISTRATION NUMBER

_____
REGISTRATION EXPIRATION DATE

PROPERTY OWNER'S SIGNATURES

BY: _____ BY: _____
OWNER OR ATTORNEY OWNER OR ATTORNEY

_____ _____
PRINT NAME PRINT NAME

©2021 PLS INC., ALL RIGHTS RESERVED

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building & Life Safety Department

Subject: 310 W Rand Rd – Crescent Place – Rezoning, Land Use Variation

PC#: 21-010 – Round 1

Date: April 26, 2021

RECEIVED
APR 27 2021
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. The design and construction of the facilities shall comply with the following adopted codes:
    a. 2018 International Building Code with amendments
    b. 2018 International Fire Code with amendments
    c. 2018 International Fuel Gas Code with amendments
    d. 2018 International Mechanical Code with amendments
    e. 2018 ILLINOIS Energy Conservation Code with state amendments
    f. 2017 National Electrical Code with amendments
    g. 2014 Illinois Plumbing Code with amendments

2. At least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the interior cab size shall not be less than 60 inches by 85 inches, and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame. Per 2018 IBC 3002.4 as amended

3. Refuse chutes shall have a minimum fire-resistance rating of 2-hours and comply with 2018 IBC 713.4.

4. Elevator shaft enclosures shall have a minimum fire-resistance rating of 2-hours and comply with 2018 IBC 713.4.

5. The elevator machine room shall have a minimum fire-resistance rating of 2-hours and comply with 2018 IBC 3005.4.

6. The stairway enclosures shall have a minimum fire-resistance rating of 2-hours and comply with 2018 IBC 713.4.

7. One stairway shall provide access to the roof. Per 2018 IBC 1011.12.

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-010

Petitioner: HTG Illinois Developer LLC, attn: Jake Zunamon
3225 Aviation Avenue 6th floor, Coconut Grove, FL 33133

Owner: Stonebridge Real Estate Company, LLC, attn: Maria Magnus
230 E. Ohio Street Suite 400, Chicago, IL 60611

Contact Person:	Jake Zunamon c/o HTG	John Green c/o Groundwork Ltd.
Address:	3225 Aviation Ave 6th flr Coconut Grove, FL 33133	351 W. Dundee Rd. Suite A Buffalo Grove, IL 60089
Phone #:	786-347-4549	847-541-4151
Fax #:	n/a	n/a
E-Mail:	jake@htgf.com	john@groundworkltd.com

P.I.N.# 03-18-204-008-0000 (parcel 1)
03-18-204-024-0000 (parcel 2)

Location: 310 W. Rand Road, Arlington Heights, IL 60004

Rezoning: ✓ Current: B-2 Proposed: R-6

Subdivision: Consolidation

# of Lots: 1 Current: 2 Proposed: 1

PUD: N/A For:

Special Use: N/A For:

Land Use Variation: N/A For:

Land Use: ✓ Current: Vacant
Proposed: Apartments

Site Gross Area: 101, 167 sf (2.322 acres)

# of Units Total: 40 units

1 BR: 20 2BR: 20 3BR: 0 4BR: 0

(Petitioner: Please do not write below this line.)

FIRE PREVENTION

No Addl Comments

4-21-21

~~Director~~ Date

ENGINEERING DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-010
Petitioner: HTG Illinois Developer LLC, attn: Jake Zunamon
3225 Aviation Avenue 6th floor, Coconut Grove, FL 33133

Owner: Stonebridge Real Estate Company, LLC, attn: Maria Magnus
230 E. Ohio Street Suite 400, Chicago, IL 60611

Contact Person:	Jake Zunamon c/o HTG	John Green c/o Groundwork Ltd.
Address:	3225 Aviation Ave 6th flr Coconut Grove, FL 33133	351 W. Dundee Rd. Suite A Buffalo Grove, IL 60089
Phone #:	786-347-4549	847-541-4151
Fax #:	n/a	n/a
E-Mail:	jake@htgf.com	john@groundworkltd.com

P.I.N.# 03-18-204-008-0000 (parcel 1)
03-18-204-024-0000 (parcel 2)
Location: 310 W. Rand Road, Arlington Heights, IL 60004
Rezoning: ✓ Current: B-2 Proposed: R-6
Subdivision: Consolidation
# of Lots: 1 Current: 2 Proposed: 1
PUD: N/A For:
Special Use: N/A For:
Land Use Variation: N/A For:
Land Use: ✓ Current: Vacant
Proposed: Apartments
Site Gross Area: 101, 167 sf (2.322 acres)
# of Units Total: 40 units
1 BR: 20 2BR: 20 3BR: 0 4BR: 0

(Petitioner: Please do not write below this line.)

1. PUBLIC IMPROVEMENTS REQUIRED:	YES	NO	COMMENTS
a. Underground Utilities			
Water		NO	
Sanitary Sewer		NO	
Storm Sewer		NO	
b. Surface Improvement			
Pavement		NO	
Curb & Gutter		NO	
Sidewalks		YES	
Street Lighting		NO	
c. Easements			
Utility & Drainage		NO	
Access		YES	PUBLIC SIDEWALK

2. PERMITS REQUIRED OTHER THAN VILLAGE:
a. MWRDGC X b. IDOT X
c. ARMY CORP ____ d. IEPA ____
e. CCHD ____

	YES	NO	COMMENTS
3. R.O.W. DEDICATIONS?	X		
4. SITE PLAN ACCEPTABLE?			SEE COMMENTS
5. PRELIMINARY PLAT ACCEPTABLE?		X	
6. TRAFFIC STUDY ACCEPTABLE?	X		
7. STORM WATER DETENTION REQUIRED?	X		
8. CONTRIBUTION ORDINANCE EXISTING?		X	
9. FLOOD PLAIN OR FLOODWAY EXISTING?		X	
10. WETLAND EXISTING?		X	

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: GROUNDWORK, LTD.
DATE OF PLANS: —

Michael Rogers 5/4/21
~~Director~~ VILLAGE ENGINEER Date

PLAN COMMISSION PC #21-010
Crescent Place
310 W Rand Rd
Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

12. Since a subdivision is being proposed the plans must meet all subdivision requirements. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. An Engineers estimate of construction cost for public improvements is also required to complete the calculation for the required public improvement guarantee deposit. The public improvements for this development would be public sidewalk. These estimates should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.

13. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
	Prime Meridian: Greenwich
	Angular Unit: Degree

14. The Final Plat of Subdivision must be reviewed and approved by Engineering prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.

15. The proposed detention/retention facility will be a private system and as such will not be the Village's responsibility to maintain. The basin requires a 1-foot freeboard with an overflow weir at the 6" line. The basin requires a 5' flat zone around the perimeter before the top of slope begins. Provide calculations for sizing the weir. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

16. Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin. If the restrictor required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of $1.00 per cubic foot.

17. An MWRD permit will be required.

18. The Preliminary Stormwater Management Plan does not provide sufficient information to verify calculations.
    a) Provide a detailed Preliminary Stormwater Management Plan with formal calculations. Detention shall meet Village and MWRD requirements, including volume control.
    b) With regard to the proposed unrestricted flow, this would be subject to review and approval by the MWRD. Per the MWRD Section 5.4.2.3 Unrestricted Flow, if approved, the area must be planted with deep-rooted vegetation, placed within an easement, and maintained in perpetuity.

19. Final subdivision approval will require final engineering plans.

20. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

21. Fire lanes, where required adjacent to buildings, must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

22. The "Autoturn" exhibit provided is at a 1"=120' scale and does not show all possible directions of travel off of Chestnut Ave. Provide a full-scale exhibit. The exhibit must show front and rear wheel paths and the extent of the front and rear overhangs.

23. Sidewalk through the driveways shall be 8" thick and the shall carry through the driveway. The curb shall stop on either side of the sidewalk.

