



Village of Arlington Heights
Plan Commission
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
September 27, 2017
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

IV. PUBLIC HEARINGS

- A. CA Ventures/Sigwalt Apartments-45 S. Chestnut Ave.- PC#17-008
PUD, Preliminary & Final Plat of Subdivision, Re-zoning,
Variations

V. OTHER BUSINESS

VI. ADJOURNMENT

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



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

Department: Planning & Community Development

Requested Action

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

Variations

1. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.
2. Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 67,800 sq. ft. in lot size.
3. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 10.5' where code requires a 48' setback.
4. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 16.3' where code requires a 48' setback.
5. Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a 34' setback.
6. Chapter 28, Section 5.1-7.6, Required Exterior Side Yard, to allow a exterior side yard setback of 18.3' where code requires a 20' setback.
7. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.
8. A variation to the maximum allowable building height to increase the maximum allowable building height from 60' to 62.5'.

9. Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 253% F.A.R. where code limits maximum F.A.R. to 200%.
10. Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
11. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balcony's to project 5.3' into the required front, exterior side, and side yards.
12. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front yard setback where code requires all transformers to be located outside of all setback areas.
13. Chapter 28, Section 11.2-7, Size, to reduce the required depth of certain parking stalls from 18' to 16'.
14. Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.

Recommendation

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

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

And the following Variations:

1. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.
2. Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 67,800 sq. ft. in lot size.
3. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 10.5' where code requires a 48' setback.
4. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 16.3' where code requires a 48' setback.
5. Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a 34' setback.

6. Chapter 28, Section 5.1-7.6, Required Exterior Side Yard, to allow a exterior side yard setback of 18.3' where code requires a 20' setback.
7. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.
8. A variation to the maximum allowable building height to increase the maximum allowable building height from 60' to 62.5'.
9. Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 253% F.A.R. where code limits maximum F.A.R. to 200%.
10. Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
11. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balcony's to project 5.3' into the required front, exterior side, and side yards.
12. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front yard setback where code requires all transformers to be located outside of all setback areas.
13. Chapter 28, Section 11.2-7, Size, to reduce the required depth of certain parking stalls from 18' to 16'.
14. Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.

This approval shall be subject to the following conditions:

1. The Village will sell up to 22 permits within the Vail Avenue garage for parking of tenant automobiles. In exchange for making these 22 permits available, the petitioner shall pay \$96,800 (22 x \$4,400) to the Village as a contribution towards the garage expenses. This amount shall be paid at time of building permit issuance and shall be held in escrow by the Village. Beginning after final occupancy has been for the subject property, the Village will monitor the level of parking permits obtained by the petitioner for a period of 3 years. Upon conclusion of the third year, the Village will determine the average number of permits obtained during years 2 and 3 and will refund back to the petitioner the difference between this average and the maximum of 22 spaces at a rate of \$4,400 per space.
2. The petitioner shall purchase monthly residential parking permits for each of the 22 parking spaces that they use within the Vail Avenue garage for tenant parking.
3. Overhead utilities along the Sigwalt Street east of Highland Avenue and west of Chestnut Avenue shall be buried unless Commonwealth Edison and the Village deems that it is not feasible, in which case the overhead utilities will need to be relocated to the south side of Sigwalt Street.

4. Move-in/move-out operations shall be restricted to between 7:00 AM - 6:00 PM on Monday through Friday and 9:00 AM - 4:00 PM on Saturday and Sunday.
5. Residential units are approved as rental apartments. Converting residential units to condominiums shall require an amendment to the Planned Unit Development.
6. The petitioner shall provide a final construction schedule/phasing plan, including detailed information on street closures, at time of building permit for review and approval by staff.
7. The Petitioner shall comply with the August 15, 2017, motion of the Housing Commission to provide a \$325,000 fee in lieu of the providing the 13 affordable housing units (\$25,000 for each unit affordable unit omitted from the development) to be paid at the time of building permit.
8. The Petitioner shall comply with all Design Commission recommendations from the September 12, 2017 Design Commission meeting.
9. School, Park, and Library contributions shall be required per Village Code prior to the issuance of a building permit.
10. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

ATTACHMENTS:

Description	Type
PC Staff Report	Board or Commission Report
Exhibit I Comparable R-7 Developments	Exhibits
Exhibit II Parking Data	Exhibits
Public Notice	Exhibits
Aerial	Exhibits
Plat of Survey	Exhibits
Project Description	Correspondence
Justification for Variations	Correspondence
Neighborhood Meeting Summary	Correspondence
VB - Early Review Minutes 4/17/17	Minutes
Plat & Sub Minutes 4/26/17	Minutes
DC Staff Report 9/12/17	Board or Commission Report
DC Minutes 9/12/17 DRAFT	Minutes
DC Staff Report 8/8/17	Board or Commission Report
DC Minutes 8/8/17	Minutes
Housing Commission Minutes 8/15/17	Minutes
Housing Commission Staff Report	Board or Commission Report

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



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

File Number: PC #17-008

Project Title: Sigwalt Apartments/CA Ventures

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

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

To: Plan Commission

Prepared By: Sam Hubbard,
Development Planner

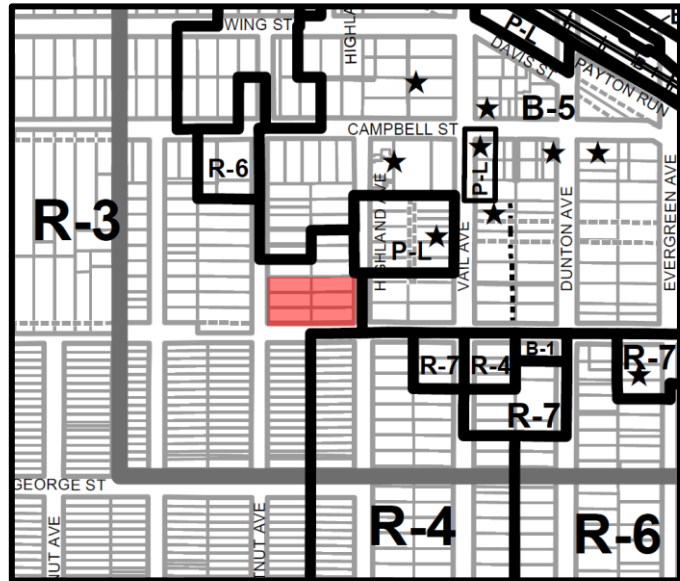
Meeting Date: September 27, 2017

Date Prepared: September 22, 2017

Petitioner: Michael Porto
CA Ventures

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

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



SURROUNDING LAND USES

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

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3. Preliminary and Final Plat of Resubdivision to consolidate six lots into one lot.

Variations Required:

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

Project Background:

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

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

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

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

Table I: Development Characteristics

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

Actions to Date

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

Early Review

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

Conceptual Plan Review Committee

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

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

Housing Commission

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

Neighborhood Meeting

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

Design Commission

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

Zoning, Comprehensive Plan, Downtown Master Plan

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

Comprehensive Plan:

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

Downtown Master Plan:

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

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

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

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

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

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

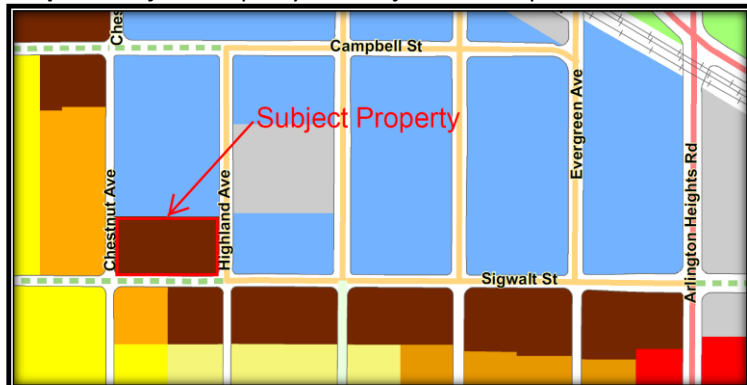
The petitioners written justification is contained within the packet provided to the Plan Commission.

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

- **Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approximately 1.39 acres where code requires a minimum of 2 acres for the R-7 District.**

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

Map I – Subject Property and Adjacent Comprehensive Plan Land Designations



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

Plat of Subdivision

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

Building Design Issues

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

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

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

Density

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

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

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

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

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

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

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

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

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

Height

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

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

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

Setbacks

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

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

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

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

FAR/Lot Coverage

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

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

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

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

Site Related Issues

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

Transformer

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

- **Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front yard setback where code requires all transformers to be located outside of all setback areas.**

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

Utilities

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

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

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

Loading Requirements

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

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

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

Parking Stall Size and Drive Aisle Widths

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

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

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

Balconies

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

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

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

Landscape & Tree Preservation Issues

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

Parking & Traffic

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

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

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

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

Table II: Parking Analysis Relative to Existing Developments

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

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

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

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

Table III - Parking Assessment

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

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

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

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

Construction/Phasing:

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

Market Study and Economic Analysis

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

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

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

Table IV – Fiscal Impact

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

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

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

RECOMMENDATION

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

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

And the following Variations:

1. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.
2. Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 67,800 sq. ft. in lot size.
3. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 10.5’ where code requires a 48’ setback.
4. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 16.3’ where code requires a 48’ setback.
5. Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5’ where code requires a 34’ setback.
6. Chapter 28, Section 5.1-7.6, Required Exterior Side Yard, to allow a exterior side yard setback of 18.3’ where code requires a 20’ setback.
7. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code

allows a maximum 45% building lot coverage.

8. A variation to the maximum allowable building height to increase the maximum allowable building height from 60' to 62.5'.
9. Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 253% F.A.R. where code limits maximum F.A.R. to 200%.
10. Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
11. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balcony's to project 5.3' into the required front, exterior side, and side yards.
12. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front yard setback where code requires all transformers to be located outside of all setback areas.
13. Chapter 28, Section 11.2-7, Size, to reduce the required depth of certain parking stalls from 18' to 16'.
14. Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.

This approval shall be subject to the following conditions:

1. The Village will sell up to 22 permits within the Vail Avenue garage for parking of tenant automobiles. In exchange for making these 22 permits available, the petitioner shall pay \$96,800 (22 x \$4,400) to the Village as a contribution towards the garage expenses. This amount shall be paid at time of building permit issuance and shall be held in escrow by the Village. Beginning after final occupancy has been for the subject property, the Village will monitor the level of parking permits obtained by the petitioner for a period of 3 years. Upon conclusion of the third year, the Village will determine the average number of permits obtained during years 2 and 3 and will refund back to the petitioner the difference between this average and the maximum of 22 spaces at a rate of \$4,400 per space.
2. The petitioner shall purchase monthly residential parking permits for each of the 22 parking spaces that they use within the Vail Avenue garage for tenant parking.
3. Overhead utilities along the Sigwalt Street east of Highland Avenue and west of Chestnut Avenue shall be buried unless Commonwealth Edison and the Village deems that it is not feasible, in which case the overhead utilities will need to be relocated to the south side of Sigwalt Street.
4. Move-in/move-out operations shall be restricted to between 7:00 AM - 6:00 PM on Monday through Friday and 9:00 AM - 4:00 PM on Saturday and Sunday.
5. Residential units are approved as rental apartments. Converting residential units to condominiums shall require an amendment to the Planned Unit Development.
6. The petitioner shall provide a final construction schedule/phasing plan, including detailed information on street closures, at time of building permit for review and approval by staff.
7. The Petitioner shall comply with the August 15, 2017, motion of the Housing Commission to provide a \$325,000 fee in lieu of the providing the 13 affordable housing units (\$25,000 for each unit affordable unit omitted from the development) to be paid at the time of building permit.
8. The Petitioner shall comply with all Design Commission recommendations from the September 12, 2017 Design Commission meeting.
9. School, Park, and Library contributions shall be required per Village Code prior to the issuance of a building permit.
10. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

September 22, 2017

Bill Enright, Deputy Director of Planning and Community Development

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

Appendix I – Required Variations

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

Appendix II – US Census Household Size Data for Arlington Heights

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

Appendix III – Average Available Spaces within Vail Avenue Garage

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

*Based on multiple surveys between 2014 and 2017

Appendix IV – Estimate Fiscal Impact

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

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

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

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

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

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

* Per Pine Ave. Neighborhood Study, March 2000

† Estimated at 9' per floor

** Estimated from aerial, no detailed plans on record

*** Estimated from poor quality plans on record

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

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

* Per Pine Ave. Neighborhood Study, March 2000

† Estimated at 9' per floor

** Estimated from aerial, no detailed plans on record

*** Estimated from poor quality plans on record

AERIAL 1 - 100 S. VAIL



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

AERIAL 2 - 104 N. PINE



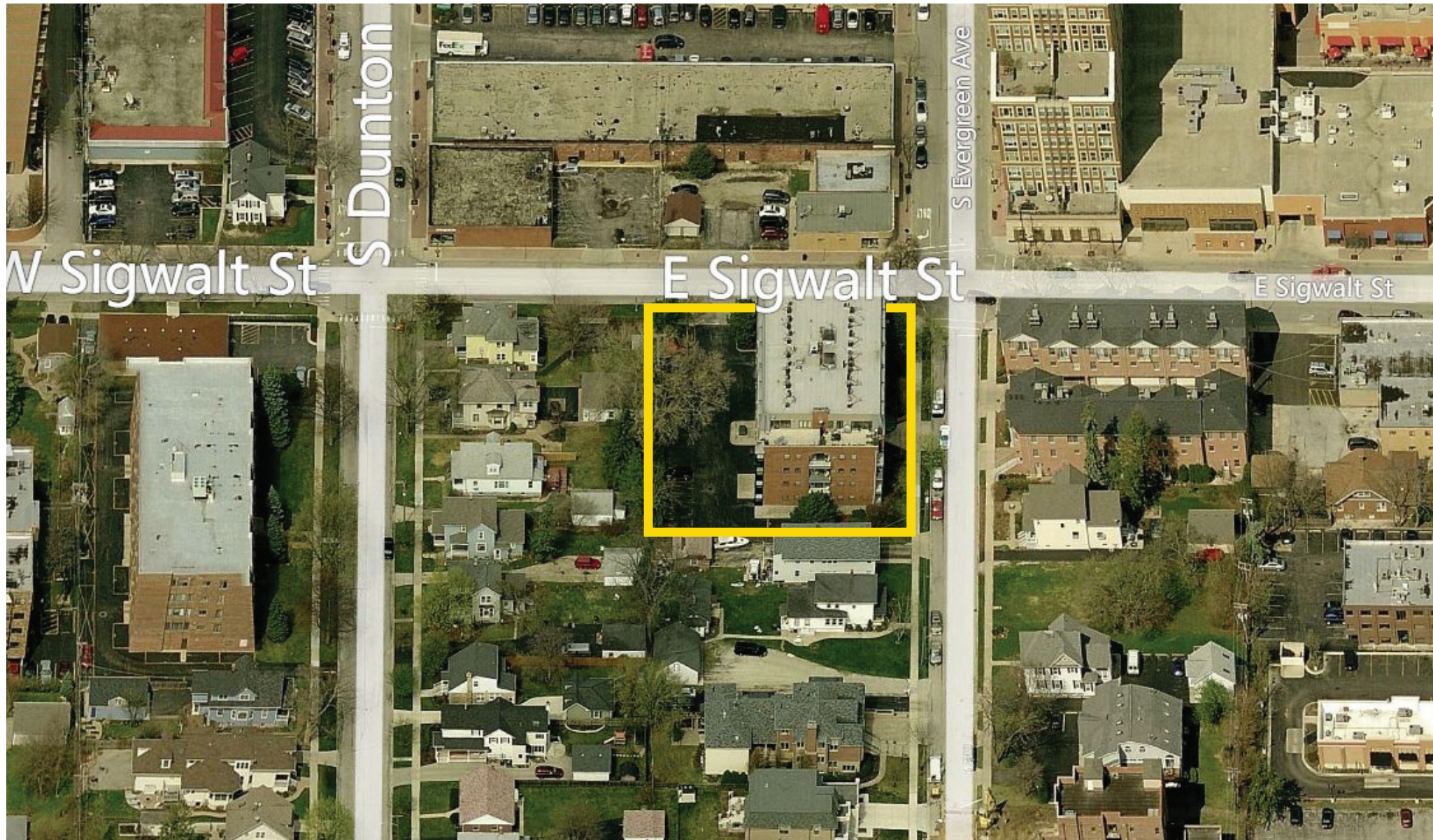
PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