24. Permission must be granted to construct the parking lot over the existing 45 ft easement. Verify that there is sufficient cover over the existing gas lines.

25. An IDOT permit is required for all work within the Rand Road right-of-way.

Public Works:

26. All utility construction shall meet water and sewer specifications.

27. All road patches shall have milled 2' beyond edge of trench.

28. Existing sidewalk adjoining property shall be inspected. All standing water shall be addressed.

29. Public Works will reserve additional comments until a more detailed set is available.

Preliminary Plat of Subdivision:

30. The plat was reviewed against the attached Preliminary Plat of Subdivision Checklist. The following Checklist items are incomplete.
    a) Checklist 7, show the location and dimensions of streets, easements, improvements and utilities within and immediately contiguous to the proposed subdivision.
    b) Checklist 12, show the location and dimensions of all building setback lines in the proposed subdivision.
    c) Checklist 13, show the names and last known addresses of the owners of the land proposed to be subdivided, the subdivider, and all owners of land immediately adjoining the land proposed to be subdivided.

31. Crosshatch the right-of-way dedication for Rand Road.

32. For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist. Add the utility signature blocks

Michael L. Pagones, P.E. 5/4/21
Michael L. Pagones, P.E. Date
Village Engineer

Attachments:
Preliminary Plat of Subdivision Checklist (1 page)
Final Plat of Subdivision Checklist (3 pages)
Contacts for Plat Signatures (1 page)
Sample Utility Signature Blocks (1 page)

Preliminary Plat of Subdivision Checklist

Municipal Code Section 29-201(b)(1 – 13)

- ○ 1. The name of the proposed subdivision.
- ○ 2. A north-point indication, scale, date of preparation of the Preliminary plat, and by whom prepared.
- ○ 3. A legal description of land proposed to be subdivided, by section, township and range, and other terms as used in describing land on the records of the Recorder of Deeds or Registrar of Titles, Cook County, Illinois.
- ○ 4. Sufficient information to locate accurately the proposed subdivision in relation to its general neighborhood, by means of references to streets, railroad lines, recorded plats, etc. If the foregoing references cannot be made, then a vicinity plat showing the location of the proposed subdivision, drawn to a smaller scale, shall accompany the Preliminary plat.
- ○ 5. The description and location of all survey monuments, existing and to be erected, in the area of the proposed subdivision.
- ○ 6. The boundary lines of the proposed subdivision, drawn to accurate scale and bearing, and a statement of the total area encompassed by the boundary lines.
- ○ 7. The location and dimensions of streets, easements, improvements and utilities within and immediately contiguous to the proposed subdivision, as well as the location and dimensions of major features such as railroad lines, airports, water courses, lakes and exceptional topography.
- ○ 8. The location, dimensions and layout of proposed streets, alleys, and sidewalks of the proposed subdivision.
- ○ 9. The layout, number, dimensions and area of each lot of the proposed subdivision.
- ○ 10. The location, dimensions and layout of all parcels of land intended to be dedicated for public use, such as parks and other open spaces, or reserved for the use of all subdivision property owners, together with an indication of the nature of each such use within the proposed subdivision.
- ○ 11. The location, dimensions and layout of all public utility easements in the proposed subdivision.
- ○ 12. The location and dimensions of all building setback lines in the proposed subdivision.
- ○ 13. The names and last known addresses of the owners of the land proposed to be subdivided, the subdivider and all owners of land immediately adjoining the land proposed to be subdivided.

The Village of Arlington Heights Municipal Code can be accessed over the internet at www.vah.com .

Final Plat of Subdivision Checklist
Municipal Code Section 29-209(a – t)

- ○ a. The date of preparation of the final plat and by whom prepared.
- ○ b. The boundary of the plat, based on accurate traverse, with angles and lineal dimensions.
- ○ c. All permanent survey monuments, markers and bench marks.
- ○ d. Exact location, width and name of all streets within and adjoining the plat, and the exact location and widths of all cross walkways.
- ○ e. True angles and distances to the nearest established street lines or official monuments, not less than three.
- ○ f. Municipal, township, county and section lines accurately tied to the lines of the subdivision by distances and angles.
- ○ g. Radii, internal angles, points and curvatures, tangent bearings and lengths of all arcs.
- ○ h. All easements for rights of way established for public use and utilities.
- ○ i. All lot numbers and lines, with accurate dimensions given in hundredths of feet.
- ○ j. Accurate outlines and legal descriptions of all areas dedicated or reserved for public use, with the proposed uses indicated thereon; and all areas to be reserved by deed covenant for the common use of all property owners; together with the proposed uses indicated thereon.
- ○ k. The text of protective covenants, approved by the Plan Commission, relating to the proposed subdivision.
- ○ l. An endorsement by the County Clerk in the form acceptable to Cook County, that there are no delinquent, forfeited, foreclosed or purchased general taxes, or unpaid current general taxes, against the land proposed to be subdivided.
- ○ m. A summary of all restrictions applicable to any part of such subdivision concerning building restrictions, use restrictions, building setback lines and similar matters.
- ○ n. A deed of dedication in the form set forth in Section 29-217(a):
  The Final plat shall contain a deed of dedication substantially as follows:

  "We, the undersigned, (Names), owners of the real estate shown and described herein, do hereby lay off, plat and subdivide said real estate in accordance with the within plat. This subdivision shall be known and designated as (Name), an addition to the Village of Arlington Heights, Cook County. All streets and alleys and public open spaces shown and not heretofore dedicated are hereby dedicated to the public. Front and side yard building setback lines are established as shown on this plat, between which lines and the property lines of the streets, there shall be erected or maintained no building or structure. There are strips of ground, (Number) feet in width, as shown on this plat and marked 'Easement' reserved for the use of public utilities for the installation of water and sewer mains, poles, ducts, lines and wires, subject at all times to the proper authorities and to the easement herein reserved. No permanent or other structures are to be erected or maintained upon

these strips of land, but owners of lots in this subdivision shall take their titles subject to the rights of the public utilities, and to the rights of the owners of other lots in this subdivision.

(Additional dedications and protective covenants, or private restrictions, would be inserted here upon the subdivider's initiative or the recommendation of the Plan Commission or Village Board; important provisions are those specifying the use to be made of the property and, in the case of residential use, the minimum habitable floor area.)

The foregoing covenants (or restrictions), are to run with the land and shall be binding on all parties and all persons claiming under them until January 1, 20____ [25 year period is suggested], at which time said covenants (or restrictions) shall be automatically extended for successive periods of ten years unless indicated otherwise by negative vote of a majority of the then owners of the building sites covered by these covenants (or restrictions), in whole or in part, which said vote will be evidenced by a petition in writing signed by the owners and duly recorded. Invalidation of any one of the foregoing covenants (or restrictions) by judgment or court order shall in no way affect any of the other various covenants (or restrictions), which shall remain in full force and effect.

The right to enforce these provisions by injunction, together with the right to cause the removal, by due process of law, of any structure or part thereof erected or maintained in violation, is hereby dedicated to the public, and reserved to the several owners of the several lots in this subdivision and to their heirs and assigns.

WITNESS our hands and seals this ____ day of _____, 20____.

STATE OF ILLINOIS)
COUNTY OF COOK) SS.

Before me the undersigned Notary Public, in and for the County and State aforesaid, personally appeared (Names), and each separately and severally acknowledged the execution of the foregoing instrument as his or her voluntary act and deed, for the purposes therein expressed.

WITNESS my hand and notarial seal this ____ day of 20 _____.

_____
Notary Public"

○ o. A blank certificate of approval in the form set forth in Section 29-217(b).
The Final plat shall contain a certificate of approval as follows:

"Under the authority provided by 65 ILCS 5/11-12 as amended by the State Legislature of the State of Illinois and Ordinance adopted by the Village Board of the Village of Arlington Heights, Illinois, this plat was given approval by the Village of Arlington Heights AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED by the Plan Commission at a meeting held _____

_____
Chairman

_____

Secretary

APPROVED by the Village Board of Trustees at a meeting held _____

_____

President

_____

Village Clerk

APPROVED by the Village Collector

_____

APPROVED by the Village Engineer

_____"

○ p. A certification by a registered surveyor in the form set forth in Section 29-217(c). The Final plat shall contain a certificate signed by an Illinois Registered Land Surveyor in substantially the following form:

"I, (Name), hereby certify that I am an Illinois Registered Land Surveyor in compliance with the laws of the State of Illinois, and that this plat correctly represents a survey completed by me on (Date); that all monuments and markers shown thereon actually exist, and that I have accurately shown the materials that they are made of.

_____

Signature

(SURVEYOR'S SEAL)

Illinois Land Surveyor
No. _____"

○ q. A notarized statement from the owner indicating the school district in which each tract, parcel, lot or block lies.

○ r. A certificate in the form as required by the Illinois Department of Transportation or Cook County Highway Department, respectively, when any new street or new driveway will access one of these Department's streets.

○ s. The parcel index numbers of all lots contained within the plat shall be included on the plat of subdivision.

○ t. A block stating "Send Tax Bill To: (Name/Address)." The actual name and address shall be provided by the developer.

○ u. Provide a location to identify the address of each new lot.

The Village of Arlington Heights Municipal Code can be accessed over the internet at www.vah.com .

Contacts for Plat Signatures

Mr. Frank Gautier **Comcast Cable** 688 Industrial Drive Elmhurst, IL 60126	224-229-5850 Ted_Wyman@comcast.com Alternates: Bob Schulter (Department Supervisor), Martha Agieras (Assistant) Bob_Schulter@comcast.ncom Martha_Gieras@comcast.com *Per Frank: Request that completed plat data be shared with Comcast in advance of signature, and that the plat be physically provided at their 688 Industrial Drive office at a mutually agreed date and time.*
Mr. Mark Cozzi **ComEd** Three Lincoln Center, 4th Floor Oakbrook Terrace, IL 60181	630-576-6530 Mark.Cozzi@ComEd.com
Ms. Gwen Borjon **NICOR Gas** 1844 W Ferry Rd Naperville, IL 60563	630-388-2976 gborjon@southernco.com
Ms. Sue E. Manshum ROW Engineer **Ameritech** 1391 Abbot Ct Buffalo Grove, IL 60089	847-465-6086 sm9231@att.com
Mr. Dominick Silvio **WOW Internet Cable** 4350 Weaver Parkway Warrenville, IL 60555	630-536-3121 dominick.silvio@wowinc.com
Ms. Abigail Robinson **IDOT Permits** 201 W Center Court Schaumburg, IL 60196	847-705-4541 Abigail.L.Robinson@illinois.gov
Mr. Michael Sterr, P.E. Permit Division Head, Construction Bureau **Cook County Department of Transportation and Highways** 69 W Washington St 24th Floor Chicago, IL 60602	312-603-1670 michael.sterr@cookcountyil.gov hwy.permits@cookcountyil.gov

Sample Signature Blocks

COMMONWEALTH EDISON COMPANY
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

AMERITECH/SBC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

NICOR GAS
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

COMCAST CABLE
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

WIDE OPEN WEST, LLC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

Cook County Signature Block:

This plat has been approved by the Cook County Highway Department with respect to roadway access pursuant to 765 ILCS 205/2. However, a Highway Permit, conforming to the standards of the Cook County Highway Department is required by the owner of the property for this access.

_____

Superintendent of Highways
Cook County, Illinois

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number 21-010

Project Name Crescent Place

Project Location 310 W. Rand Road

Planning Department Contact Sam Hubbard

General Comments

Round 1 General Comments:
1)Building is to be sprinkled per code.
2) The Fire Department Connection shall be located at the main front entrance. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.
3) A Knox Box shall be located at the main front entrance. Please install an additional Knox Box at the rear door by the patio space opposite the main entrance.
4) Install a fully operational annunciator panel or alarm panel at the main front entrance.
5) Please review IFC 2018 Section D105 to make sure Aerial Fire Apparatus Roads are in compliance.
6) Please review the Village Amendment to the IBC code for elevators to accommodate ambulance stretchers.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date April 30, 2021 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

RECEIVED
APR 30 2021
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

DEPARTMENT PLAN REVIEW SUMMARY

Crescent Place
310 W Rand Rd
LUV

Round 1 Review Comments

04/29/2021

1. **Character of use:**
   The character of use is consistent with the area and is not a concern.

2. **Are lighting requirements adequate?**
   Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

3. **Present traffic problems?**
   This area of roadway is busy during both peak and non-peak hours. Traffic impact study is recommended.

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 could create higher traffic volume in the area. Especially entering and leaving the property. Traffic impact should address.

6. **General comments:**

   - Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

   - Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

   - Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

A. O. #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

Sgt Ry SG

Supervisor's Signature

HEALTH SERVICES DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-010

Petitioner: HTG Illinois Developer LLC, attn: Jake Zunamon
3225 Aviation Avenue 6th floor, Coconut Grove, FL 33133

Owner: Stonebridge Real Estate Company, LLC, attn: Maria Magnus
230 E. Ohio Street Suite 400, Chicago, IL 60611

Contact Person:	Jake Zunamon c/o HTG	John Green c/o Groundwork Ltd.
Address:	3225 Aviation Ave 6th flr Coconut Grove, FL 33133	351 W. Dundee Rd. Suite A Buffalo Grove, IL 60089
Phone #:	786-347-4549	847-541-4151
Fax #:	n/a	n/a
E-Mail:	jake@htgf.com	john@groundworkltd.com

P.I.N.# 03-18-204-008-0000 (parcel 1)
03-18-204-024-0000 (parcel 2)

Location: 310 W. Rand Road, Arlington Heights, IL 60004

Rezoning: ✓ Current: B-2 Proposed: R-6

Subdivision: Consolidation

# of Lots: 1 Current: 2 Proposed: 1

PUD: N/A For:

Special Use: N/A For:

Land Use Variation: N/A For:

Land Use: ✓ Current: Vacant
Proposed: Apartments

Site Gross Area: 101,167 sf (2.322 acres)

# of Units Total: 40 units

1 BR: 20 2BR: 20 3BR: 0 4BR: 0

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

The Village Code requires that recycling be provided in all multi-family properties. A recycling plan will need to be submitted during the Building permit phase.

Sean Freres 4/20/21
Environmental Health Officer Date

James McCalister 4/20/21
Director Date

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-010

Petitioner: HTG Illinois Developer LLC, attn: Jake Zunamon
3225 Aviation Avenue 6th floor, Coconut Grove, FL 33133

Owner: Stonebridge Real Estate Company, LLC, attn: Maria Magnus
230 E. Ohio Street Suite 400, Chicago, IL 60611

Contact Person:	Jake Zunamon c/o HTG	John Green c/o Groundwork Ltd.
Address:	3225 Aviation Ave 6th flr Coconut Grove, FL 33133	351 W. Dundee Rd. Suite A Buffalo Grove, IL 60089
Phone #:	786-347-4549	847-541-4151
Fax #:	n/a	n/a
E-Mail:	jake@htgf.com	john@groundworkltd.com

P.I.N.# 03-18-204-008-0000 (parcel 1)
03-18-204-024-0000 (parcel 2)

Location: 310 W. Rand Road, Arlington Heights, IL 60004

Rezoning: ✓ Current: B-2 Proposed: R-6

Subdivision: Consolidation

# of Lots: 1 Current: 2 Proposed: 1

PUD: N/A For:

Special Use: N/A For:

Land Use Variation: N/A For:

Land Use: ✓ Current: Vacant
Proposed: Apartments

Site Gross Area: 101, 167 sf (2.322 acres)

# of Units Total: 40 units

1 BR: 20 2BR: 20 3BR: 0 4BR: 0

(Petitioner: Please do not write below this line.)