AERIAL 3 - 110 S. DUNTON



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

AERIAL 4 - 110 S. EVERGREEN



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

AERIAL 5 - 121 S. VAIL



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

AERIAL 6 - 214 N. PINE



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

AERIAL 7 - 215 W. MINER



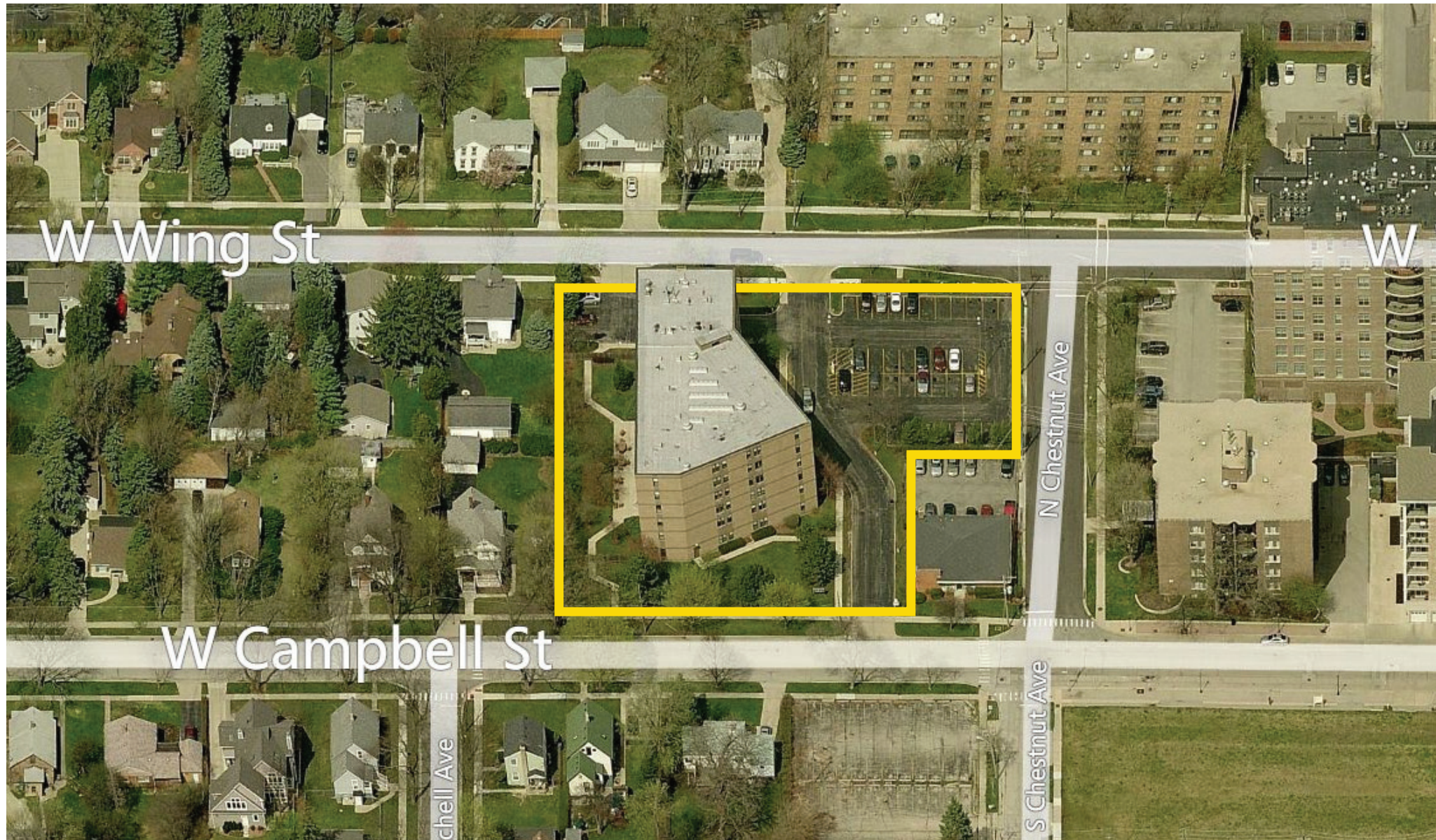
PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

AERIAL 8 - 225 E. WING



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

AERIAL 9 - 320 W. CAMPBELL



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

AERIAL 10 - 355 W. MINER



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

Parking Permit Information Analysis

Introduction

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

Downtown Developments with some On-site Parking

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

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

Downtown Developments with no On-site Parking

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

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

Apartment Developments

Apartment developments were also analyzed in this study, to determine the demand generated by these developments compared to condominium developments. It should be noted that no apartment development in this study has on-site parking.

- Spaces/permits per unit range from 1.59 spaces per unit to 1.44 spaces per unit, with an average of 1.52 spaces per unit
- Spaces/permits per bedroom range from 1.17 spaces per bedroom to 1.05 spaces per bedroom, with an average of 1.11 spaces per bedroom
- Maximum Guest Parking per month ranged from 0.53 permits per bedroom to 0.02 permits per bedroom, with an average of 0.28 permits per bedroom

Condominium Developments

Condominium developments were also analyzed in this study, to determine the demand generated by these developments compared to apartment developments. The majority of these developments have some on-site parking.

- Spaces/permits per unit range from 1.65 spaces per unit to 1.0 spaces per unit, with an average of 1.43 spaces per unit
- Spaces/permits per bedroom range from 1.08 spaces per bedroom to 0.71 spaces per bedroom, with an average of 0.88 spaces per bedroom
- Maximum Guest Parking per month ranged from 0.46 permits per bedroom to 0.04 permits per bedroom, with an average of 0.18 permits per bedroom

Downtown Parking Permit Info - Summary

<i>Property Type</i>	<i>Spaces/Permits Per Unit Ratio</i>			<i>Spaces/Permits Per Bedroom Ratio</i>			<i>Maximum Guest Permits per Month per Bedroom</i>		
	<i>High</i>	<i>Low</i>	<i>Average</i>	<i>High</i>	<i>Low</i>	<i>Average</i>	<i>High</i>	<i>Low</i>	<i>Average</i>
With On-Site Parking	1.65	1.37	1.51	1.08	0.71	0.84	0.14	0.04	0.08
With no On-Site Parking	1.59	1.00	1.38	1.17	0.92	1.04	0.53	0.02	0.36
Apartments	1.59	1.44	1.52	1.17	1.05	1.11	0.53	0.02	0.28
Condominiums	1.65	1.00	1.43	1.08	0.71	0.88	0.46	0.04	0.18

Conclusion

It was found that, on average, developments with on-site parking had higher space/permit per unit ratios than developments without on-site parking (1.51 spaces per unit for developments with on-site parking, compared to 1.38 spaces per unit for developments with no onsite parking).

However, when observed on a per bedroom basis, developments with no on-site parking provided more permits/spaces per bedroom (1.04) than developments with on-site parking (0.84).

In regard to Guest Permits, developments with no on-site parking required more spaces per bedroom than developments with on-site parking (0.36 Guest Permits per bedroom for developments with no on-site parking compared to 0.08 Guest Permits per bedroom for developments with on-site parking).

When comparing Condominium developments to Apartment developments, it was found that, on average, Apartment developments provided more parking spaces per unit than Condo developments. Apartment developments averaged 1.52 spaces per unit, while Condominium developments averaged

1.43 spaces per unit. The same was true when analyzing spaces provided per bedroom, with Apartment developments averaging 1.11 spaces per bedroom and Condominium developments averaging 0.88 spaces per bedroom. However, it should be noted that it is unclear if the two Apartment projects utilize any of the purchased permits for other purposes, such as for employees or guests. Further, the condominium average is skewed by one development (Metropolis) having a much lower ratio. Removing this outlier, the condominium average is 1.49 spaces per unit, and 0.93 spaces per bedroom. As such, this data confirms the need for a required parking ratio of 1.5 spaces per unit.

Apartment developments also required more Guest Permits than Condominium developments, with Apartment developments requiring an average of 0.28 spaces per bedroom, and Condominium developments requiring an average of 0.18 spaces per bedroom. This could be due to the fact that no Apartment development had any on-site parking, while the majority of Condominium developments did have some on-site parking that could accommodate guests.

Prepared by Jake Schmidt, Assistant Planner

Planning and Community Development Department

9/11/2017

Parking Permit Info - Downtown

Property	*** Onsite Parking	Number of Units	Number of Bedrooms	Monthly Permits	Permit /Spaces per Unit	Permit / Spaces per Bedroom	*Guest Permits (Annual)	*Guest Permits (Max. per Month)	Guest Permits (Avg. per Month)
Dunton Tower Apartments	None	**215	296	*310 (16)	1.44	1.05	1077 (16)	158 (Sep. 16)	89.75
Hancock Square Apartments (Phase I and II)	None	**409	556	*650 (16)	1.59	1.17	32 (16)	12 (Dec. 16)	2.67
Metro Lofts	None	***55	80	81 (16)	1.47	1.01	259 (16)	37 (Nov. 16)	21.58
Metropolis	None	***90	98	90 (16)	1.0	0.92	257 (16)	41 (Nov. 16)	21.42
Arlington Town Square	118	***93	186	18 (16)	1.46	0.73	89 (16)	20 (Dec. 16)	7.42
Vail Bldg.	112	***79	133	4 (avg.) (Vail Bldg. 16)	1.47	0.87	5 (16)	5 (Apr. 16)	0.42
Campbell Bldg.	129	***98	189	5 (avg.) (Campbell Bldg. 16)	1.37	0.71	53 (16)	13 (Aug. 16)	4.42
Wing Bldg.	142	***86	176	0 (avg.) (Wing Bldg. 16)	1.65	0.81	8 (16)	8 (Jan. 16)	0.67
1 N. Chestnut	57	***40	59	*7 (avg.) (16)	1.6	1.08	17 (16)	8 (Apr. 16)	1.42

*Per Finance Dept. Records. Does not include standard monthly permits used as guest permits by mgmt.

** Per building mgmt.

***From Village Records

NOTICE OF PUBLIC HEARING
NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON SEPTEMBER 27, 2017, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 17-008, a Preliminary and Final Plat of Subdivision to consolidate six lots into one lot, Planned Unit Development, and a Rezoning from the R-3 District to the R-7 District, said property located at 37-45 South Chestnut Street and 36-40 South Highland Street in Arlington Heights, IL, and legally described as follows:
LOTS 12, 13, 14, 15, 16 AND 17 IN BLOCK 2 (IN A SUBDIVISION OF LOTS 26, 27, 28, AND 29 IN ASSESSOR'S SUBDIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

As part of said petition, the petitioner is requesting the following variations from Chapter 28 of the Municipal Code:
• Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. 91 acres where code requires a minimum of 2 acres for the R-7 District.
• Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 37,587 sq. ft. lot where code requires a minimum of 67,800 sq. ft. in lot size.
• Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 10.5' where code requires a 48' setback.
• Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 16.3' where code requires a 48' setback.
• Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a 34' setback.
• Chapter 28, Section 5.1-7.6, Required Exterior Side Yard, to allow a exterior side yard setback of 18.3' where code requires a 20' setback.
• Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.
• A variation to the maximum allowable building height to increase the maximum allowable building height from 60' to 62.5'.
• Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 253% F.A.R. where code limits maximum F.A.R. to 200%.
• Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
• Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balconies to project 5.3' into the required front, exterior side, and side yards.
• Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front yard setback where code requires all transformers to be located outside of all setback areas.
• Chapter 28, Section 11.4-4, to allow 110 parking spaces (1.25 per unit) where code requires 132 parking spaces (1.5 per unit).
And other variations as determined necessary by the Plan Commission.

All persons desiring to be heard shall be given the opportunity to be heard. Should any individual need auxiliary aid or service, such as a sign language interpreter or materials in alternative formats, please contact the Health Department at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005, (847) 368-5760, TDD# (847) 368-5794.
Terry Ennes, Chairman
ARLINGTON HEIGHTS PLAN COMMISSION
Published In Daily Herald September 12, 2017 (4482225)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the DAILY HERALD. That said DAILY HERALD is a secular newspaper and has been circulated daily in the Village(s) of Algonquin, Antioch, Arlington Heights, Aurora, Barrington, Barrington Hills, Lake Barrington, North Barrington, South Barrington, Bartlett, Batavia, Buffalo Grove, Burlington, Campton Hills, Carpentersville, Cary, Deer Park, Des Plaines, South Elgin, East Dundee, Elburn, Elgin, Elk Grove Village, Fox Lake, Fox River Grove, Geneva, Gilberts, Grayslake, Green Oaks, Gurnee, Hainesville, Hampshire, Hanover Park, Hawthorn Woods, Hoffman Estates, Huntley, Inverness, Island Lake, Kildeer, Lake Villa, Lake in the Hills, Lake Zurich, Libertyville, Lincolnshire, Lindenhurst, Long Grove, Mt. Prospect, Mundelein, Palatine, Prospect Heights, Rolling Meadows, Round Lake, Round Lake Beach, Round Lake Heights, Round Lake park, Schaumburg, Sleepy Hollow, St. Charles, Streamwood, Tower Lakes, Vernon Hills, Volo, Wauconda, Wheeling, West Dundee, Wildwood, Sugar Grove, North Aurora, Glenview

County(ies) of Cook, Kane, Lake, McHenry

and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published September 12, 2017 in said DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY

Laurel Baltz
Authorized Agent

Control # 4482225

RECEIVED

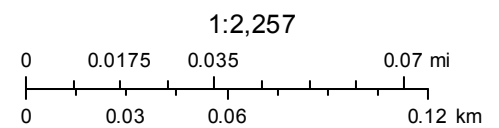
SEP 15 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

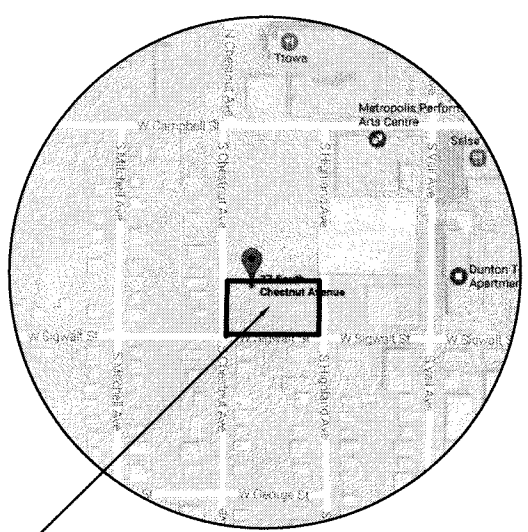
Aerial - PC 17-008: Sigwalt Apartments



September 21, 2017



VICINITY MAP



SURVEY SITE

PROFESSIONALS ASSOCIATED SURVEY, INC.

PROFESSIONAL DESIGN FIRM NO: 184-003023
7100 N. TRIPP AVE., LINCOLNWOOD, ILLINOIS 60712
TEL.: (847) 675-3000, FAX: (847) 675-2167
E-mail: pa@professionalsassociated.com
www.professionalsassociated.com

ALTA/NSPS LAND TITLE SURVEY
OF

LEGAL DESCRIPTION AS PER TITLE POLICY:

LOTS 12, 13, 14, 15, 16 AND 17 IN BLOCK 2 IN A SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S SUBDIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

METES AND BOUNDS LEGAL DESCRIPTION:

THAT PART OF LOTS 12, 13, 14, 15, 16 AND 17 IN BLOCK 2 IN SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S SUBDIVISION, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 15; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST ALONG THE WEST LINE OF SAID LOTS 15, 16 AND 17, BEING ALSO THE EAST RIGHT-OF-WAY LINE OF SOUTH CHESTNUT AVENUE, A DISTANCE OF 150.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 17; THENCE NORTH 89 DEGREES 56 MINUTES 43 SECONDS EAST ALONG THE NORTH LINE OF SAID LOTS 12 AND 17, A DISTANCE OF 279.93 FEET TO THE NORTHEAST CORNER OF SAID LOT 12; THENCE SOUTH 00 DEGREES 00 MINUTES 35 SECONDS WEST ALONG THE EAST LINE OF SAID LOTS 12, 13 AND 14, BEING ALSO THE WEST RIGHT-OF-WAY LINE OF SOUTH HIGHLAND AVENUE, A DISTANCE OF 150.00 FEET TO THE SOUTHEAST CORNER OF SAID LOT 14; THENCE SOUTH 89 DEGREES 56 MINUTES 43 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOTS 14 AND 15, BEING ALSO THE NORTH RIGHT-OF-WAY LINE OF WEST SIGWALT STREET, A DISTANCE OF 279.90 FEET TO THE POINT OF BEGINNING, ALL IN SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK COUNTY, ILLINOIS.

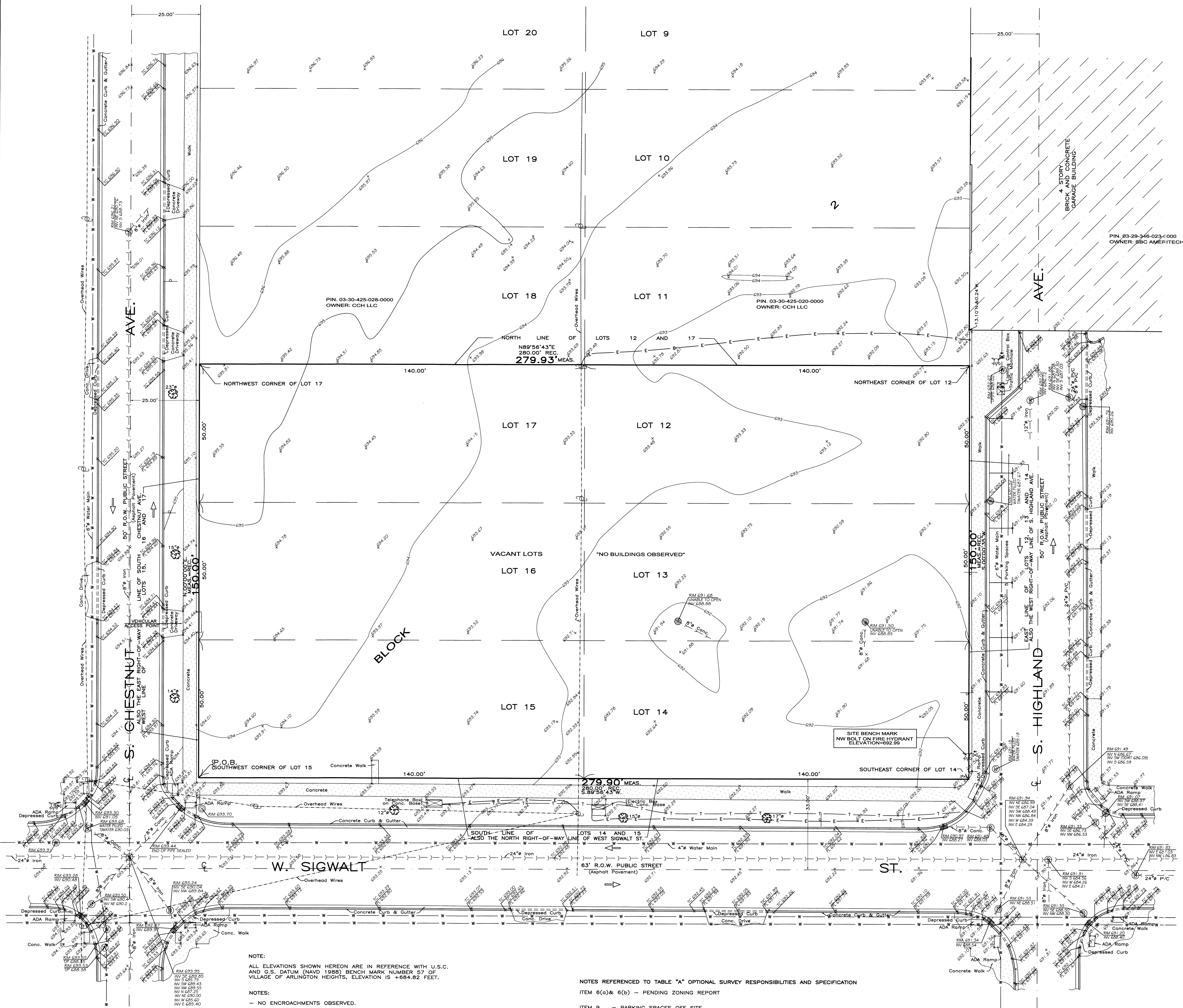
LAND TOTAL AREA: 41,987 SQ. FT. = 0.964 ACRE.

COMMONLY KNOWN AS: 37-45 SOUTH CHESTNUT AVENUE, ARLINGTON HEIGHTS, ILLINOIS AND
36-40 SOUTH HIGHLAND AVENUE, ARLINGTON HEIGHTS, ILLINOIS

NORTH
GRAPHIC SCALE

15 0 15 30
(IN FEET)
1 inch = 15 Ft.

PERMANENT INDEX NUMBERS: 03-30-425-012-0000
03-30-425-013-0000
03-30-425-014-0000
03-30-425-021-0000
03-30-425-022-0000
03-30-425-023-0000



NOTE:

ALL ELEVATIONS SHOWN HEREON ARE IN REFERENCE WITH U.S.C. AND G.S. DATUM (NAVD 1989) BENCH MARK NUMBER 57 OF VILLAGE OF ARLINGTON HEIGHTS, ELEVATION IS +894.82 FEET.

NOTES:

- NO ENCROACHMENTS OBSERVED.
- BY OBSERVATION THERE IS DIRECT PEDESTRIAN ACCESS FROM SUBJECT PROPERTY TO PUBLIC RIGHT-OF-WAY STREETS, SOUTH CHESTNUT AVENUE, SOUTH HIGHLAND AVENUE AND WEST SIGWALT STREET.
- BY OBSERVATION THERE IS DIRECT VEHICULAR ACCESS TO SOUTH CHESTNUT AVENUE BY WAY OF THE CONCRETE DRIVEWAY AND DEPRESSIONED CURB.
- UNINTERRUPTED BARRIER CURBING RESTRICTS ACCESS TO SOUTH HIGHLAND AVENUE AND WEST SIGWALT STREET.
- LOCATION OF UTILITIES SHOWN HEREON ARE TAKEN FROM OBSERVED EVIDENCE VISIBLE ON THE SITE, MARKINGS BY UTILITY COMPANIES AND FROM VARIOUS UTILITY COMPANY RECORDS. INFORMATION TAKEN FROM RECORDS IS DEEMED APPROXIMATE. FOR MORE ACCURATE LOCATIONS FIELD EXCAVATE OR CONTACT RESPECTIVE UTILITY COMPANY.
- THERE IS VISIBLE EVIDENCE (OVERHEAD ELECTRICAL WIRES AND SUPPORTING POLES ACROSS THE SUBJECT PROPERTY RUNNING NORTH FROM SIGWALT STREET) OF A UTILITY EASEMENT. NO DOCUMENTATION FOR AN EASEMENT WAS PROVIDED TO THE SURVEYOR.
- NO VISIBLE EVIDENCE OF UNDERGROUND UTILITY LINES CROSSING THE SUBJECT PROPERTY WAS OBSERVED IN THE COURSE OF THE SURVEY. LOCATION OF UNDERGROUND UTILITIES (IF ANY) WILL BE PLOTTED IF THEY ARE MARKED IN THE FIELD BY THE RESPECTIVE UTILITY AND/OR MUNICIPAL ENTITIES AND SUBSEQUENTLY A REVISION TO THIS PLAT OF SURVEY WILL BE ISSUED.

LEGEND:

- = SEWER MANHOLE
- ⊙ = STORM MANHOLE
- ⊕ = CATCH BASIN
- ⊖ = INLET
- ⊗ = MANHOLE
- ⊘ = WATER MANHOLE
- ⊙ = FIRE HYDRANT
- ⊕ = WATER VALVE
- ⊖ = POWER POLE
- ⊗ = TRAFFIC SIGN
- 10' = TREE
- = SPOT ELEVATION
- = CONTOUR LINE
- TC = TOP OF CURB ELEVATION
- FL = FLOW LINE ELEVATION
- = SEWER LINE
- = STORM LINE
- = WATER LINE
- = ELECTRIC LINE
- = TELEPHONE LINE

NOTES REFERENCED TO TABLE "A" OPTIONAL SURVEY RESPONSIBILITIES AND SPECIFICATION

- ITEM 6(a)& 6(b) - PENDING ZONING REPORT
- ITEM 9 - PARKING SPACES OFF SITE REGULAR.
- ITEM 16 - BY OUR OBSERVATION THERE ARE NO VISIBLE SIGNS OF ANY CURRENT BUILDING CONSTRUCTION OR EARTH MOVEMENT ON THIS PROPERTY.
- ITEM 17 - BY OUR OBSERVATION AND INFORMATION THERE ARE NO RECENT STREET RIGHT OF WAY CHANGES OR ANY SIDEWALK REPAIRS OR CONSTRUCTION.
- ITEM 18 - NO INFORMATION SHOWING WETLANDS DELINEATION MARKERS COMPLETED BY QUALIFIED PERSONNEL. WAS PROVIDED BY CLIENT FOR THE SUBJECT PROPERTY.
- ITEM 19 - THERE ARE NO RECORD DOCUMENTS PROVIDED TO THE SURVEYOR OF ANY OFFSITE EASEMENTS OR SERVITUDES BENEFITING PROPERTY.
- ITEM 20 - PROFESSIONAL LIABILITY INSURANCE POLICY HAS BEEN OBTAINED BY THE SURVEYOR IN THE AMOUNT OF \$2,000,000.00

FLOOD CERTIFICATE:

ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP OF VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS DATED AUGUST 19, 2008, THIS PROPERTY IS IN A MINIMUM FLOODING AREA AND IS DESIGNATED AS ZONE "X". COMMUNITY PANEL NUMBER 170055.0203 J (AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD)

NO FIELD SURVEYING WAS PERFORMED BY UNDERSIGNED SURVEYOR TO DETERMINE THIS ZONE.

TO CLARK STREET HOLDINGS, LLC, A DELAWARE LIMITED LIABILITY COMPANY
- FIRST AMERICAN TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(a), 6(b), 8, 9, 11, 13, 16, 17, 18, 19 AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON FEBRUARY 13, 2017.

DATE OF PLAT

IL PROF LAND SURVEYOR NUMBER 35-2281
MY LICENSE EXPIRES NOVEMBER 30, 2018.
Drawn By: ZZ

REVISED: APRIL 18, 2017.
(ADDED METES AND BOUNDS LEGAL DESCRIPTION)

REVISED: APRIL 11, 2017.
(ADDED NOTES)

BASIS:
FIRST AMERICAN TITLE INSURANCE COMPANY,
ORDER NO. NCS-828605-CH12,
EFFECTIVE DATE: DECEMBER 9, 2016.

DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING.

ORDER NO.: 17-91627

SCALE: 1 INCH = 15 FEET.

DATE OF FIELD WORK: February 13, 2017.

ORDERED BY: POLSINELLI
Attorneys at Law



June 12, 2017

Village of Arlington Heights
Department of Planning & Community Development
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: 45 S. Chestnut – Project Description

Dear Plan Commission,

CA Ventures/CA Residential is proposing a new multi-family residential project to be located on the property along Sigwalt Street between Highland Avenue and Chestnut Avenue. The property is currently vacant.

Part of the development will include rezoning the property from R3 to R-7 multiple family, Planned Unit Development, which is consistent with the Village's Comprehensive Plan. The Comprehensive Plan designated the site as High Density Multi Family.

The development includes 88 rental apartments in a 5-floor building with a basement. The basement will include parking, storage, mechanical and electrical spaces. The first floor will include parking, residential units and the lobby to the building. The second floor is a mix of residential units and amenity spaces such as a community room, fitness room and an outdoor roof deck. The third, fourth and fifth floor are all residential units.

The design of the building is contemporary and will mesh with both the residential neighborhood to the west and south as well as the more urban feel of the mixed-use downtown area. The exterior materials of the building include a mix of utility size face brick, cast stone and metal panels. The first floor units will have patios facing the street, which will help to activate the street levels and engage the community. In addition to the patios, landscaped planters and bike racks will help to activate the street level, especially on Sigwalt.

110 parking spaces will be provided in the basement and first floor parking areas. This equates to a 1.25 ratio of parking stalls per unit.

The height of the building to the roof deck line is 58 feet, which meets the R-7 height limit of 60 feet. The U-shaped nature of the floor plan allows the second floor roof deck to be formed along the south façade of the building. This helps to reduce the overall massing of the building along the major elevation on Sigwalt street.

In response to the Village's Affordable Housing Policy, CA Ventures/CA Residential is proposing to contribute \$25,000 per required affordable unit towards the Village's affordable housing trust. This equates to \$325,000 total.

There are several variations that we are seeking for this development. Please refer to the separate Justification for Variation letter for further detail.

We are very excited about this project and look forward to working with the Village throughout this entire process.

Regards,

A handwritten signature in dark ink, appearing to read "M. Porto", with a stylized flourish extending to the right.

Michael Porto
Project Manager
CA Ventures



June 12, 2017

Village of Arlington Heights
Department of Planning & Community Development
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: 45 S. Chestnut – Justification for Variation

Dear Plan Commission,

The following is a list of variations that we are seeking for the project listed above. In each case, the development will meet the following criteria.

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

We are very excited about this project and look forward to working with the Village throughout this entire process.

Regards,

A handwritten signature in black ink, appearing to read 'M. Porto', with a stylized flourish at the end.

Michael Porto
Project Manager
CA Ventures

Chapter 28, Section 5.1-7.4 Minimum Lot Size

- *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.*
 - Petitioner Response: If the project were planned per the underlying zoning, the property would allow for only 55 units. The current development is planned for 88 units. This proposal would not be economically feasible if only 59 units could be provided. According to the Market Study dated April 10, 2017, “the unit mix and sizes appear well suited for the market”.
- *The plight of the owner is due to unique circumstances.*
 - Petitioner Response: The property is in a unique situation: the Comprehensive Plan designates the site as “High Density Multi Family” – the same as the parcels that are located along the south side of Sigwalt Street. The Comprehensive Plan uses “High Density Multi Family” as a transition between “Mixed Use” in the CBD and “Moderate Density Multi Family” that transitions across the site.
- The variation, if granted, will not alter the essential character of the locality
 - Petitioner Response: The location of the site is situation between single family homes on the west and south sides of the site and a mixed use to the north and east. This 5-story building will appropriately mesh with this transitional property location.

Chapter 28, Section 5.1-7.6 Required Minimum Yards (Interior Side/North)

Chapter 28, Section 5.1-7.6 Required Minimum Yards (Front/Highland)

Chapter 28, Section 5.1-7.6 Required Minimum Yards (Front/Chestnut)

- *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.*
 - Petitioner Response: If the project were planned per the existing setback requirements, the proposed 88 units would not be able to fit in the footprint of the building. The building can't get any higher per the current zoning requirements so in order for the 88 units to fit within the site, the setbacks must be reduced. This proposal would not be economically feasible with less units provided. According to the Market Study dated April 10, 2017, "the unit mix and sizes appear well suited for the market".
- *The plight of the owner is due to unique circumstances.*
 - Petitioner Response: The property is in a unique situation: the Comprehensive Plan designates the site as "High Density Multi Family" – the same as the parcels that are located along the south side of Sigwalt Street. The Comprehensive Plan uses "High Density Multi Family" as a transition between "Mixed Use" in the CBD and "Moderate Density Multi Family" that transitions across the site.
- The variation, if granted, will not alter the essential character of the locality
 - Petitioner Response: There are no plans to widen the physical streets along Highland or Chestnut, therefore the 8 feet of land dedicated will remain as green space.