	YES	NO	
1.		X	COMPLIES WITH COMPREHENSIVE PLAN?
2.	X		COMPLIES WITH THOROUGHFARE PLAN?
3.		X	VARIATIONS NEEDED FROM ZONING REGULATIONS? (See below.)
4.		X	VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS? (See below.)
5.	X		SUBDIVISION REQUIRED?
6.	X		SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED? (See below.)

Comments:

Please see attached comments.

Sara Hubbard

Date

Planning & Community Development Dept. Review

May 6, 2021

REVIEW ROUND 1

Project: 310 W. Rand Road
Crescent Place

Case Number: PC 21-010

General:

7) The following approvals are needed:
   - **Amendment to Comprehensive Plan to reclassify the subject property from "Commercial" to "Moderate Density Multi-Family".**
   - **Rezoning from the B-2, General Business District, to the R-6, Multiple-Family Dwelling District.**
   - **Preliminary and Final Plat of Subdivision approval to consolidate the subject property into one lot.**

8) Please revise the project narrative to include details on the property management/onsite employees, as well as additional specificity on the green features/sustainable design elements that will be provided.

9) Section 9.8(i) of the Zoning Code requires that all PUD's include a preliminary construction schedule and phasing plan. Details on the estimated general construction timeline was included in the project narrative. However, please provide a construction staging plan, which must include the anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per phase and where they will be staged, the location of material storage, and information on any anticipated lane closures, including info on where the closures will take place and the general timeframe for each closure.

10) A photometric plan and catalog cuts for all light fixtures must be submitted for review.

11) Impact Fee's shall be required as per the requirements of Chapter 29 of the Municipal Code.

12) Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.

Site Plan:

13) Please add parking stall sizes and depths, as well as drive aisle width to the parking area at the western side of the site.

14) What is the box with the "X" on the western side of the building? All transformers, mechanical equipment, and utility infrastructure should be appropriately sited so as not to be within a front yard and shall be screened from view.

15) Please identify any proposed ground mounted mechanical equipment (AC units, generators, transformers, utility pedestals etc.) on the site plans and landscape plans. These elements must be appropriately located and screened from view.

16) What is the dark line adjacent to the southern property line? If this is a retaining wall, please provide details on the height and materials for the wall.

17) Please provide additional details on the proposed pergola (size, height, materials), as well as the planting beds. Will these planting beds be enclosed with a fence? How tall will the raised planting bed be? What materials will the raised planting bed be made from?

18) If two spaces per unit is expected to be a significant surplus over likely demand, then the Planning Department is open to the possibility of no less than 1.5 spaces per unit of parking being constructed, provided that a plan showing landbanking of the full 80 space is provided, and the detention capacity for said "landbanked" parking is built into the stormwater system at initial site development.

Plat of Subdivision:

19) Final Plat of Subdivision approval shall be required within 12-months of preliminary plat approval.

20) Final Plat of Subdivision will need to show all required building setbacks.

21) What is the 38' measurement shown on the southern portion of Lot 1? There is no explanation calling out what this measurement is delineating.

Prepared by:

Crescent Place
310 W. Rand Road
PC #21-010
April 29, 2021

Landscape Comments

1) The ends of all parking rows must include a 4 inch caliper shade tree. For a double island two trees must be provided. Please increase the size of the trees and incorporate an additional tree in the island north of the proposed building.

2) The shrubs along the frontage adjacent to the parking areas must be a minimum of three feet high at time of installation.

3) Please evaluate the proposed trees along the south property line and whether or not they might conflict with the overhead utilities.

4) All mechanical units must be fully screened. Please show all transformers/utilities on the landscape plan and provide landscaping in order to screen.

5) A tree fee of $4 per lineal foot of frontage is required at the time of permit along with a landscape compliance bond that is 30% of the estimated landscape costs.

May 18, 2021

Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Attn: Mr. Sam Hubbard, Development Planner

Re: Crescent Place
310 W. Rand Road
Arlington Height, Illinois
Project No. 21-010
GW# DD57

Dear Mr. Hubbard:

Groundwork has reviewed the comments with regards to the above referenced project. The following is a point-by-point response to the review comments:

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1) **Comment:** The design and construction of the facilities shall comply with the following adopted codes:
   a) 2018 International Building Code with amendments
   b) 2018 International Fire Code with amendments
   c) 2018 International Fuel Gas Code with amendments
   d) 2018 International Mechanical Code with amendments
   e) 2018 ILLINOIS Energy Conservation Code with state amendments
   f) 2017 National Electrical Code with amendments
   g) 2014 Illinois Plumbing Code with amendments
   Response: *Acknowledged and accepted for final plans.*

2) **Comment:** At least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the interior cab size shall not be less than 60 inches by 85 inches, and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame. Per 2018 IBC 3002.4 as amended
   Response: *Acknowledged and accepted for final plans.*

3) **Comment:** Refuse chutes shall have a minimum fire-resistance rating of 2-hours and comply with 2018 IBC 713.4.
   Response: *Acknowledged and accepted for final plans.*

GROUNDWORK, LTD.
ARCHITECTS / PLANNERS / ENGINEERS
351 WEST DUNDEE ROAD, SUITE A
BUFFALO GROVE, ILLINOIS 60089
847.541.4151 - FAX 847.541.4066
team@groundworkltd.com
www.groundworkltd.com

4) **Comment:** Elevator shaft enclosures shall have a minimum fire-resistance rating of 2-hours and comply with 2018 IBC 713.4.
Response: *Acknowledged and accepted for final plans.*

5) **Comment:** The elevator machine room shall have a minimum fire-resistance rating of 2-hours and comply with 2018 IBC 3005.4.
Response: *Acknowledged and accepted for final plans.*

6) **Comment:** The stairway enclosures shall have a minimum fire-resistance rating of 2-hours and comply with 2018 IBC 713.4.
Response: *Acknowledged and accepted for final plans.*

7) **Comment:** One stairway shall provide access to the roof. Per 2018 IBC 1011.12.
Response: *Acknowledged and accepted for final plans.*

Building Department Comments:

Comment: Fire Prevention: no additional Comments.
Response: *Thank you.*

Engineering Department Comments:

1) **Public Improvements:**
   a) Underground Utilities

      Water (No)

      Sanitary Sewer (No)

      Storm Sewer (No)

   b) Surface Improvements

      Pavement (No)

      Curb and Gutter (No)

      Sidewalks (Yes)

      Street Lighting (No)

   c) Easements

      Utility & Drainage (No)

      Access (Yes) Public sidewalk

   Response: *Thank you. Acknowledged and accepted. See responses below.*

2) **Comment:** Permits required other than village:
   a) MWRDGC (X)
   b) IDOT (X)
   Response: *Thank you. Acknowledged and accepted.*

3) **Question:** R.O.W. Dedications? (Yes)
   Answer: *Thank you. Acknowledged and accepted. See responses below.*

4) **Question:** Site Plan Acceptable? See comments.
   Answer: *Thank you. Acknowledged and accepted. See responses below.*

5) **Question:** Preliminary Plat Acceptable? (No)
Response / Answer: *Thank you. Acknowledged and accepted. See responses below.*

6) **Question:** Traffic Study Acceptable? (Yes)
Answer: *Thank you. Acknowledged and accepted.*

7) **Question:** Storm Water Detention Required? (Yes)
Answer: *Thank you. Acknowledged and accepted. See responses below.*

8) **Question:** Contribution Ordinance Existing? (No)
Answer: *Thank you. Acknowledged and accepted.*

9) **Question:** Flood Plain Or Floodway Existing? (No)
Answer: *Thank you. Acknowledged and accepted.*

10) **Question:** Wetland Existing? (No)
Answer: *Thank you. Acknowledged and accepted.*

11) **Comment:** The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
Response: *Acknowledged and accepted.*