Chapter 28, Section 7.1-7.7 Maximum Building Lot Coverage

Chapter 28, Section 5.1-7.13 Maximum Floor Area Ratio

- *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.*
 - Petitioner Response: If the project were planned per the existing building lot coverage, the proposed 88 units would not be able to fit in the footprint of the building. The building can't get any higher per the current zoning requirements so in order for the 88 units to fit within the site, a variation is requested for the maximum building lot coverage and maximum floor area ratio. This proposal would not be economically feasible with less units provided. According to the Market Study dated April 10, 2017, "the unit mix and sizes appear well suited for the market".
- *The plight of the owner is due to unique circumstances.*
 - Petitioner Response: The property is in a unique situation: the Comprehensive Plan designates the site as "High Density Multi Family" – the same as the parcels that are located along the south side of Sigwalt Street. The Comprehensive Plan uses "High Density Multi Family" as a transition between "Mixed Use" in the CBD and "Moderate Density Multi Family" that transitions across the site.
- The variation, if granted, will not alter the essential character of the locality
 - Petitioner Response: The location of the site is situation between single family homes on the west and south sides of the site and a mixed use to the north and east. This 5-story building will appropriately mesh with this transitional property location.



August 25, 2017

Michael Porto
CA Ventures
130 E. Randolph Street
Suite 2100
Chicago, IL 60601

Re: 45 S. Chestnut – Neighborhood Meeting Summary

Dear Sam,

The following is a summary of the neighborhood meeting that was held at 7:30pm on August 21, 2017 at the Village of Arlington Heights Village Hall. All residents within 250' of the property received letters inviting them to the neighborhood meeting. The letter also encouraged residents to invite other neighbors that may not have received the letter.

General Information

- Around 40 residents were in attendance for the neighborhood meeting. The meeting started promptly at 7:30pm and ran until approximately 9:00pm.
- Michael Porto (CA Ventures), Matt Katsaros (CA Ventures) and Mark Hopkins (HKM Architects) were all in attendance representing the petitioner.
- CA Ventures gave a quick overview of the purpose of the meeting and informed residents about the upcoming public meetings with the Village. Specifically, Design Commission Hearing on Tuesday, September 12, 2017 and the Plan Commission hearing tentatively scheduled for Wednesday, September 27, 2017.
- Mark Hopkins gave a 20-minute presentation that outlined the entire project, including some revised renderings and exterior elevations that address some of the concerns brought up in the Design Commission hearing on August 8, 2017.
- After the presentation from CA Ventures and HKM, the meeting was opened up to Q&A from the residents.

The following topics have been grouped together and summarized based on the questions and concerns of the residents.

Parking

- Residents were concerned with how parking on the surrounding streets and in the Vail St Parking Garage would be affected by the proposed development. The development team explained that it is their intention to apply for a variance that would allow a parking ratio of 1.25 parking spaces per unit (Village Code states 1.50). The 110 spots in the building would meet that proposed variance request.
- Residents were concerned with how overflow parking would be handled and where they would park.

Traffic

- Residents were concerned about what sort of impact the proposed development would have on the traffic in the area.
 - o Residents explained that during rush hours, there is daily traffic back-ups on Chestnut.
 - o The intersection of Highland and Sigwalt is of specific concern because parking is allowed on Sigwalt ,just east of Highland. With cars parked on the street, it becomes a blind intersection trying to turn out on to Sigwalt.
 - o Residents had major concern about the increase in traffic in the neighborhood to the south of the property. There are 3 or 4 intersections along George St that do not have stop signs in either direction and there have been several accidents at those intersections recently.
 - o The development team informed residents that a traffic study was recently completed for the new development and it did not indicate that any revisions be made to the adjacent intersections. Independent of this project, it does sound like the Village should study some of the intersections in the surrounding area to see if additional traffic control needs to be added.
- Residents asked if there would be any street closures once construction began on the project. The development team informed the group that the only time there would be a street closure would be when new utilities are being tied in to the existing utilities along Sigwalt. This would be coordinated with the General Contractor to limit the amount of time the street would be closed.

Exterior Appearance

- There were several residents that spoke out in support of the proposed design and thought it would be a great fit on the site.
- There were several residents that had concerns regarding the appearance of the building. The concerns are listed below.

- o A lot of residences in the surrounding neighborhood are over 100 years old. There are concerns that the proposed solution does not contextually fit with those older residences.
- o Even though the 2007 Downtown Master Plan calls for a 4-6 story building on this site, residents feel that the neighborhood has changed and don't feel that the proposed development is a good transition between residences and the downtown. The development team stated that the Planning and Community Development Department's published goals for 2017 includes encouraging development of Block 425
- o Residents are concerned that the building is too tall compared to the surrounding buildings and does not address the neighborhood.
 - One suggestion was that the west half of the building drop down to 4 stories while the east half go up to 6 stories to help transition to the neighborhood.
 - One suggestion was to flip the 2nd floor outdoor amenity space and have it face the north side to help mitigate any noise that may be traveling to the neighborhood to the south.

Variances

- Residents were concerned that the development team is pursuing too many variances with the Plan Commission submittal.

Site Utilities

- Residents had concerns about how water would be controlled at the new development and if the neighborhood would be affected. The development team indicated that the MWRD and Village standards would actually help water in the neighborhood because the new project needs to meet these standards. The development team explained that the new site would be addressing volume control with a storm trap located on the northwest portion of the site.

The topics listed above represent a summary of the major items discussed between the development team and residents at the neighborhood meeting on August 21, 2017.

Regards,



Michael Porto – CA Ventures
Project Manager



MINUTES

President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005

April 17, 2017

8:15 PM

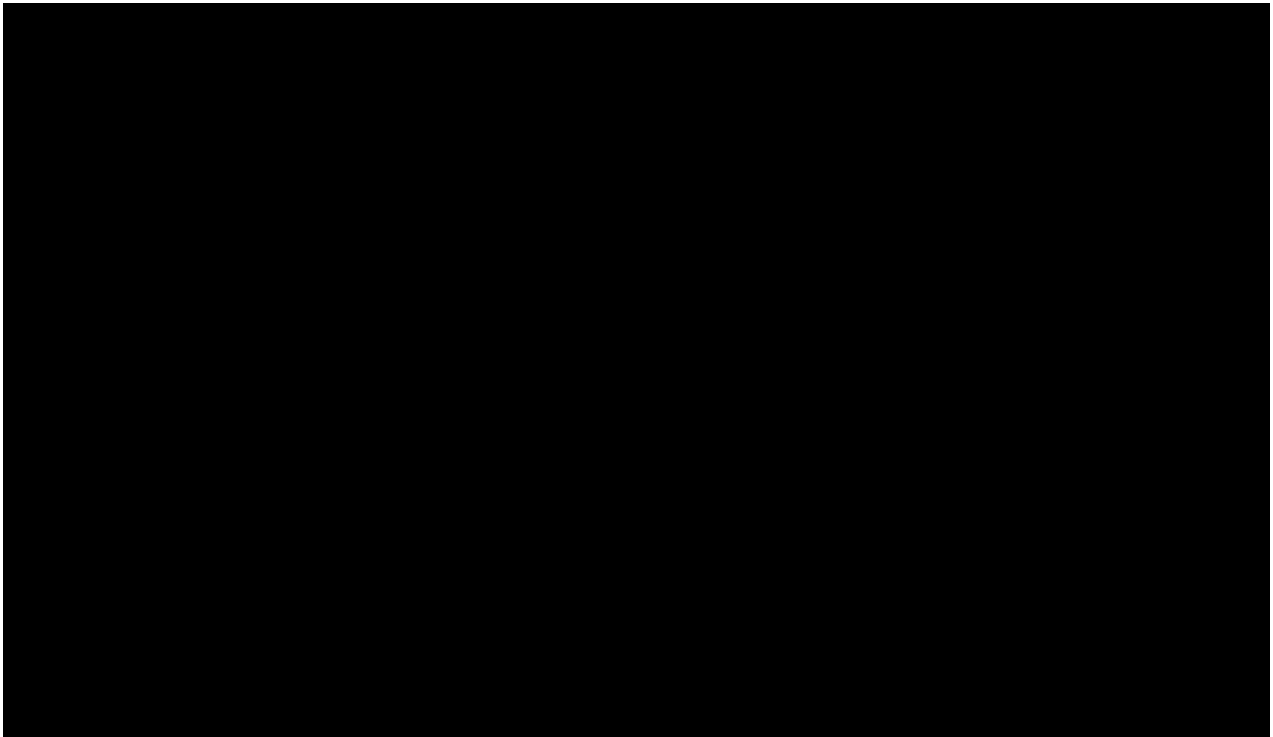
I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

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

Also in attendance were: Randy Reckalus, Ben Schuster, Robin Ward, Tom Kuehne, Charles Perkins and Becky Hume.



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

XIV. REPORT OF THE VILLAGE MANAGER

A. CA Ventures - Sigwalt Apartments - Early Review

Mr. Perkins said CA Ventures is proposing a 5 story, 86 unit apartment development with onsite parking. They are seeking a number of variations and asking for 31 parking spaces in the Vail Avenue garage. The development is consistent with the comprehensive plan and a transition site to the neighborhood. The developer is seeking Early Review for Board feedback.

President Hayes asked about the parking. Mark Hopkins of HKM Architects said there are 86 units and 94 parking spaces. Overflow is scheduled for the Vail garage. Mr. Perkins said the staff conducted counts in the garage two times during the night and there is more than adequate parking available to accommodate these spaces. Both Metro Lofts and Metropolis Lofts were required to pay a financial contribution for parking spaces.

President Hayes asked how many tenants would have two cars. Matt Katsaros of CA Ventures said their study estimated 1.1 and 1.25 spaces of parking per unit. They are seeing a decline for the need of cars. They have done comps on other like buildings and don't expect more than 1.25 spaces will be necessary per unit.

Mr. Perkins said that the parking spaces would not be designated, but issued by permit in an open garage format. Staff will have to monitor the number of spaces permitted so the garage is not oversold. Metro Lofts has not needed to use all that they were allotted.

Mr. Katsaros said there will be 1 and 2 bedroom units that will range from 754-867 square feet for the one bedroom units and 1089-1237 square feet for the two bedroom units.

President Hayes said he would love to see development in the area but is a

little concerned with the number of variations. He is anxious to bring more residents into the downtown area.

Trustee Rosenberg asked about the fees for the parking spaces. Mr. Perkins said the total charge would be around \$175,000 for the spaces. Trustee Rosenberg asked if the building could go higher or lower to create additional parking versus using the Vail garage. He was concerned that the northern part of the lot may be developed and need parking. He cited the Metropolis Ballroom expansion, the Ale House and new restaurants which are all putting pressure on the Vail garage. He doesn't want people to be discouraged with a lack of parking. He said he liked the concept and it is a great looking building.

Mr. Perkins said the formal process will require significant data on parking. The Village collected counts in early March on level 4, which had 78 and 190 spaces available at 10 pm and 2 am respectively. That analysis still needs to be vetted and staff will need to take into account future needs.

Trustee Rosenberg said he would like more space available for the public versus the permits. Mr. Katsaros said it is challenging and extremely expensive to add another full underground level. Some parking is built into the first and second floors and units surround it so the building is not garage like in appearance. They are pushing as far as they can before the parking imposes visibly to the street. They plan on providing a more detailed parking report. They do not wish to take up much of the Village's garage.

Trustee Farwell said he liked the look and the number of 86 units is okay. Density makes suburban downtown's work. He concurred with the concern of taking spaces out of the public domain. He would like to know what the parking ratio is in the Village. He also would like to see what might happen on the other 2/3 of the block as there may some economies of scale would make for a better block.

Trustee Sidor said it is hard to find parking on the 4th floor of the Vail garage on given days. He said it seems like the Village is volunteering this parking for so many projects. He said he had huge concerns with any overflow into the Vail garage. He said it would be great to add 86 apartments. He asked what the rent would be. Mr. Katsaros said approximately \$2.40 per square foot.

Trustee Blackwood asked if there was a safety provision for those parking in the Vail garage. Mr. Katsaros said they had looked at a bridge, but it was very expensive. The plan is to have one space per unit in the building and then for those units that have two cars, keep the car used less frequently in the Vail garage. The building has 1.1 spaces for each unit; his study says that they need 1.1 to 1.25 spaces per unit.

Trustee LaBedz asked if these were luxury apartments. Mr. Hopkins said

they were and the building has fire pits, a roof deck, an outdoor kitchen, a fitness center and a large bike storage room. Trustee LaBedz said she would like to know what the projected household sizes are. Mr. Hopkins said the prediction is that 80% of the units will be housed by singles. Household sizes are getting smaller in all age groups.

Trustee Tinaglia said it was a good looking building. He said if it went up a floor, they would need a height variation and if it goes over 60', it would need to meet high rise standards. He suggested space could be used on the first or second floor that could be banked parking and if it was not needed, be converted into units. Mr. Hopkins said he thinks when they have hard numbers they can demonstrate the parking capacity is okay. They will look at practical approaches to self-contain it.

Trustee Scaletta said the downtown continues to fill up and he wants to make sure we have enough parking. He said he thinks the developer should provide parking for the property. He said the units were pretty small for condos. Mr. Katsaros said the sizes are very typical in the marketplace right now. They are a rental builder. To design larger units in case of a future conversion would cause them to lose a significant footprint in the units. They are a long-term-hold developer and not looking to flip the property. He said they have talked to the neighboring property owner, but there are no firm plans for that site yet.

Trustee Scaletta asked about visitor parking. Trustee Sidor said overnight parking stickers can be purchased for the Vail garage and any building downtown can use the stickers. Trustee Scaletta said there also is not a place to drop someone off at the building and a place for loading. He said they should look at the number of variations they are requesting and the degree to minimize where possible.

Mr. Perkins said this is a residential transition site so R7 is the most appropriate zoning. There is no retail.

Trustee Glasgow asked if expanding the Vail garage was a possibility. Mr. Perkins explained that it was not unless they moved into space on the other side of Highland when the block is expanded. Mr. Katsaros said he could not speak to the other property owner's plans and he has no control over them. Trustee Glasgow said it was a nice idea and he wanted to hear more.

President Hayes said as this was Early Review, there is no obligation for the Board to vote one way or another based on what was said. The building will still have to go through the process.

[REDACTED]

[REDACTED]

[REDACTED]

REPORT OF THE PROCEEDINGS OF
THE PLAT & SUBDIVISION COMMITTEE
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION
HELD AT VILLAGE HALL ON:

April 26th, 2017

Project Title: CA Ventures Sigwalt St Apartments

Address: 300 Block W. Sigwalt St

Petitioner: Mark Hopkins
HKM Architects
43 S. Vail Avenue
Arlington Heights, IL 60005

Requested Action:

1. A rezoning from R-3 One Family to R-7 Multiple Family
2. A preliminary Planned Unit Development (PUD) to allow the construction of a five story, 86 unit apartment development.
3. Plat of Resubdivision to consolidate six lots into one lot.

Variations Required:

1. Chapter 28, Section 5.1-7.4 Minimum Lot Size
2. Chapter 28, Section 5.1-7.6 Required Minimum Yards (Interior Side/North)
3. Chapter 28, Section 5.1-7.6 Required Minimum Yards (Front / Highland)
4. Chapter 28, Section 5.1-7.6 Required Minimum Yards (Front / Chestnut)
5. Chapter 28, Section 5.1-7.7 Maximum Building Lot Coverage
6. Chapter 28, Section 5.1-7.13 Maximum Floor Area Ratio

Attendees:

Mark Hopkins – HKM Architects
Mike Porto – CA Ventures
Matt Katsaros – CA Ventures
Lynn Jensen – Plan Commissioner
John Sigalos – Plan Commissioner
Jay Cherwin – Plan Commissioner
Bruce Green – Plan Commissioner
Sam Hubbard – Planning Department
Bill Enright – Planning Department

Project Summary:

The subject property is located along Sigwalt Street between Highland Avenue and Chestnut Avenue, and is currently vacant. The developer proposes to rezone the property to R-7 multiple family, Planned Unit Development, consistent with the Comprehensive Plan which designates the site as High Density Multi Family. One of the Board's 2017 Strategic Priorities is to facilitate development of this block (block 425). Block 425 has sat vacant and underdeveloped for years as is an important part of the downtown.

The proposal includes 86 rental apartments in a well designed, five floor building. 98 parking spaces will be included in the building with one level underground and additional parking on levels one and two. Additional parking can be provided in the Vail Avenue municipal garage per Chapter 28 Section 11.3-2. Variations requested include density, floor area ratio, building lot coverage, as well as setbacks along the east, west and north property lines. The Sigwalt setback meets code. The height of the building is approximately 60 feet and will need to be verified by providing the average grade at the front of the building. The developer will be required to dedicate 8 feet of property along both Highland and Chestnut for public right of way, which increases the variations due to the loss of land privately held. The current site is 42,000 square feet reducing to 39,600 square feet after dedication.

Meeting Discussion:

Mr. Hopkins briefly described the proposed building and the site it would occupy. The building would be a 5 story apartment building with parking on the first and second floors. The building would face Sigwalt, with the parking area accessed off of Highland Avenue. The first two stories of the building will be full rectangles and floors 3 through 5 would have a central courtyard, allowing for the inclusion of amenity space. The building will observe the 8 foot setback on Sigwalt Street, however variations are being requested for the building to encroach into the setback on the other 3 sides of the property.

Ground floor units will have sidewalks connecting them to the surrounding streets and landscaping to give privacy to ground floor patios. The 2nd through 5th floor units will feature cantilevered balconies except those adjacent to the rooftop deck. The roof will house an elevator override parapet wall, as well as screened air conditioner and HVAC equipment.

There will be two colors of brick used on the building, one for the two "base" floors, and another for the higher floors. It is the petitioner's hope that this will soften the look of the flat 5 story wall. Stone trim will also be used in select areas. Metal trim will also be used in areas, with an 8 inch profile giving it a "corrugated" look.

The Highland side of the building will feature an overhead door for the garage, as well as a door for residents to access the bike storage areas. Trash will be collected inside the building and rolled outside on collection day. The basement will include a single ramp for access, which the petitioner notes is not optimal, but is what the geometry allows in order for them to fit as much parking as possible, as well as bike storage areas, a machine room for water and electrical service, and bike parking. The first floor will feature more parking in the center of the structure, with 9 units and the lobby surrounding it on the Sigwalt and Chestnut sides. The trash room will also be located on this floor. The lobby will include a mail area, as well as an advanced electronic parcel room. The second floor will also include parking in the center, with units wrapping the parking area on the Sigwalt, Chestnut, and Highland sides. The third floor will include the rooftop deck, as well as a community room and fitness center. The floor plans are identical for the 4th and 5th floors, except for the roof deck, community room, and fitness center.

Mr. Enright expressed confidence in CA Ventures, citing the multitude of projects featured on their company website, as well as confidence that that the project would be able to work. He noted that the proposed development is exactly the type envisioned by the master plan for the ring surrounding the downtown.

Density is not a concern, as household sizes are much smaller than they were 30 years ago, when the code for the R-7 zone was first written. Specifically, there are more single-person households and empty-nesters. The developer has provided a market study for the project. The study stated that similar developments require 1.1 to 1.2 parking spaces per unit, and the developer is currently working to increase onsite parking to 1.25 spaces per unit, so that the Vail Garage does not become over encumbered with parking. If the developer is unable to fit more parking into the plan, there is confidence that the Village would be able to provide spots in the garage to accommodate the overflow. The study also showed that while there are similar projects currently being constructed in surrounding municipalities, there are none in the immediate area, indicating demand for this type of housing that is currently not being met in the community.

While the developer is asking for multiple variations, the Planning Department believes that the proposed project fits in with the downtown area. The northern portion of the block, if it was rezoned as B5 to be consistent with the Master Plan, would allow even greater density and height than what the developer is proposing. The 2006 Downtown Plan, created by a 19 person panel of citizens and elected officials, proposed that the site in which this new development would be located should be in the 4 to 6 story range, which is consistent with the developer's proposal. Additionally, the height of the proposed building is similar to the existing building on the corner of Evergreen and Sigwalt, which was built around 1986.

He also noted that the developer is not only asking things of the Village, but also contributing by offering a \$325,000 payment to the Affordable Housing Trust Fund, and that fact should be taken into account when deciding on approval for the project and the number of units allowed. Loading would most likely be accommodated on Highland Avenue, similar to the zone provided for Dunton Tower.

It is being researched whether or not the majority of the development's storm water needs could be met through the

addition of new sewers, which the Village was planning to install as part of an overall upgrade plan. The Village has \$2 million in a CIP fund that could be used to upsize sewers in the area, and the developer would be responsible for a prorated share of any cost increases if these sewers are installed. Timing could pose as an issue for this option however, as the Village may not be installing sewers as quickly as the developer is looking to start.

The developer would still need to go through the Design Commission review process, provide a traffic and parking study, as well as data on density, persons-per-household, and parking demand. Per-unit contributions to the School, Library, and Park districts would be provided as required by code. He then reiterated that the development was a great opportunity for the community to begin developing the block, which has been sitting empty for a long time.

Commissioner Cherwin was concerned about how the development would fit in with future development on the northern end of the block, and how it would impact access as well as pedestrian and vehicular traffic. More specifically, he wanted to make sure that the proposed development would not limit opportunities to develop the northern portion of the block in the future.

He stated that the parking counts provided seem reasonable, as do the variations, and that the design of the building is nice. He stated that he didn't see any red flags related to the project. The building would be a good transition between the single family homes on the west side to the larger buildings of downtown on the east. He was curious if the developers had considered any additional rooftop amenities.

Mr. Hopkins stated that the third floor deck would include amenities, such as the pergola, fire pit, tables, and the grilling station.

Commissioner Cherwin clarified that he was referring to the top of the building, not just the third floor deck, as many buildings make use of rooftop space and he was curious as to whether any consideration had been made by the developers as to utilizing this roof space.

Mr. Katsaros stated that they had not looked into utilizing the rooftop as amenity space, but if there was a need for more space they would.

Commissioner Cherwin said he'd mention it because it was a big building, and the third floor deck and space around the building was somewhat limited. He'd seen other plans for buildings downtown and they were able to do great things with rooftop space, so he thought he'd mention it. Overall, he was supportive of the development.

Commissioner Sigalos agreed that the building had a nice design, but was curious about the layout of the corner units with the diagonal wall, and whether that was a practical layout.

Mr. Hopkins stated that he had unit plans that make use of the oddly shaped space, and added that it was not too uncommon for units to have diagonal walls in modern construction.

Commissioner Sigalos asked whether all the units would be rental units for the foreseeable future, and that there wasn't a plan to convert them to condo units.

Mr. Katsaros confirmed that they would be rental units, and that CA Ventures stays away from condo projects.

Commissioner Sigalos asked about the 4 clustered parking spaces on the basement level, and how the spaces by the wall would be accessed.

Mr. Hopkins explained that those spaces are tandems, with one person renting the two spaces.

Commissioner Sigalos asked if there would not be retail or commercial on the first floor.

Mr. Hopkins confirmed that there would be no commercial on the first floor, as it's not intended to be a mixed use building. He noted that the northern portion of the lot would most likely be mixed use, and stated that the lack of the commercial component is what led the design to include an "activated" first floor, with street access for first floor apartments and windows. He believes that it is a good transition between the mixed use downtown and the residential area immediately south and west.

Commissioner Sigalos stated that he thinks the proposed building is great for that location and that he is fully supportive of it.

Commissioner Jensen stated that he believes it is a very good project, and asked where the proposed apartment building stood in relation to other projects such as Arlington Downs, or the proposed apartment building across from Hancock Square.

Mr. Enright added that the apartment building across from Hancock Square is going to have 45 units, of which a third will be affordable rent units.

Commissioner Jensen asked if the petitioner was planning on pricing the units to be comparable with those in Arlington Downs

Mr. Katsaros confirmed that the units would be very comparable to those in Arlington Downs, but that he believed the proposed project was in a better location, with access to downtown amenities.

Commissioner Jensen asked the petitioner to clarify if the area is underserved when it comes to apartment housing.

Mr. Katsaros confirmed that that was the case, stating he believed that there were about 1,000 units undersupplied for the greater Arlington Heights area, including neighboring suburbs.

Commissioner Jensen asked what size of apartments the building would consist of.

Mr. Katsaros stated it would be an almost 50/50 mix of 1 and 2 bedroom units.

Mr. Enright said he believed it would have 46 2-bedroom units and 40 1-bedroom units.

Mr. Hopkins stated that as of the meeting, the plan consisted of 47% one bedroom units, 7% 1 bedroom plus den units, 41% 2 bedroom units, and 6% 2 bedroom plus den units.

Commissioner Jensen asked how cars in the garage will get back down, as the plan states "ramp up" for the ramp.

Mr. Hopkins clarified that they were two way ramps, "ramp up" only meant it led to the floor above.

Commissioner Jensen stated he believed it was a great project, it would do a lot for the corner of Sigwalt and Chestnut as well as downtown, and that he was excited about the project.

Commissioner Cherwin asked if the developers had looked at opportunities to include smaller, more affordable units.

Mr. Katsaros stated that they had looked into that option, as it's a common trend in several markets. However, because the developer was worried about the density variations they would be requesting they had decided they would not make units smaller and more numerous. Additionally, more units would require more parking.

Commissioner Cherwin stated to Bill Enright and Sam Hubbard that, from his perspective, he would be willing to give greater leeway with regard to density and parking requirements if CA Ventures were to add more market-affordable units to their plan.

Mr. Hopkins asked for clarification that Commissioner Cherwin was not referring to micro-units, but rather efficiency type apartments.

Commissioner Cherwin stated he had no particular plan in mind, and that he would defer to the developer and their expertise in what type of units would be affordable. He stated that, if possible, this would be a great opportunity to add actual affordable units to the Village rather than just add money to the Housing fund, and reiterated that he would be willing to give greater leeway in regard to density and parking requirements in exchange for the addition of affordable units to the plan.

Commissioner Jensen asked Bill Enright if he was looking to get all of the required parking on-site.

Mr. Enright stated that the code requires 1.5 parking spaces per unit, which he doesn't believe they would need because if they were on the northern portion of the block and in the B-5 District they would only need 1.25 spaces per unit. The Village Board had some concern about the fact that, in order to meet the 1.5 spaces required by code, the development would need 31 spaces in the Village garage.

Commissioner Jensen clarified that he was asking if, using a requirement of 1.25 spaces per unit, all of the parking for the development would be included on site.

Mr. Enright stated that it is the goal to have all the parking be on-site, however at present time he is unsure whether or not that can be accomplished. It is his impression, however, that the developers would prefer to have 1.25 spaces per unit on-site rather than have only 1.15 spaces per unit on site and 10 spaces in the garage.

Mr. Katsaros stated that it was always their goal to fulfill their parking requirements on-site, rather than utilizing the Village garage. He stated that there is an option a week behind schedule that is currently being worked out, which would allow for all the required parking to remain in the building. While 1.5 spaces per unit is unattainable, he believes 1.25 spaces per unit can be accommodated.

Mr. Enright stated that he was working with the developers to get the project back on schedule.

Commissioner Green asked if there were spaces currently available in the Village garage.

Mr. Enright stated that there were, in his opinion.

Mr. Katsaros stated that he had originally talked about utilizing 10 spots in the Village garage, and that with a requirement of 1.5 spaces per unit they would have needed to utilize 31 spaces.

Commissioner Green said there are 31 spaces available if the developer needs them.

Mr. Enright stated that the Village Board had said they would not want to give up that many spaces for one project, but that 5 to 10 spaces was doable. However, he reiterated he was going to continue working with the developer to accommodate all the parking onsite if that is what the developer prefers.

Commissioner Green agreed, and said it was a good project. He stated he liked the fact it didn't have first floor commercial, which makes it a great transitional building from downtown to the surrounding residential neighborhood.

RECOMMENDATION

The Plat & Subdivision Committee was supportive of the proposal and advised that the petitioner should move forward.

Bruce Green, Chair
PLAT & SUBDIVISION COMMITTEE
Sam Hubbard, Recorder

STAFF DESIGN COMMISSION REPORT RE-REVIEW

PROJECT INFORMATION:

Project Name: Sigwalt Apartments
Project Address: 45 S. Chestnut Avenue
Prepared By: Steve Hautzinger

Date Prepared: July 31, 2017
Date Revised: September 7, 2017

PETITION INFORMATION:

DC Number: 17-089
Petitioner Name: Michael Porto
Petitioner Address: CA Residential LLC
130 E. Randolph Street, Suite 2100
Chicago, IL 60601
Original Meeting Date: August 8, 2017
Re-Review Meeting Date: September 12, 2017

Requested Action(s):

1. Approval of the architectural design for a new multi-family apartment building.

ANALYSIS:

Summary

The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code, specifically Section 6-501 (e)(1), which states that the Design Commission "shall review all Plan Commission, Zoning Board of Appeals, Building Permit and Sign Permit applications for new construction and those improvements which affect the architectural design of the building, site improvements or signage to determine whether it meets with the standards, requirements and purposes of the Design Guidelines and Chapter 30, Sign Regulations."

The petitioner is seeking approval of the architectural design for a new five-story apartment building with 88 residential apartment units and 110 indoor parking spaces. Parking will be located in the basement and partially on the first floor. The proposed site is the southern end of the vacant block on Sigwalt Street between Chestnut Avenue and Highland Avenue just west of the Downtown.

The Downtown Master Plan identifies the southern quarter of this block for 4 to 6 story development. This project requires Plan Commission review and Village Board approval for the following: rezone the property from R-3 One-Family Dwelling District to R-7 Multiple-Family Dwelling District, Planned Unit Development, lot consolidation, and miscellaneous zoning variations.

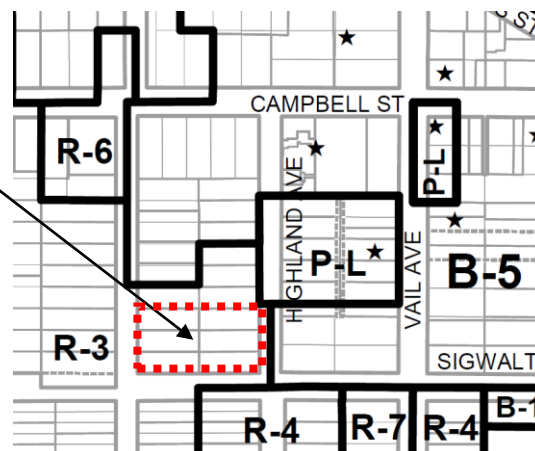
Overall, the proposed design has a nice composition that relates well to the buildings located directly adjacent in the Downtown, such as the Vail Avenue parking garage, Dunton Tower Apartments, and Metropolis Loft condominium. The design includes a nice mix and balance of exterior materials. The colors work well together and complement the adjacent Downtown buildings.

SITE ANALYSIS:



Aerial of Property

Subject
Property



Zoning Map of Property

Surrounding Land Uses:

Direction	Existing Zoning	Existing Use	Comprehensive Plan
Subject Property	R-3, One-Family Dwelling District (R-7, Multi-Family Dwelling District proposed)	Vacant	High Density Multi-Family
North	R-3, One-Family Dwelling District / B-5, Downtown District	Vacant	Mixed Use
South	R-3, One-Family Dwelling District / R-4, Two Family Dwelling Units	Single Family Residences	Single Family Attached / High Density Multi-Family
East	B-5, Downtown District	AT&T office building	Mixed Use
West	R-3, One-Family Dwelling District	Single Family Residences	Single Family Attached

PROJECT UPDATE:

This project was reviewed by the Design Commission on August 8, 2017. At that time, the Design Commission and residents expressed various concerns about the design, so the project was continued so that the design could be further studied, revised, and re-reviewed. A summary of comments from the August 8th meeting are as follows:

Staff Comments from August 8, 2017:

Overall, Staff supported the proposed design, but raised the following issues:

- Evaluate the quantity and color of the proposed metal panel siding.
- If possible, evaluate lowering the height of the top floor parapet walls one or two feet.
- Evaluate stepping back portions of the top floor to break down the overall mass of the building, such as recessing balconies at the outside corners.
- Provide additional landscaping throughout the site, in a layered design to soften the proposed building.
- Fully screen the exterior transformer.
- Consider adding specialty paving at the main entrance.

Design Commission Comments from August 8, 2017:

The Design Commission felt that the proposed design had good overall proportions, the building height was fine, and the tall windows looked great. However, they expressed the following primary concerns:

- **Metal Siding.** Concern about the appearance, quality, and long-term durability of the metal siding. It was commented that the top floor looked like an addition. Masonry or other more durable cladding materials were suggested.
- **Massing.** Concern about the lack of “push and pull” and flatness of the building massing, and the scale of the east and west elevations as it relates to the adjacent single family homes. It was suggested to recess the balconies on the east and west sides, and consider adding some recesses to the corners or larger apartment units.
- **Cornice.** The top of the wall termination needed further study, possibly a reveal.
- **First Floor, East Elevation.** It was commented that this part of the building lacked the same amount of detailing as the other sides. Additional false windows were suggested to match the west elevation.
- **Sign.** A more contemporary font and style for the lettering on the sign was recommended.