12) **Comment:** Since a subdivision is being proposed the plans must meet all subdivision requirements. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. An Engineers estimate of construction cost for public improvements is also required to complete the calculation for the required public improvement guarantee deposit. The public improvements for this development would be public sidewalk. These estimates should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.
Response: *Acknowledged and accepted for final plans.*

13) **Comment:** Final engineering plans shall be georeferenced by using State Plane Coordinate System-Illinois East. Below are details about projection:

Projected Coordinate System:	NAD 1983 StatePlane Illinois East- PIPS-1201- Feet
Projection:	Transverse Mercator
False Easting:	984250.00000000
False Northing:	0.00000000
Central Meridian:	-88.33333333
Scale Factor:	0.99997500
Latitude Of Origin:	36.66666667
Linear Unit:	Foot US
Geographic Coordinate System:	GCS North American 1983
Datum:	D North American 1983
	Prime Meridian: Greenwich Angular Unit: Degree

Response: *Acknowledged and accepted for final plans.*

14) **Comment:** The Final Plat of Subdivision must be reviewed and approved by Engineering prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.
Response / Answer: *Acknowledged and accepted for final plans.*

15) **Comment:** The proposed detention/retention facility will be a private system and as such will not be the Village's responsibility to maintain. The basin requires a 1-foot freeboard with an overflow weir at the 6" line. The basin requires a 5' flat zone around the perimeter before the top of slope begins. Provide calculations for sizing the weir. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.
Response: *Acknowledged and accepted for final plans. Preliminary plans have been updated to show a 5-foot flat zone and a 1-foot freeboard. Contact will be made at the appropriate time for the editable version of the OUMA.*

16) **Comment:** Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin. If the restrictor required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of $1.00 per cubic foot.
Response: *Preliminary calculations and preliminary restrictor catch basin detail are included in the revised preliminary plans. The overall statement is acknowledged and accepted for final plans.*

17) **Comment:** An MWRD permit will be required.
Response: *Acknowledged and accepted.*

18) **Comment:** The Preliminary Stormwater Management Plan does not provide sufficient information to verify calculations.
    a) Provide a detailed Preliminary Stormwater Management Plan with formal calculations. Detention shall meet Village and MWRD requirements, including volume control.
    b) With regard to the proposed unrestricted flow, this would be subject to review and approval by the MWRD. Per the MWRD Section 5.4.2.3 Unrestricted Flow., if approved, the area must be planted with deep-rooted vegetation, placed within an easement, and maintained in perpetuity.

    Response: *An updated storm water management preliminary plan is provided. (see attached) The balance is acknowledged and accepted, including easements as necessary, to be provided as part of the final plans.*

19) **Comment:** Final subdivision approval will require final engineering plans.
Response: *Acknowledged and accepted.*

20) **Comment:** When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
Response: *The requested information photometric is included and attached. All items are Acknowledged and accepted.*

21) **Comment:** Fire lanes, where required adjacent to buildings, must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.
Response: *Fire lane pavement dimensions have been designed per requirements. (see amplified AutoTurn exhibit) All items are acknowledged and accepted for final plans.*

22) **Comment:** The "Autoturn" exhibit provided is at a 1"=120' scale and does not show all possible directions of travel off of Chestnut Ave. Provide a full-scale exhibit. The exhibit must show front and rear wheel paths and the extent of the front and rear overhangs.
Response: *Requested amplified AutoTurn exhibit is included. (see attachments)*

23) **Comment:** Sidewalk through the driveways shall be 8" thick and shall carry through the driveway. The curb shall stop on either side of the sidewalk.
Response: *Acknowledged and accepted for final plans.*

24) **Comment:** Permission must be granted to construct the parking lot over the existing 45 ft easement. Verify that there is sufficient cover over the existing gas lines.
Response: *Acknowledged and accepted for final plans. It is noted that existing coverage is designed to be maintained.*

25) **Comment:** An IDOT permit is required for all work within the Rand Road right-of-way.
Response: *Acknowledged and accepted for final plans.*

Public Works Comments:

26) **Comment:** All utility construction shall meet water and sewer specifications.
Response: *Acknowledged and accepted for final plans.*

27) **Comment:** All road patches shall have milled 2' beyond edge of trench.
Response: *Acknowledged and accepted for final plans.*

28) **Comment:** Existing sidewalk adjoining property shall be inspected. All standing water shall be addressed.
Response: *Acknowledged and accepted for final plans.*

29) **Comment:** Public Works will reserve additional comments until a more detailed set is available.
Response: *Acknowledged and understood.*

Preliminary Plat of Subdivision Comments:

30) **Comment:** The plat was reviewed against the attached Preliminary Plat of Subdivision Checklist. The following Checklist items are incomplete.

a) Checklist 7, show the location and dimensions of streets, easements, improvements and utilities within and immediately contiguous to the proposed subdivision.
Response: *The plat has been updated as requested.*

b) Checklist 12, show the location and dimensions of all building setback lines in the proposed subdivision.
Response: *The plat has been updated as requested.*

c) Checklist 13, show the names and last known addresses of the owners of the land proposed to be subdivided, the subdivider, and all owners of land immediately adjoining the land proposed to be subdivided.
Response: *The plat has been updated as requested.*

31) **Comment:** Crosshatch the right-of-way dedication for Rand Road.
Response: *Right-of-way on dedication plan has been hatched as requested. See attached plan.*

32) **Comment:** For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist. Add the utility signature blocks

Attachments:
Preliminary Plat of Subdivision Checklist (1 page)
Final Plat of Subdivision Checklist (3 pages)
Contacts for Plat Signatures (1 page)
Sample Utility Signature Blocks (1 page)
Response: *Thank you for the seven checklist pages provided. These items are acknowledged and accepted to be applied as part of the final plans.*

Fire Department Comments:

1) **Comment:** Building is to be sprinkled per code.
Response: *Acknowledged and accepted to be included in the final plans.*

2) **Comment:** The Fire Department Connection shall be located at the main front entrance. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.
Response: *Acknowledged and accepted to be included in the final plans.*

3) **Comment:** A Knox Box shall be located at the main front entrance. Please install an additional Knox Box at the rear door by the patio space opposite the main entrance.
Response: *Acknowledged and accepted and will be included in the final plans.*

4) **Comment:** Install a fully operational annunciator panel or alarm panel at the main front entrance.
Response: *Acknowledged and accepted to be included in the final plans.*

5) **Comment:** Please review IFC 2018 Section D105 to make sure Aerial Fire Apparatus Roads are in compliance.
Response: *Acknowledged and accepted and will be included in the final plans.*

6) **Comment:** Please review the Village Amendment to the IBC code for elevators to accommodate ambulance stretchers.
Response: *Acknowledged and accepted to be included in the final plans.*

Police Department Comments:

1) **Comment:** Character of use:
The character of use is consistent with the area and is not a concern.
Response: *Thank you.*

2) **Question:** Are lighting requirements adequate?
Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.
Answer: *Acknowledged and accepted to be included in the final plans.*

3) **Question:** Present traffic problems?
This area of roadway is busy during both peak and non-peak hours. Traffic impact study is recommended.
Answer: *Traffic Impact Study that addresses area roadway and impacts (dated April 15, 2021) was included in the initial submittal. Project impact was assessed on Pages 20-22 and summarized on Page 25 as being less than 1%.*

4) **Question:** Traffic accidents at particular location?
This is not a problem area in relation to traffic accidents.
Answer: *Thank you.*

5) **Comment:** Traffic problems that may be created by the development.
This development could create higher traffic volume in the area. Especially entering and leaving the property. Traffic impact should address.
Response: *See Item #3 above.*

6) **Comment:** General comments:
- Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

Response: *We would be happy to provide the requested information for the construction period. The form was not attached. Please send it to John@groundworkltd.com and we will have it completed and submitted at the appropriate time.*

- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

Response: *Understood. We believe the submitted Landscape Plan is sensitive to these items.*

- Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

Response: *Thank you. Signage will be reviewed and considered as part of the final plans.*

Health Services Department Comments:

1) **Comment:** General Comments: The Village Code requires that recycling be provided in all multi-family properties. A recycling plan will need to be submitted during the Building permit phase.
Response: *Recycling opportunities are provided in the building design. The selected General Contractor will meet and provide the requested recycling plan for construction during the Building permit phase.*

Planning & Community Development Department Comments:

1) **Question:** Complies with comprehensive plan? (No)
Answer: *Acknowledged. The submitted application includes a narrative and a request for consideration of a comprehensive plan adjustment to list the subject site area for development as a multi-family housing in lieu of commercial.*

2) **Question:** Complies with thoroughfare plan? (Yes).
Answer: *Thank you.*

3) **Question:** Variations needed from zoning regulations? (See below.) (No)
Answer: *Thank you.*

4) **Question:** Variations needed from subdivision regulations? (See below.) (No)
Answer: *Thank you.*

5) **Question:** Subdivision required? (Yes)
Answer: *Acknowledged. The application and narrative submitted requests a plat or resubdivision that consolidates the site into a single lot and for the entirety of the single lot to be zoned as R-6.*

6) **Question:** School/Park District contributions required? (Yes)
Answer: *Acknowledged and accepted.*

7) **Comment:** The following approvals are needed:
   - **Amendment to Comprehensive Plan to reclassify the subject property from "Commercial" to "Moderate Density Multi-Family".**
   - **Rezoning from the B-2, General Business District, to the R-6, Multiple-Family Dwelling District.**
   - **Preliminary and Final Plat of Subdivision approval to consolidate the subject property into one lot.**

   Response: *All items have been applied for. Application on file with the Village.*

8) **Comment:** Please revise the project narrative to include details on the property management/onsite employees, as well as additional specificity on the green features/sustainable design elements that will be provided.
Response: *The project narrative has been revised (dated 5/18/21) to include the items requested. (see attached)*

9) **Comment:** Section 9.8(i) of the Zoning Code requires that all PUD's include a preliminary construction schedule and phasing plan. Details on the estimated general construction timeline was included in the project narrative. However, please provide a construction staging plan, which must include the anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per phase and where they will be staged, the location of material storage, and information on any anticipated lane closures, including info on where the closures will take place and the general timeframe for each closure.
Response: *Not applicable per Mr. Hubbard as PUD is not applicable.*

10) **Comment:** A photometric plan and catalog cuts for all light fixtures must be submitted for review.
Response: *Requested Photometric plan & cuts attached.*

11) **Comment:** Impact Fee's shall be required as per the requirements of Chapter 29 of the Municipal Code.
Response: *Acknowledged and accepted.*

12) **Comment:** Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.
Response: *Revision date to modified and additional items (May 18, 2021) has been added as requested.*

Site Plan Comments:

13) **Comment:** Please add parking stall sizes and depths, as well as drive aisle width to the parking area at the western side of the site.
Response: *Additional stall sizing has been added to plans as requested.*

14) **Comment:** What is the box with the "X" on the western side of the building? All transformers, mechanical equipment, and utility infrastructure should be appropriately sited so as not to be within a front yard and shall be screened from view.
Response: *No utility elements have been located in the required front yard. The "X" is the transformer and is screened (see Landscape plan) as required. No other ground equipment is proposed. If local utilities require installation of small pedestals, they will be screened.*

15) **Comment:** Please identify any proposed ground mounted mechanical equipment (AC units, generators, transformers, utility pedestals etc.) on the site plans and landscape plans. These elements must be appropriately located and screened from view.
Response: *No other ground equipment beyond the transformer is proposed. If local utilities require installation of small pedestals, they will be screened.*

16) **Comment:** What is the dark line adjacent to the southern property line? If this is a retaining wall, please provide details on the height and materials for the wall.
Response: *A small wall is proposed to maintain grading at an existing large tree to remain. The wall will be less than 2' tall (Max.) and is to be constructed of interlocking landscape blocks. (Versa-Lok Standard "Mocha Blend", or equal)*

17) **Comment:** Please provide additional details on the proposed pergola (size, height, materials), as well as the planting beds. Will these planting beds be enclosed with a fence? How tall will the raised planting bed be? What materials will the raised planting bed be made from?
Response: *Pergola shall be a maximum of 200 sf and approximately 10' high and will be white. The raised garden plot areas are anticipated to be 19" high concrete interlocking to meet ADA accessibility standards; color to match building brick and shall be detailed at time of Final Plans.*

18) **Comment:** If two spaces per unit is expected to be a significant surplus over likely demand, then the Planning Department is open to the possibility of no less than 1.5 spaces per unit of parking being constructed, provided that a plan showing landbanking of the full 80 space is provided, and the detention capacity for said "landbanked" parking is built into the stormwater system at initial site development.
Response: *Thank you for the suggestion and since the traffic report indicated that parking shown is anticipated to be more than adequate at 2.0 / DU and IHDA has accepted this program, no request is made to reduce the parking to be installed below the ordinance amount of 2.0 / DU.*

Plat of Subdivision Comments:

19) **Comment:** Final Plat of Subdivision approval shall be required within 12-months of preliminary plat approval.
Response / Answer: *Acknowledged and accepted.*

20) **Comment:** Final Plat of Subdivision will need to show all required building setbacks.
Response: *Acknowledged and accepted.*

21) **Comment:** What is the 38' dimension measurement shown on the southern portion of Lot 1? There is no explanation calling out what this measurement is delineating.
Answer: *The 38' depicts the northern line of and old (but still existing) 10' wide gas company easement within its 45' existing easement.*

Memorandum

To: Planning and Community Development Department

From: Karl Krogstad, President, Krogstad Land Design Limited

Date: May 18, 2021

Subject: Crescent Place, 310 W. Rand Road, Arlington Heights, IL

The following are the responses to the Landscape related comments found in the Village of Arlington Heights Planning and Community Development Dept. Review dated May 6, 2021:

Landscape Comments

1. **Comment:** The ends of all parking rows must include a 4 inch caliper shade tree. For a double island two trees must be provided. Please increase the size of the trees and incorporate an additional tree in the island north of the proposed building.
   Response: Acknowledged and accepted, to be part of Final Plans.
2. **Comment**: The shrubs along the frontage adjacent to the parking areas must be a minimum of three feet high at time of installation.
   Response: Acknowledged and accepted, to be part of Final Plans.
3. **Comment:** Please evaluate the proposed trees along the south property line and whether or not they might conflict with the overhead utilities.
   Response: Proposed tree locations shall be evaluated and adjustments made as needed to minimize potential conflict as part of Final Plans.
4. **Comment:** All mechanical units must be fully screened. Please show all transformers/utilities on the landscape plan and provide landscaping in order to screen.
   Response: There is no ground level mechanical equipment. Transformers shall be fully screened from view.
5. **Comment:** A tree fee of $4 per lineal foot of frontage is required at the time of permit along with a landscape compliance bond that is 30% of the estimated landscape costs.
   Response: Acknowledged and accepted

We believe this addresses the comments raised in the review. If you have any questions or if we can be of further assistance, please do not hesitate to contact us.

Very truly yours,

GROUNDWORK, LTD.
ARCHITECTS/PLANNERS/ENGINEERS

By:_____
John P. Green, NCARB / AIA

cc: Mr. Jake Zunamon – Housing Trust Group (HTG) (electronic)
Mr. Bill Schneider – Turnstone Development (electronic)
Mr. Rob Natke – UrbanWorks Architects (electronic)

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building & Life Safety Department

Subject: 310 W Rand Rd – Crescent Place – Rezoning, Land Use Variation

PC#: 21-010 – Round 2

Date: May 28, 2021

General Comments:

The information provided is conceptual only and subject to a formal plan review.