Resident Comments from August 8, 2017:

One resident felt the proposed design looked “awesome” and the different look for the Downtown was welcomed. However, the other residents had various design concerns as follows:

- The design is too boxy, lacking shape and flow. The massing needs to be improved.
- Concern about context with the adjacent single family homes.
- The building is too tall and needs better transition to the single-family homes.
- North elevation is harsh and could be exposed for many years.
- Concern that the metal balconies will rust and become an eyesore.

Design Revisions and Staff Comments:

In response to the feedback received on August 8, the petitioner has made the following revisions to the design:

- **Metal Siding.** The metal siding on the building has been omitted from the design. Charcoal color brick is now proposed on the top floor, and charcoal color fiber cement lap siding is proposed for the panels below the windows and at recesses in the walls.
 - o The charcoal color brick on the top floor of the building is a nice improvement to the design. It gives the building a quality appearance, and works well to tie the building design together.
- **Massing.** The walls on the east and west elevations have been recessed at the location of the balconies.
 - o The recessed wall areas break up the large flat walls, and this is a very nice improvement to the massing and scale of the side walls.
- **Cornice.** A clear anodized metal coping detail has been added around the top of the building.
 - o The cornice detail is a nice improvement to the design, whereas the previous design looked unfinished at the top of the building.
- **First Floor.** The color of the first floor brick wall has been changed from a light “ginger” color to a dark “charcoal” color to match the top floor of the building.
 - o The dark color brick on the first floor is a nice improvement to the design. It coordinates with the top floor, and it works well to visually support and balance the building design.
 - o At least one additional false window should be added to the first floor east elevation to add interest and break up the brick wall.
- **Sign.** The font on the “Sigwalt Luxury Apartment” sign has been changed to a simpler more modern style, and it is positioned off-center on the wall for a more contemporary appearance.
- **Landscaping.** Additional landscaping has been added to the west elevation to soften the building wall. Additional landscaping has also been provided around the electrical transformer, and specialty paving has been added to the main entry landing.
 - o Overall, the landscape design is nicely done, and the additional landscaping along the west wall is a nice improvement which will help to soften the building wall and provide an enhanced buffer for the houses directly across the street. The specialty paving at the main entrance is a nice enhancement to the design and arrival experience.
 - o It is recommended that the Morton Sweetspire around the electrical transformer be changed to an evergreen shrub to provide year round screening.
 - o Consider substituting the Candytuft perennial along the front of the brick garden walls with a different perennial that has more height to soften the wall.

Rooftop Mechanical Unit Screening:

Rooftop mechanical units are required to be fully screened from public view. The proposed design has all of the rooftop mechanical equipment recessed from the exterior walls and enclosed within mechanical equipment screens.

Dumpster and Utility Screening:

Trash dumpsters will be stored inside the building. The exterior transformer on the east side of the building should be fully screened with landscaping or other appropriate method.

RECOMMENDATION:

It is recommended that the Design Commission **approve** the proposed design for *Sigwalt Apartments* to be located at 45 S. Chestnut Avenue. This recommendation is subject to compliance with the revised plans received 9/6/17, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. Add at least one additional false window on the east elevation, first floor.
2. It is recommended that the Morton Sweetspire around the electrical transformer be changed to an evergreen shrub to provide year round screening.
3. Consider substituting the Candytuft perennial along the front of the brick garden walls with a different perennial that has more height to soften the wall.
4. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on nor represent any tacit approval or support for the proposed land use or any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.
5. All signage must meet code, Chapter 30.

_____, September 7, 2017

Steve Hautzinger AIA, Design Planner

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 17-089

DRAFT

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
SEPTEMBER 12, 2017

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

Members Present: John Fitzgerald, Chair
Ted Eckhardt
Aaron Coon
Kirsten Kingsley

Members Absent: Jonathan Kubow

Also Present: Mark Hopkins, HKM Architects for *Sigwalt Apartments*
Matt Katsaros, CA Ventures for *Sigwalt Apartments*
Anthony & Demetra Raschillo, Owners of *621 N. Belmont Ave.*
Jeffrey Everett, Architect for *621 N. Belmont Ave.*
Derik Leary, Kimley-Horn & Associates for *Target*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM AUGUST 22, 2017

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KINGSLEY, TO APPROVE THE MEETING MINUTES OF AUGUST 22, 2017.

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

ITEM 1. MULTI-FAMILY RE-REVIEWDC#17-089 – Sigwalt Apartments

Mark Hopkins, representing *HKM Architects*, and Matt Katsaros representing *CA Ventures* were present on behalf of the project.

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

Mr. Hautzinger presented Staff comments. The petitioner is seeking approval of the architectural design for a new five-story apartment building with 88 residential apartment units and 110 indoor parking spaces. Parking will be located in the basement and partially on the first floor. The proposed site is the southern end of the vacant block on Sigwalt Street between Chestnut Avenue and Highland Avenue just west of the Downtown. The Downtown Master Plan identifies the southern quarter of this block for 4 to 6 story development. This project requires Plan Commission review and Village Board approval for the following: rezone the property from R-3 One-Family Dwelling District to R-7 Multiple-Family Dwelling District, Planned Unit Development, lot consolidation, and miscellaneous zoning variations. Mr. Hautzinger reminded the audience that the Design Commission's role is to evaluate the design. Matters relating to zoning, such as density and setbacks, will be reviewed by the Plan Commission on September 27, and the public is invited to attend that meeting. The public's comments regarding design are welcomed tonight.

This project was reviewed by the Design Commission on August 8, 2017. At that time, the Design Commission and residents expressed various concerns about the design, so the project was continued so that the design could be further studied, revised, and re-reviewed.

A summary of Staff comments from the August 8th meeting are as follows:

1. Evaluate the quantity and color of the proposed metal panel siding.
2. If possible, evaluate lowering the height of the top floor parapet walls one or two feet.
3. Evaluate stepping back portions of the top floor to break down the overall mass of the building, such as recessing balconies at the outside corners.
4. Provide additional landscaping throughout the site, in a layered design to soften the proposed building.
5. Fully screen the exterior transformer.
6. Consider adding specialty paving at the main entrance.

A summary of Design Commission comments from the August 8th meeting are as follows:

The Design Commission felt that the proposed design had good overall proportions, the building height was fine, and the tall windows looked great. However, they expressed the following primary concerns:

1. Metal Siding. Concern about the appearance, quality, and long-term durability of the metal siding. It was commented that the top floor looked like an addition. Masonry or other more durable cladding materials were suggested.
2. Massing. Concern about the lack of "push and pull" and flatness of the building massing, and the scale of the east and west elevations as it relates to the adjacent single family homes. It was suggested to recess the balconies on the east and west sides, and consider adding some recesses to the corners or larger apartment units.
3. Cornice. The top of the wall termination needed further study, possibly a reveal.
4. First Floor, East Elevation. It was commented that this part of the building lacked the same amount of detailing as the other sides. Additional false windows were suggested to match the west elevation.
5. Sign. A more contemporary font and style for the lettering on the sign was recommended.

A summary of resident comments from the August 8th meeting are as follows:

One resident felt the proposed design looked “awesome” and the different look for the Downtown was welcomed. However, the other residents had the following various design concerns:

1. The design is too boxy, lacking shape and flow. The massing needs to be improved.
2. Concern about context with the adjacent single family homes.
3. The building is too tall and needs better transition to the single-family homes.
4. North elevation is harsh and could be exposed for many years.
5. Concern that the metal balconies will rust and become an eyesore.

In response to the feedback received at the August 8th meeting, Mr. Hautzinger presented the following revisions being proposed by the petitioner along with Staff’s comments:

1. Metal Siding. The metal siding on the building has been omitted from the design. Charcoal color brick is now proposed on the top floor, and charcoal color fiber cement lap siding is proposed for the panels below the windows and at recesses in the walls.
 - The charcoal color brick on the top floor of the building is a nice improvement to the design. It gives the building a quality appearance, and works well to tie the building design together.
2. Massing. The walls on the east and west elevations have been recessed at the location of the balconies.
 - The recessed wall areas break up the large flat walls, and this is a very nice improvement to the massing and scale of the side walls.
3. Cornice. A clear anodized metal coping detail has been added around the top of the building.
 - The cornice detail is a nice improvement to the design, whereas the previous design looked unfinished at the top of the building.
4. First Floor. The color of the first floor brick wall has been changed from a light “ginger” color to a dark “charcoal” color to match the top floor of the building.
 - The dark color brick on the first floor is a nice improvement to the design. It coordinates with the top floor, and it works well to visually support and balance the building design.
 - At least one additional false window should be added to the first floor east elevation to add interest and break up the brick wall.
5. Sign. The font on the “Sigwalt Luxury Apartment” sign has been changed to a simpler more modern style, and it is positioned off-center on the wall for a more contemporary appearance.
6. Landscaping. Additional landscaping has been added to the west elevation to soften the building wall. Additional landscaping has also been provided around the electrical transformer, and specialty paving has been added to the main entry landing.
 - Overall, the landscape design is nicely done, and the additional landscaping along the west wall is a nice improvement which will help to soften the building wall and provide an enhanced buffer for the houses directly across the street. The specialty paving at the main entrance is a nice enhancement to the design and arrival experience.
 - It is recommended that the Morton Sweet spire around the electrical transformer be changed to an evergreen shrub to provide year round screening.
 - Consider substituting the Candytuft perennial along the front of the brick garden walls with a different perennial that has more height to soften the wall.

Staff recommends approval of the revised design, with the three recommendations summarized in the Staff report.

Mr. Hopkins said that he was not opposed to adding at least one false window on the first floor, east elevation, as suggested by Staff. He presented the materials being proposed, including the pavers and brick, and explained that the balconies will be aluminum and suspended by steel rods. Specialty pavers are being proposed at the front entrance to the building and up on the roof deck. Pervious pavers are specified for all of the on grade walkways illustrated in a brown pattern on the landscape plan, but all pavers will be of the same colors to complement the brick colors on the building. Commissioner Eckhardt asked about the mortar color for each of the 2 brick colors, and Mr. Hopkins

replied that the mortar will be tinted to match the color of the bricks.

Commissioner Eckhardt thanked the audience for returning for another review of this project, as well as their patience with this project. He also thanked the petitioner for responding to the comments made by the community, the Design Commission and Staff, with the revisions being presented tonight. He said that he was both surprised and pleased to see the brick now being proposed on the top floor, which he felt was probably a better material than Alucabond, and in terms of the severity of the metal and the unacceptability of metal siding, he felt this was a good alternative. He also felt that the first floor, with the dark brick and polished granite would be very attractive and rich. He liked the colors now being proposed; the stone headers and caps, and in general, he is satisfied with the products on the building. He understood the design aesthetic will not be a classic Arlington Heights building, which he is fine with. Although he was pleased to see some of the recessed areas on the west side elevation, he was not yet convinced if there should be more recessed areas, and he welcomed comments from the other commissioners. With the strong elements of the darker brick, he now liked the flat wall areas in the light brick. He felt the ground level of the new building has been superbly designed with landscaping, elevation change, and tiered landscaping closer to the building. In general, he found the revised design to be closer to the acceptable range for the new building.

Commissioner Kingsley thanked the petitioner for making revisions and listening to the previous comments that were made by the commissioners. She felt the palette was interesting and because of that she liked it; she liked that it was different from other buildings in the Village. She liked the push and pull on the building, and the two sections that are recessed in on the short elevations with the material change. She was not opposed to the previous metal siding, but felt that the brick is perceived as being a better material. She was unsure if the lap siding currently being proposed has more longevity than the metal siding, but she felt the more traditional look would be nice for the building. She also liked the revisions that were made to the north elevation. Commissioner Kingsley stated that she liked the design because it almost looks like a warehouse loft, which she meant in a good way; with the big windows and the big expanses; however, she suggested something else be done to enhance the center portion on the south elevation above the second floor. She liked that the cornice is simple, as well as the clear anodized material.

Mr. Hopkins said that changes are being proposed to the front entrance; taking what was previously there as a concept and giving it more pop. A granite with more grain and more polish was selected, the suspended metal canopy was changed from painted charcoal to clear, and they are trying to find either an aluminum or stainless channel to run horizontally in the joints to try to give the black feel more sparkle and pop. Commissioner Kingsley asked about the material for the trellis at the second floor, and Mr. Hopkins replied that it would be painted metal and suspended stained wood. Commissioner Kingsley liked that the front canopy would be clear anodized, and she asked if all the trim would match the Hardi-board siding, and Mr. Hopkins said that it would. Commissioner Eckhardt asked for clarification on the exact locations of the polished granite, which Mr. Hopkins indicated.

Commissioner Coon thanked the petitioner for the revisions that were made, which he appreciated. He asked for clarification from the rendering on the difference between the brick and the lap siding, which Mr. Hopkins explained. Commissioner Coon liked the change in materials and asked if the petitioner considered a cast stone header at the top floor. Mr. Hopkins said that cast stone was considered, but they felt it added a visual weight to the top of the building that they were opposed to. Commissioner Coon also liked the difference between the attached balconies on the south elevation, versus the recessed balconies on the sides. Commissioner Coon felt the petitioner touched on a lot of the things in the Design Guidelines; however, he wanted to address how the Evaluation Criteria section in the Design Guidelines relates to the proposed design. He said the new building was harmonious with the scale of the garage; he liked that it is taller than the garage and felt that it was harmonious with the Downtown; however, the new building adjacent to single-family homes, he felt it has been handled many different ways.

Commissioner Coon presented an aerial of the site and the surrounding properties, and referred to the mix of commercial buildings and single-family homes that were constructed prior to the Design Guidelines in 1995, all of which he felt were haphazardly designed. He presented a portion of the Village zoning map for the Downtown area where there are a lot of R-7 zoning districts with an R-6 buffer, and in that R-6 there tends to be more 3-story buildings, more lower height, more row homes. He liked an apartment building on this site, as opposed to row homes; however, he

wondered whether some gestures could be made. He explained that the areas highlighted in red on the zoning map are locations where R-7 projects directly abut to single-family homes; however, the majority of these areas have a cascading effect in the building massing. He also presented the list of Evaluation Criteria in the Commercial Design Guidelines, and felt the petitioner touched positively on all of them with the exception of matters relating to scale. Additional aeriels showed Arlington Town Center as an example of a stepped down large commercial building, then row homes, and then single-family homes; a cascading effect into the Downtown, versus the older 1970's high density buildings, which Commissioner Coon acknowledged nothing could be done about. He wished the petitioner good luck with the variations they are requesting; otherwise he was in support of the project and felt the architecture had come a long way, and he liked the building and the top of the building. He asked if the lap siding was a fiber cement product intended to match the tone of the brick, and Mr. Hopkins said that it is.

Chair Fitzgerald said this is the first time he has seen the project and he likes the improvements a lot. He liked that the first floor and top floor of the building are a dark color, which made it feel shorter than it is. He liked the push and pull of the building and the little bit of the layering in front with the walls, and the way the entrance is designed. He agreed that the building looked like it could be an older building that has been 100 percent rehabbed and updated, and he liked the materials being proposed that are not completely foreign to the Downtown. Adding either a fence or evergreens to screen the utilities on Sigwalt would be a requirement for him, and he agreed with Staff's suggestion to substitute the Candytuft perennial with a different perennial, since it is not very hardy. He felt that adding at least one additional false window on the east elevation, first floor, was a nice detail, especially when driving towards the parking garage, and he questioned whether the silver reveals being added in the granite on the front elevation was needed, although he was not opposed to it. In general, he felt the landscape plan was very nice.

PUBLIC COMMENT

Cindy Churchill, lives in the Metropolis building. She asked if there would be a driveway/drop-off located along Sigwalt at the front entrance, because she is concerned about traffic stopping on Sigwalt when people visit the building. Mr. Hopkins said that this issue is currently unresolved, although it has been discussed with Planning Department Staff. Mr. Hautzinger clarified that this issue should be discussed at the Plan Commission review. Ms. Churchill was also concerned about screening of the utility equipment, and she suggested a small brick wall for screening instead of landscaping. She asked for clarification on the location of the trash dumpsters, and Mr. Hautzinger replied that dumpsters will be located inside the building. Ms. Churchill asked if there would be a street behind the building off of Highland Avenue for moving trucks and garbage trucks, and Mr. Hopkins referred to the striped loading area shown on Highland Avenue that will accommodate moving trucks and garbage trucks. Ms. Churchill also asked about the number of parking spaces versus units, and whether it was decided not to use the Vail Street parking garage for overflow. Mr. Hautzinger replied that 88 apartment units are proposed, with 110 indoor parking spaces, and the issue regarding the Vail Street garage is a Plan Commission matter.

In response to the suggestion for a small brick screening wall for the utility equipment, Mr. Hopkins said that he was unsure if this was practical or if there was even enough room to accommodate a brick wall. Currently proposed dense landscape screening will be changed from deciduous to evergreen for the utilities located at the northeast corner of the site; however, they do not control the 2 existing electrical boxes located in the parkway on Sigwalt.

Donald Meersman, 202 S. Highland Avenue. He was unsure if this was the right venue to address a traffic plan for the new building. Chair Fitzgerald explained that the Design Commission only reviews the architectural design of the new building, and other items such as traffic will be part of the Plan Commission review.

Michael Voss, 105 S. Mitchell Avenue. He felt that the revisions made were a drastic improvement to the building; much more within the context of the community. He felt that the comments regarding a warehouse look for the building was contradictory to the push/pull appearance, and his biggest concern is the transition from the scale of the new building (R-7) to the adjacent single-family (R-3) neighborhood. He agreed wholeheartedly that the new building lacks the stepped down affect, which he was unsure could be modified at this point. He was also confused about the depth over the entrance, which he could see on the elevation but not on the plan, and he was concerned about parking for

people visiting the new building, which the commissioners replied was part of the Plan Commission review.

Kari Dwyer, 30 S. Chestnut Avenue. Given the fact that her home looks directly at the rear (north) of the new building, she felt the north elevation was very disappointing, and not knowing what future plans are for the remaining portion of the site or what will be adjacent to this new building, felt that very little attention has been given to the rear of the building. From a landscaping perspective, there are only a couple of trees, and nothing from an architectural design perspective that would be appealing; she felt like all the attention was given to the front and sides of the building, and there should be more consideration for the north elevation. Mr. Hopkins replied that there is minimal in-and-out on the north elevation, and 18.4' of space between the main portion of the building and the north property line, and 5' of space at the bump out for the ramp at the east end of the north elevation.

Ileana Rodriguez, 18 S. Mitchell Avenue. She has lived in Arlington Heights for 20 years and it was the sense of community and the feel of Arlington Heights that motivated her family to set up roots here. She wanted to share a perspective that is shared among many of the homeowners of this neighborhood regarding this proposed construction, which is that we all want to see something happen on this lot; we want to see it developed and we welcome an active and thriving Chestnut Avenue. During the summer, many times she is stopped by people who tell her how pleasant it is to walk up and down her street when coming in and out of the Downtown, and she welcomes that. She wanted to share 3 reasons why they urge the Design Commission to reconsider this proposed new building as suitable for this neighborhood. The first reason is the historical context of greater Arlington Heights and the fit with the spirit of the Village's long term plan. Among the goals for population and housing, are to preserve the basic single-family character of the Village and to protect the present and future residential areas from encroachment by other less desirable buildings. This is a town of older and more historic buildings, and we are attached to this community and its historic context, and we believe that we feel somewhat alone in advocating for its preservation. In the 2015 survey of the Village's long term plan, 91 percent of the community said that they strongly support a preservation of buildings, and although nothing is being preserved on this particular site, they believe that also reflects the community values of older, historical buildings and preserving a sense of community. They are hard-pressed in seeing how this particular new building across from single-family homes stands up to that spirit, and what the vast majority of this community conveyed through that survey. They look to the Design Commission to partner with them in ensuring that there is a sensible, historically respectful building that enhances the community and does not distract from the history and the context. The second reason is the human activity; she is a social psychologist and thinks about people and how people interact and how people go through our community and our streets, and how that is part of being part of this community. The appeal of that particular area is the connection to the Downtown, sort of a sense of flow of in and out, and the proposed new building feels like it does not connect, and there is no landscaping that is going to make this not feel jarring walking down that street. We want to care for the full experience of the residents and the walkers, and really respect the feel of this particular community. Lastly, she acknowledged that maybe not every building needs to be a classic Arlington Heights building; however, we are actually not a particularly architecturally diverse community; we just do not have that much diversity of architecture, and this new building will stand starkly against the single-family homes that are well preserved invested homes across the street. There does not seem to be enough room or space for development for them to say that this project fits like anything else; it would not be the kind of building that the Village would think of as iconic of this community. Even with the revisions that were made, the building lacks integrity and it lacks grounding, and it feels kind of sad on a site that she felt the Village would want to feature a building to be proud of. We feel accountable to the community and to future generations, and we feel the weight of being part of the community that let this building go through; therefore, we hope that the commission will reconsider the fit of this building.

Commissioner Eckhardt appreciated that the resident spoke so eloquently about 2 major issues, both of which are different from each other; the first issue being size, and the second issue being whether or not we are proud of the new building. Assuming that the Village has designated this land to be zoned R-7 and there is a concept to step the building down, he asked the resident for her opinion about the height of the building on the west elevation on Chestnut Avenue. Ms. Rodriguez remembered the last review of the project where there was a lot of discussion about the height of the garage and the experience of a walker and how it would feel. With her psychology background she could only speak to the experience, which would be to feel like you have space and room when walking down the street. Commissioner Eckhardt reiterated that the charge of the Design Commission is to review the architecture of the project being

presented to them tonight, and try to make it as best as possible. If it were so offensive to the commission, because of height, size, mass, color, etc., it would not get approval from the Design Commission, as it was not approved at the last meeting. Although there is significant improvement from the previous design, the issue of height is not under the purview of this commission. Ms. Rodriguez replied that as architects, the commissioners are also thinking ultimately about the human experience within these buildings and spaces, which is why she is trying to compel the commissioners to consider her comments. Commissioner Eckhardt encouraged her to continue with the project through the Plan Commission and Village Board reviews.

Dan Rodgers, 206 S. Chestnut Avenue. With regards to a step down, his biggest concern with the single-family homes across the street is sunlight. He felt that a 2-story step down, roughly the same height as the single-family homes, would probably be most aesthetically pleasing. With respect to community, he asked if there are any common outdoor patio areas, which are common in many new buildings, and the second-floor outdoor space was pointed on the plans.

Barbara Voss, 105 S. Mitchell Avenue. She felt Commissioner Eckhardt's points were very well made with regards to what kind of a step down they would like to see; however, she felt it was being compared to an R-6 zoning that does not exist here; so in lieu of an R-6 zoning, anything taller than the surrounding homes seems to be acceptable. She has stood at her kitchen window for the last 27 years and watched her neighbors at Dunton Tower in the wintertime; daylight really does affect the quality of their lives in this neighborhood; we have made a vested interest here. This is a desirable community to live in; however, we are also a city of good neighbors, and part of that is the design concept that is so important, so that it does step down, so that it does gradually wave into the single-family homes that surround this property on two sides, and she hoped that the Design Commission would reconsider the building. It is a beautiful building but it is just not beautiful for where it is right now without a buffer of some kind in between.

Chair Fitzgerald closed the public comment portion of the meeting.

In terms of the building design, Commissioner Eckhardt wanted to see a commitment from the petitioner to add another false window on the ground floor as previously discussed, and he questioned if the effort made to create the push/pull on some elevations could be replicated on the north elevation to improve the shadow lines of that elevation. He added that the issue of stepping down is not part of the building design being reviewed tonight.

Commissioner Kingsley agreed that the commissioners are reviewing the building design that has been put in front of them, and the commissioners are not part of the decision regarding the zoning variations. She pointed out that the Village Comprehensive Plan was completed in 2015, which the Design Commission was not part of, and although the commissioners like a lot of the aspects of the new building, the site will be zoned R-7 and the adjacent homes are proposed to be re-zoned to R-6. When the Design Commission approves this project, it does not necessarily mean that the commissioners support the re-zoning and variations that are required. She wanted the record to show that she was unsure if it was appropriate to approve all of the variations. A lot of issues came up tonight, such as site lines, and daylight/shadow lines, parking, and traffic, all of which she felt should be satisfactorily addressed prior to getting any variations; however, there is nothing the Design Commission can do about that.

Commissioner Coon thanked Commissioner Kingsley for her comments, and added that when the commissioners review this project, they are reviewing the building, which is attractive; however, one of the evaluation criteria of the Design Guidelines is 'Conformance to Ordinances', and seeking 10 variances tells him that it does not conform to ordinances. Although the proposed building does conform to the Comprehensive Plan, the zoning requirements for R-7 versus the Comprehensive Plan, nearly all of these future R-7 properties are going to require variances, because the minimum site area for an R-7 building is 2 acres and all of these properties are one acre or less, all along Sigwalt. Therefore, to him the zoning ordinances are fighting the Comprehensive Plan. Do we believe in the zoning ordinances as a Village, or do we believe in the Comprehensive Plan and improving the Village to the extent that every one of these properties has to go through the variation process. He also felt the project did not comply with the Design Guideline criteria for harmony and compatibility with the surrounding buildings, which goes to the massing issue; however, he felt that all of the other factors in the Design Guidelines were closely studied and were met for the intent. He liked the architecture being proposed, and he disagreed with the notion that new projects need to look like they are

100 years old; he did not think this was the character of the Downtown. Commissioner Coon felt the building design as presented tonight was very nice and a step in the right direction, but the two criteria items in the Design Guidelines are big issues to him.

Chair Fitzgerald agreed with what has been said by the other commissioners. He liked the building and felt it was attractive; however, he had issues with the scale of the building, especially as it goes down towards Chestnut and towards Sigwalt, as well as the scale of the garage. He was unsure how much more could be done on the north elevation, since there will eventually be something built behind this building; however, on the south and west elevations there could be layering done to help soften the corner.

Commissioner Kingsley reiterated that the Design Commission's charge is to review the project that is front of them, taking into consideration the variations involved. With single-family home reviews, the Design Commission sometimes states whether the Design Commission supports or opposes variations for porches, etc. In this case, she was unsure if the commissioners could not approve the project visually because of matters regarding massing and zoning. Chair Fitzgerald felt it was the Design Commission's responsibility to make a recommendation to the Village Board about whether or not the project fits in the neighborhood.

Commissioner Kingsley said that she was in favor of approving the aesthetics of this building, with a few minor recommendations that were previously discussed, but with no variations; the building has to comply. Commissioner Eckhardt stated that the Design Commission cannot dictate the zoning; however, they can make a motion with strong recommendations, which is the direction he preferred to go in. He envisioned adding some soft shoulders on the west elevation of the building, and stepping down the south elevation; however, he felt this would not accomplish enough for the neighbors, it would still be three or four stories, and it would make the building appear lopsided and out of balance. The setback issue is probably more significant than de-massing the height. He was sympathetic to the other commissioner's comments about whether or not all of the variations are necessary for this project. He liked the building, although he wanted to see more done to the north elevation, and felt that a drop-off area at the main entrance on Sigwalt was an important item to be discussed with the Plan Commission. He felt a tremendous effort was made with the setback on the south elevation with a large opening being created; however, the north elevation was a little flat for him and he suggested increasing the amount of recessed balconies. He also felt that a tremendous effort was made with the finishes being proposed and correcting issues that were previously discussed. In terms of screening the transformers, he preferred evergreens over a brick wall. In response to the resident's comment about being proud of this building, Commissioner Eckhardt said that the commissioners want to be proud of the projects they review and approve; however, it can sometimes be difficult to make these decisions. He reiterated that he liked the new building, but felt it was going to be a problem being located on the edge of the growth of our downtown, because it will be next to older, beautiful frame homes. He supported the project and would be voting in favor of it, including the items that he previously asked to be in the motion.

Commissioner Coon said that looking at the context site plan without the building on the site is what sealed it for him. He was going to vote no for the project because he felt it was not harmonious and compatible, and there was not enough effort made to reduce the massing, although he felt the setbacks would help in that. In terms of the massing and scale of this building as shown, he would have to vote no. He felt the aesthetics were great and he would love to see those same aesthetics applied to a building that is more harmonious in scale.

With regards to scale, Chair Fitzgerald asked Commissioner Coon if his concerns were specific to one floor, two floors, or stepping back; if the project goes back to the petitioner, what guidelines would he give them. Commissioner Coon replied that some study and some attempt needed to be made with the scale of the building; the plan is pushed out as far as it can go, especially on the north side. Pushing the building inside on Sigwalt is a positive approach in terms of breaking down the massing; however, he knows very well as an architect, that an apartment building could not possibly be done that deep. This is a U-shaped plan, which benefits the massing of it, and he felt that more needed to be done. In terms of the north elevation, if the petitioner is asking for a variance to go beyond the footprint, than let go a little more and push the two end elevations north, so there can be more of a recess in at the front. Pushing the walls out another 3-feet at the two end units to create some undulation in that elevation from an aesthetic point of view, would

be a gesture of breaking down the massing of the building, even though the side yard is being increased slightly.

Chair Fitzgerald was unsure if the project would pass tonight if a vote were taken, and he felt that feedback should be provided to the petitioner at this time. He was on the fence himself; he liked the building, but he understood the context of the homes to the west; it is fairly abrupt. He referenced Lutheran Home at the corner of Kennicott and Oakton, where a taller section was built, although there is a large setback compared to this building.

Commissioner Kingsley asked Staff to review the variations that the petitioner is seeking from the Plan Commission. Commissioner Coon said that the Plan Commission process is putting the cart before the horse; if the variations are not approved by the Plan Commission, then the Design Commission is reviewing an entirely different building. Mr. Hautzinger read the original draft list of variations required for the project, and noted that the variations may have changed. Commissioner Coon said his intention is not to hold the project up until it turns into row homes; he asked if there was a way to pass this feedback on without Design Commission approval of the building, and let the project go before the Plan Commission to see what variations are approved, and then ask to review the re-designed building based on the approved variations. He pointed out that the Design Commission does not have the power to weigh in on the variations or approve those variations; he did not want to approve the building until the variations were sorted out and approved.

Chair Fitzgerald felt the project did not have to pass tonight, and he recommended a motion to table the project to a specific date, as well as ask the petitioner how he wanted to proceed. Commissioner Kingsley added that the re-review date with the Design Commission should be after the Plan Commission review.

Mr. Katsaros appreciated all of the comments that were made, which they have taken as many as possible into consideration. He clarified that they do not yet own this property and they are bound to a timeline to get this development purchased and built. After the first design review meeting, it appeared as though most of the commissioners liked the design, and 10 or 12 issues were outlined from that meeting, none of which were related to massing, with the exception of Commissioner Coon who had issues with the size, more than the other commissioners. Many if not all of the previous design concerns were addressed, and they can certainly work with adding more false windows on the lower level, and then finalize the design changes and allow the Plan Commission to address the variations required. If they have to take a step backwards to address the massing, and then come back to this commission if the building is changed, the project will die. He asked that the commissioners consider the design changes that were made, which he felt were pretty substantial, and include any additional items suggested tonight, and allow the project to continue on with the Plan Commission review in two weeks and let them address the variations.

Chair Fitzgerald asked if there was a motion at this time. Commissioner Eckhardt said that a motion could be made to support the building materials and some elements of the design, as well as comments about the commission's concerns with the adjacency to the R-3 district. He explained that the Design Commission is a recommending body to the Village Board, and the project could move forward to the Plan Commission with a recommendation to deny the project from this commission. He felt the commissioners were very clear about their concerns with all of the variations. He felt a motion of some kind should be made tonight.