No additional comments at this time.

PLAN COMMISSION PC #21-010
Crescent Place
310 W Rand Rd
Round 2

33. The petitioner's response to Comment Nos. 11, 12, 13, 14, 17, 19, 22, 25, 26, 27, 28, 29, 31 and 32 are acceptable.

34. The petitioner's response to Comment No. 15 is noted. The 5-foot flat zone is not provided in the area adjacent to the parking lot. Revisions to the site plan will be necessary to ensure that the overflow is directed through the weir and not onto the parking lot. This can be addressed at final engineering.

35. The petitioner's response to Comment No. 16 and 18 is noted. The Preliminary Stormwater Management Report is acceptable. A Final Stormwater Management Report will be required at final engineering.

36. The petitioner's response to Comment No. 20 is noted. The maximum spillage onto adjacent property is 0.2 foot-candles for multi-family. Areas of the photometric plan exceed this limit. This can be addressed at final engineering.

37. The petitioner's response to Comment No. 21 is noted. The fire lanes and cross section must be shown on the site plan. This can be addressed at final engineering.

38. The petitioner's response to Comment No. 23 is noted. Sidewalk through the driveways shall be 8" thick and the shall carry through the driveway. The curb shall stop on either side of the sidewalk. This can be addressed at final engineering.

39. The petitioner's response to Comment No. 24 is noted. Permission must be granted to construct the parking lot over the existing 45 ft easement. Verify that there is sufficient cover over the existing gas lines. This can be addressed at final engineering.

Preliminary Plat of Subdivision:

40. The petitioner's response to Comment no. 30 is noted. The plat was reviewed against the attached Preliminary Plat of Subdivision Checklist. The following Checklist items are incomplete:
    a) Checklist 7, show the location and dimensions of streets, easements, improvements and utilities within and immediately contiguous to the proposed subdivision. Provide the dimensions of Chestnut Ave, Rand Road, and the complete Rand Road right-of-way.
    b) Checklist 12, show the location and dimensions of all building setback lines in the proposed subdivision. The building setback lines are established by the zoning of the property and will be from the front, side, and rear property lines, not the setback of the proposed building.

5/28/21

Michael L. Pagones, P.E. Date
Village Engineer

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number 21-010

Project Name Crescent Place

Project Location 310 W. Rand Road

Planning Department Contact Sam Hubbard

General Comments

Round 2

The Fire Department has no additional comments at this time.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date May 21, 2021 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Crescent Place
310 W Rand Rd
LUV

Round 2 Review Comments **05/26/2021**

1. **Character of use:**
   Nothing further.
2. **Are lighting requirements adequate?**
   Nothing further.
3. **Present traffic problems?**
   Nothing further.
4. **Traffic accidents at particular location?**
   Nothing further.
5. **Traffic problems that may be created by the development.**
   Nothing further
6. **General comments:**
   Emergency contact card emailed to email address indicated in response.

A-D #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

Sgt

Supervisor's Signature

Village of Arlington Heights
Health & Human Services Department

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer

CC: James McCalister, Health & Human Services Director

Date: May 20, 2021

Re: PC# 21-010, Crescent Place 310 W. Rand Rd, Round 2

No comments at this time.

Planning & Community Development Dept. Review

May 31, 2021

REVIEW ROUND 2

Project: 310 W. Rand Road
Crescent Place

Case Number: PC 21-010

General:

22) The responses to the following comments are acceptable: #7-#9, #11-#13, #15, #18, #19, and #21.

23) The response to comment #10 is noted. The photometric information did not include information on the height of the poles. Additionally, photometric levels along the eastern property line exceed code requirements. Please either provide the height of each fixture (overall pole height plus any mounting base) and reduce the photometric levels along the eastern property line, or acknowledge that pole heights will be revised to comply with code as necessary, as well as the illumination levels along the eastern property line, when final details are provided at time of permit.

24) The response to comment #14 is noted. It is recommended that the dumpster enclosure wing wall be extended to include the transformer within the enclosure for enhanced screening.

25) The response to comment #16 is noted.

26) The response to comment #17 is noted. Garden plots shall be 19" tall raised beds constructed of concrete interlocking blocks (or substantially similar), and any future fencing at the garden plots shall conform to code requirements.

27) The response to comment #20 is not acceptable. The building setbacks required to be shown on the Plat of Subdivision document are based on the code required building setbacks for this property. Please revise as noted:
- East (rear): 30'
- West (front): 25'
- South (interior side): This setback is 10% of lot width. Lot width is measured at the required front yard setback line. Please measure based on the scaled drawing to calculated this required setback (should be approx. 17.9')
- North (exterior side): 20'

Please either revise the plat to remove the setbacks (they are only required to be shown on the Final Plat), or revise the setbacks to conform to code requirements.

Prepared by:

Crescent Place
310 W. Rand Road
PC #21-010
May 27, 2021

Landscape Comments

1) The shrubs along the frontage adjacent to the parking areas must be a minimum of three feet high at time of installation.

2) Although not required by code, it is recommended that a more dense buffer be provided along the south property line adjacent to the commercial district. It appears that some of the landscaping that was included as part of the round 1 review has been removed.

June 3, 2021

Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Attn: Mr. Sam Hubbard, Development Planner

Re: Crescent Place
310 W. Rand Road
Arlington Height, Illinois
Project No. 21-010 - Round 2
GW# DD57

Dear Mr. Hubbard:

Groundwork has reviewed the comments with regards to the above referenced project. The following is a point-by-point response to the review comments:

Building & Life Safety Department Comments:

General Comments:

The information provided is conceptual only and subject to a formal plan review.

Comment: No additional comments at this time.
Response: *Thank you.*

Village Engineer Comments:

The information provided is conceptual only and subject to a formal plan review.

33) **Comment:** The petitioner's response to Comment Nos. 11, 12, 13, 14, 17, 19, 22, 25, 26, 27, 28, 29, 31 and 32 are acceptable.
Response: *Acknowledged.*

34) **Comment:** The petitioner's response to Comment No. 15 is noted. The 5-foot flat zone is not provided in the area adjacent to the parking lot. Revisions to the site plan will be necessary to ensure that the overflow is directed through the weir and not onto the parking lot. This can be addressed at final engineering.
Response: *Acknowledged and accepted for final Engineering Plans.*

35) **Comment:** The petitioner's response to Comment No. 16 and 18 is noted. The Preliminary Stormwater Management Report is acceptable. A Final Stormwater Management Report will be required at final engineering.
Response: *Acknowledged and accepted for final Engineering Plans.*

GROUNDWORK, LTD.
ARCHITECTS / PLANNERS / ENGINEERS
351 WEST DUNDEE ROAD, SUITE A
BUFFALO GROVE, ILLINOIS 60089
847.541.4151 - FAX 847.541.4066
team@groundworkltd.com
www.groundworkltd.com

36) **Comment:** The petitioner's response to Comment No. 20 is noted. The maximum spillage onto adjacent property is 0.2 foot-candles for multi-family. Areas of the photometric plan exceed this limit. This can be addressed at final engineering.
Response: *Acknowledged and accepted for final Engineering Plans.*

37) **Comment:** The petitioner's response to Comment No. 21 is noted. The fire lanes and cross section must be shown on the site plan. This can be addressed at final engineering.
Response: *Acknowledged and accepted for final Engineering Plans.*

38) **Comment:** The petitioner's response to Comment No. 23 is noted. Sidewalk through the driveways shall be 8" thick and the shall carry through the driveway. The curb shall stop on either side of the sidewalk. This can be addressed at final engineering.
Response: *Acknowledged and accepted for final Engineering Plans.*

39) **Comment:** The petitioner's response to Comment No. 24 is noted. Permission must be granted to construct the parking lot over the existing 45 ft easement. Verify that there is sufficient cover over the existing gas lines. This can be addressed at final engineering.
Response: *Acknowledged and accepted for final Engineering Plans.*

40) **Comment:** The petitioner's response to Comment no. 30 is noted. The plat was reviewed against the attached Preliminary Plat of Subdivision Checklist. The following Checklist items are incomplete:
   a) Checklist 7, show the location and dimensions of streets, easements, improvements and utilities within and immediately contiguous to the proposed subdivision. Provide the dimensions of Chestnut Ave, Rand Road, and the complete Rand Road right-of-way.
   Response: *The plat has been updated as requested.*

   b) Checklist 12, show the location and dimensions of all building setback lines in the proposed subdivision. The building setback lines are established by the zoning of the property and will be from the front, side, and rear property lines, not the setback of the proposed building.
   Response: *The plat has been updated as requested.*

Fire Department Comments:

Comment: The Fire Department has no additional comments at this time.
Response: *Thank you.*

Police Department Comments:

1) **Comment:** Character of use: Nothing further.
Response: *Thank you.*

2) **Comment:** Are lighting requirements adequate? Nothing Further
Response: *Thank you.*

3) **Comment:** Present traffic problems? Nothing Further
Response: *Thank you.*

4) **Comment:** Traffic accidents at particular location? Nothing Further
Response: *Thank you.*

5) **Comment:** Traffic problems that may be created by the development. Nothing Further
Response: *Thank you.*

6) **Comment:** General comments: Emergency contact card emailed to email address indicated in response.
Response: *Contact form received and has been filled out and sent by mail to police department on 6/3/2021.*

Health Services Department Comments:

Comment: No comments at this time.
Response: *Thank you.*

Planning & Community Development Department Comments:

22) **Comment:** The responses to the following comments are acceptable: #7-#9, #11-#13, #15, #18, #19, and #21.
Response: *Acknowledged.*

23) **Comment:** The response to comment #10 is noted. The photometric information did not include information on the height of the poles. Additionally, photometric levels along the eastern property line exceed code requirements. Please either provide the height of each fixture (overall pole height plus any mounting base) and reduce the photometric levels along the eastern property line, or acknowledge that pole heights will be revised to comply with code as necessary, as well as the illumination levels along the eastern property line, when final details are provided at time of permit.
Response: *Acknowledged that pole heights will comply with code as necessary as well as illumination levels along the eastern property line when details are provided at time of permit.*

24) **Comment:** The response to comment #14 is noted. It is recommended that the dumpster enclosure wing wall be extended to include the transformer within the enclosure for enhanced screening.
Response: *Dumpster enclosure has been extended to include the transformer within the enclosure. See attached modified Site Plan / Civil Plans. (Dated revised 6/3/2021)*

25) **Comment:** The response to comment #16 is noted.
Response: *Acknowledged.*

26) **Comment:** The response to comment #17 is noted. Garden plots shall be 19" tall raised beds constructed of concrete interlocking blocks (or substantially similar), and any future fencing at the garden plots shall conform to code requirements.
Response: *Acknowledged and accepted.*

27) **Comment:** The response to comment #20 is not acceptable. The building setbacks required to be shown on the Plat of Subdivision document are based on the code required building setbacks for this property. Please revise as noted:
- East (rear): 30'
- West (front): 25'
- South (interior side): This setback is 10% of lot width. Lot width is measured at the required front yard setback line. Please measure based on the scaled drawing to calculated this required setback (should be approx. 17.9')
- North (exterior side): 20'

Please either revise the plat to remove the setbacks (they are only required to be shown on the Final Plat), or revise the setbacks to conform to code requirements.
Response: *Revised as requested. See attached modified Survey and Site & Data Sheet. (Dated revised 6/3/2021)*

Memorandum

To: Planning and Community Development Department

From: Karl Krogstad, President, Krogstad Land Design Limited

Date: June 3, 2021

Subject: Crescent Place, 310 W. Rand Road, Arlington Heights, IL

The following are the responses to the Landscape related comments found in the Village of Arlington Heights Planning and Community Development Dept. Review dated May 27, 2021:

Landscape Comments

1. **Comment:** The shrubs along the frontage adjacent to the parking areas must be a minimum of three feet high at time of installation.
   Response: Requested shrub sizes have been revised to be 36" high at time of installation (see revised Landscape Plan, dated revised 6/3/2021)
2. **Comment**: Although not required by code, it is recommended that a more dense buffer be provided along the south property line adjacent to the commercial district. It appears that some of the landscaping that was included as part of the round 1 review has been removed.
   Response: No landscaping was removed from Round 1. Plantings were spaced closer and more linear to improve overall screening density. As suggested, planting density along south property area has been increased by an additional 15%. (see attached Landscape Plan, dated revised 6/3/2021)

We believe this addresses the comments raised in the review. If you have any questions or if we can be of further assistance, please do not hesitate to contact us.

Very truly yours,

GROUNDWORK, LTD.
ARCHITECTS/PLANNERS/ENGINEERS

By:_____
John P. Green, NCARB / AIA

cc: Mr. Jake Zunamon – Housing Trust Group (HTG) (electronic)
Mr. Bill Schneider – Turnstone Development (electronic)
Mr. Rob Natke – UrbanWorks Architects (electronic)

June 4, 2021

Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Attn: Mr. Sam Hubbard, Development Planner

Re: Crescent Place
310 W. Rand Road
Arlington Height, Illinois
Project No. 21-010 - Round 2
Supplemental Response
GW# DD57

Dear Mr. Hubbard:

Groundwork has reviewed the supplemental comment with regards to your e-mail dated 6/4/21 for the above referenced project.

- The proposed driveway locations are very close to existing street light poles, increasing the chance of damage from turning vehicles, such as moving trucks. Either relocate the driveway entrances or include the relocation of the street light poles on the final plans.

Response: We have no objection to the comment. We believe we have considered the clearance needed in our plan but can and will adjust as needed as part of final Engineering Plans.

If you have any questions or if we can be of further assistance, please do not hesitate to contact us.

Very truly yours,

GROUNDWORK, LTD.
ARCHITECTS/PLANNERS/ENGINEERS

By:_____
John P. Green, NCARB / AIA

cc: Mr. Jake Zunamon – Housing Trust Group (HTG) (electronic)
Mr. Bill Schneider – Turnstone Development (electronic)
Mr. Rob Natke – UrbanWorks Architects (electronic)

GROUNDWORK, LTD.
ARCHITECTS / PLANNERS / ENGINEERS
351 WEST DUNDEE ROAD, SUITE A
BUFFALO GROVE, ILLINOIS 60089
847.541.4151 - FAX 847.541.4066
team@groundworkltd.com
www.groundworkltd.com

PLAN COMMISSION PROJECT TIMELINE

Project Name: Crescent Place
PC Number: 21-010
Location: 310 W. Rand Road

Requested Action:

1. Amendment to Comprehensive Plan to reclassify the subject property from "Commercial" to "Moderate Density Multi-Family".
2. Rezoning from the B-2, General Business District, to the R-6, Multiple-Family Dwelling District.
3. Preliminary Plat of Subdivision approval to consolidate the subject property into one lot.

	Date	# of Business Days
Petitioner Provides Plans needed for CPRC	01/15/21	
Conceptual Plan Review Meeting (CPRC)	01/27/21	7
Awaiting Petitioner PC Application	04/16/21	57
PC Application Submittal Date	04/16/21	-
1st Round Department Comments	05/06/21	14
Petitioner's Response – 1st Round	05/19/21	9
2nd Round Department Comments	06/01/21	8
Petitioner's Response – 2nd Round	06/04/21	3
PC Hearing	06/23/21	47 days from application date
Village Board*	08/02/21	27
Potential Village Board Ord. Adoption	08/16/21	10

* Plan Commission required the petitioner to hold a second neighborhood meeting prior to appearing before the Village Board. The second neighborhood meeting was held on 7/22/21.