Mr. Hautzinger suggested two possible options: a motion for approval of the design, with comments/concerns about context, scale, and massing per the Design Guidelines, as it relates to the adjacent context; or a motion for denial, with comments stating support for the design, but the denial is based upon scale and massing per the Design Guidelines. Either of those motions would send a clear message to the Plan Commission and Village Board on the Design Commission's position on the project. Commissioner Kingsley questioned whether these concerns would be heard and carry any weight, or should the project be tabled tonight until after the Plan Commission review. Mr. Hautzinger clarified that the Plan Commission is also a recommending body to the Village Board, and he asked if the Design Commission would recommend approval of the design if the Plan Commission recommends approval of the variations, but what would they do if the Plan Commission does not support the variations? The petitioner may proceed to the Village Board before making any design changes. Commissioner Eckhardt said that a third option is to approve the

design presented tonight, only if the Plan Commission approves all of the variations, because if the variations are not approved, then it becomes a different building that the Design Commission does not approve. Mr. Hautzinger stated that if the Design Commission approves the project tonight, and the Plan Commission and Village Board do not approve the variations, thereby requiring design revisions, then the new design will return to the Design Commission for re-review. An approval tonight is based upon the current design. Any changes that may happen as a result of the Plan Commission and Village Board that are beyond substantial compliance with these current plans, the project will be brought back to the Design Commission for re-review. Mr. Hautzinger recommended that the Design Commission make a motion tonight. Chair Fitzgerald supported a motion for approval of the current design, but with concerns about the massing.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, TO RECOMMEND APPROVAL OF THE PROPOSED DESIGN FOR *SIGWALT APARTMENTS* TO BE LOCATED AT 45 S. CHESTNUT AVENUE. THIS APPROVAL IS BASED ON THE REVISED ARCHITECTURAL PLANS RECEIVED 9/6/17, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A REQUIREMENT TO ADD AT LEAST ONE FALSE WINDOW ON THE EAST ELEVATION, FIRST FLOOR.
2. A REQUIREMENT TO CHANGE THE MORTON SWEETSPICE SHRUBS AROUND THE ELECTRICAL TRANSFORMER TO EVERGREEN SHRUBS FOR YEAR-ROUND SCREENING.
3. A REQUIREMENT TO CHANGE THE CANDYTUFT PERENNIALS ALONG THE FRONT OF THE BRICK GARDEN WALLS TO A DIFFERENT PERENNIAL THAT HAS MORE HEIGHT TO SOFTEN THE WALL.
4. A REQUIREMENT THAT THE NORTH WALL BE REVISITED WITH THE SAME UNDULATION AS THE EAST AND WEST WALLS.
5. A STRONG RECOMMENDATION THAT THE VARIATIONS BE REVISITED AND SERIOUSLY REVIEWED, SPECIFICALLY THE HEIGHT OF THE BUILDING, PARTICULARLY ON THE WEST; THE PARKING; THE TRAFFIC; THE INDOOR LOADING DOCK; THE BUILDING LOT COVERAGE; AND THE SIDE YARDS.
6. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILITY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.
7. COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATIONS AND POLICIES.

Commissioner Eckhardt expressed concern about the clarity of the message in the motion regarding the Design Commission's concerns about the variations for the project. Mr. Hautzinger recommended that the motion be less specific about the zoning variations, but that it instead touch on the evaluation criteria in the Design Guidelines that the Design Commission has concerns with.

COMMISSIONER ECKHARDT SECONDED THE MOTION.

Commissioner Eckhardt said that the minutes will show the Design Commission's concerns over the possibility that the project will be different and change radically to include additional setbacks, variations in height, parking, traffic, etc. These are all concerns to the extent that they are not necessarily Design Commission elements, but important because they tie into the Design Guidelines, which is harmony and compatibility. The logic of the design is good, only if all of the variations are approved. Mr. Hautzinger suggested that the Design Commission send a clear and concise message to the Plan Commission and Village Board stating whether or not the design is supported, along with the

general concerns regarding conformance to the Design Guideline criteria for 'Conformance to Ordinances' and 'Harmony and Compatibility'. He encouraged the commissioners to not get into specifics in the motion regarding the zoning variations, and leave those matters up to the Plan Commission and Village Board. Commissioner Coon reiterated that he liked the architectural character of the building, but wanted to see how the Plan Commission weighed in on the variations. He did not want to give the project a blanket approval and not have the Design Commission's concerns heard. He wanted the motion to be broken down to the specific categories in the Design Guidelines and state that the Design Commission approves that the project has a logic of design and it has architectural character, but it does not comply with certain criteria, which can be spelled out in the motion.

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

5. THE DESIGN DOES NOT MEET THE DESIGN GUIDELINES EVALUATION CRITERIA FOR 'HARMONY AND COMPATIBILITY', SPECIFICALLY REGARDING HEIGHT AND SETBACK.

COMMISSIONER ECKHARDT SECONDED THE MOTION.

Commissioner Eckhardt felt that the design did not conform to 'Ordinances', as well as 'Harmony and Compatibility'. He did feel that the project conformed with all of the other evaluation criteria listed in the Design Guidelines.

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

8. THE DESIGN DOES NOT MEET THE DESIGN GUIDELINES EVALUATION CRITERIA FOR 'CONFORMANCE TO ORDINANCES AND COMPREHENSIVE PLAN'.

COMMISSIONER ECKHARDT SECONDED THE MOTION.

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

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: Sigwalt Apartments
Project Address: 45 S. Chestnut Avenue
Prepared By: Steve Hautzinger

Date Prepared: July 31, 2017

PETITION INFORMATION:

DC Number: 17-089
Petitioner Name: Michael Porto
Petitioner Address: CA Residential LLC
130 E. Randolph Street, Suite 2100
Chicago, IL 60601
Meeting Date: August 8, 2017

Requested Action(s):

1. Approval of the proposed architectural design for a new multi-family apartment building.

ANALYSIS:

Summary

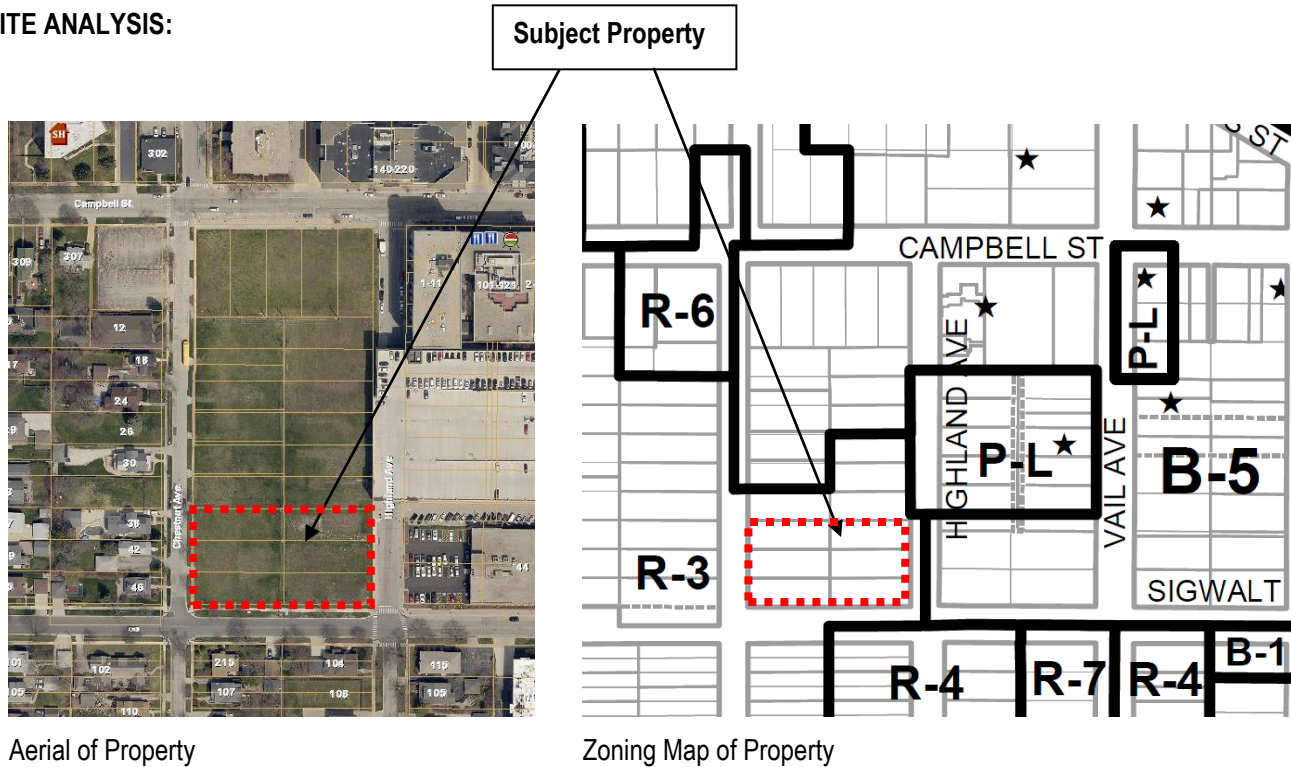
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code, specifically Section 6-501 (e)(1), which states that the Design Commission "shall review all Plan Commission, Zoning Board of Appeals, Building Permit and Sign Permit applications for new construction and those improvements which affect the architectural design of the building, site improvements or signage to determine whether it meets with the standards, requirements and purposes of the Design Guidelines and Chapter 30, Sign Regulations."

The petitioner is seeking approval of the architectural design for a new five-story apartment building with 88 residential apartment units and 110 indoor parking spaces. Parking will be located in the basement and partially on the first floor. The proposed site is the southern end of the vacant block on Sigwalt Street between Chestnut Avenue and Highland Avenue just west of the Downtown.

This project requires Plan Commission review and Village Board approval for the following zoning requirements:

- Rezone the property from R-3, One-Family Dwelling District to R-7 Multiple-Family Dwelling District.
- Planned Unit Development.
- Lot consolidation.
- Variations (may vary at time of final review):
 - o Minimum Area for Zoning District, to allow an R-7 District to be approximately .91 acres where code requires a minimum of 2 acres for the R-7 District.
 - o Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 67,800 sq. ft. in lot size.
 - o Required Front Yard, to allow a front yard setback (east side) of approx. 11' where code requires a 44' setback (based on building height).
 - o Required Front Yard, to allow a front yard setback (west side) of approx. 16.8' where code requires a 44' setback (based on building height).
 - o Required Side Yard, to allow a side yard setback of approx. 4.8' where code requires a 34' setback (based on building height).
 - o Required Exterior Side Yard, to allow an exterior side yard setback of approx. 18.2' where code requires a 20' setback (based on building height).
 - o Maximum Building Lot Coverage, to allow 71.3% building lot coverage where code allows a maximum 45% building lot coverage.
 - o Maximum Floor Area Ratio, to allow 252.5% FAR where code limits maximum FAR to 200%.
 - o Loading Requirements, to waive the requirement for one off-street loading space.
 - o Permitted Obstructions, to allow certain balconies to project 4' into the required front, exterior side, and side yards.
 - o Permitted Obstructions, to allow a transformer within the required front yard setback where code requires all transformers to be located outside of all setback areas.

SITE ANALYSIS:



Aerial of Property

Zoning Map of Property

Surrounding Land Uses:

Direction	Existing Zoning	Existing Use	Comprehensive Plan
Subject Property	R-3, One-Family Dwelling District (R-7, Multi-Family Dwelling District proposed)	Vacant	High Density Multi-Family
North	R-3, One-Family Dwelling District / B-5, Downtown District	Vacant	Mixed Use
South	R-3, One-Family Dwelling District / R-4, Two Family Dwelling Units	Single Family Residences	Single Family Attached
East	B-5, Downtown District	AT&T office building	Mixed Use
West	R-3, One-Family Dwelling District	Single Family Residences	Single Family Attached / High Density Multi-Family



Photo 1. 110 S. Evergreen, existing multi-family building.

Architectural Design:

Overall, the proposed design has a nice composition that relates well to the buildings located directly adjacent in the Downtown, such as the Vail Avenue parking garage, Dunton Tower Apartments, and Metropolis Loft condominium. The design includes a nice mix and balance of exterior materials. The colors work well together and complement the adjacent Downtown buildings.

A similar example of scale and materials in this area is the existing multi-family building located at 110 S. Evergreen, which is in the neighborhood on the south end of the Downtown. 110 S. Evergreen is six-stories in height, and has a light colored base, brick body, and standing seam metal cladding on the top floor (see photo 1 above).

In regards to the proposed design, the Design Commission should evaluate the following:

- Although there are examples of metal cladding in the Downtown, the Design Commission should evaluate the quantity and color of metal panel siding on the proposed design.
- There appears to be a lot of wall space above the top floor windows. If possible, consider lowering the height of the top floor walls one or two feet.
- Consider stepping back portions of the top floor to break down the overall mass of the building, such as recessing balconies at the outside corners.

Rooftop Mechanical Unit Screening:

Rooftop mechanical units are required to be fully screened from public view. The proposed design has all of the rooftop mechanical equipment recessed from the exterior walls and enclosed within mechanical equipment screens.

Dumpster and Utility Screening:

Trash dumpsters will be stored inside the building. The exterior transformer on the east side of the building should be fully screened with landscaping or other appropriate method.

Landscaping:

The proposed landscaping will be reviewed in detail as part of the Plan Commission review and Village Board approval, but overall the proposed landscaping is minimal and it is recommended that additional landscaping be provided. The landscaping should be layered to help soften the proposed building. Specialty paving should be considered at the main entrance.

Signage:

The proposed development includes a small 7 sf "Sigwalt Luxury Apartments" development identification sign adjacent to the main entrance facing Sigwalt Street. The proposed sign complies with code and is nicely designed with an understated appearance that is appropriate in this location. Separate sign permit applications are required for all signage.

RECOMMENDATION:

It is recommended that the Design Commission **approve** the proposed design for *Sigwalt Apartments* to be located at 45 S. Chestnut Avenue. This recommendation is subject to compliance with the plans dated 6/29/17 and received 6/29/17, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. Evaluate the quantity and color of metal panel siding.
2. If possible, consider lowering the height of the top floor walls one or two feet.
3. Consider stepping back portions of the top floor to break down the overall mass of the building, such as recessing balconies at the outside corners.
4. Fully screen the exterior transformer with landscaping or other appropriate method.
5. Provide additional landscaping throughout the site, in a layered design to soften the proposed building.
6. Consider adding specialty paving at the main entrance.
7. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on nor represent any tacit approval or support for the proposed land use or any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.
8. All signage must meet code, Chapter 30.

July 31, 2017

Steve Hautzinger AIA, Design Planner

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 17-089

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
AUGUST 8, 2017

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

Members Present: Ted Eckhardt, Acting Chair
Aaron Coon
Kirsten Kingsley

Members Absent: John Fitzgerald
Jonathan Kubow

Also Present: Robert Lisk, DRH Cambridge Homes for 225 S. *Waterman Ave.*
Don Meyers, Vital Signs USA for *Popeye's Restaurant*
Mike Henderson, STR Partners for *Greenbrier School*
Ryan Schultz, School District 25 for *Greenbrier School*
Mark Hopkins, HKM Architects for *Sigwalt Apartments*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM JULY 11, 2017

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER COON, TO APPROVE THE MEETING MINUTES OF JULY 11, 2017. ALL WERE IN FAVOR. THE MOTION CARRIED.

REVIEW OF MEETING MINUTES FROM JULY 25, 2017

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER COON, TO APPROVE THE MEETING MINUTES OF JULY 25, 2017. ALL WERE IN FAVOR. THE MOTION CARRIED.

Acting Chair Eckhardt explained that with 2 commissioners not here tonight, a unanimous vote from all 3 commissioners is required for approval of a project tonight. Petitioners have the option to continue their project to a future meeting when more commissioners are present.

ITEM 5. CBD MULTI-FAMILY NEW REVIEWDC#17-089 – Sigwalt Apartments – 45 S. Chestnut Ave.

Mark Hopkins, representing *HKM Architects*, was present on behalf of the project.

Acting Chair Eckhardt asked if there was any public comment on the project and there was response from the large audience.

Mr. Hautzinger presented Staff comments. The petitioner is seeking approval of the architectural design for a new five-story apartment building with 88 residential apartment units and 110 indoor parking spaces. Parking will be located in the basement and partially on the first floor. The proposed site is the southern end of the vacant block on Sigwalt Street between Chestnut Avenue and Highland Avenue, just west of the Downtown. The project requires Plan Commission review and Village Board approval for zoning approval including, rezoning from R-3 to R-7, PUD approval, lot consolidation, and various zoning variations. Mr. Hautzinger clarified that all matters regarding zoning, setbacks and density will be reviewed in detail at the Plan Commission level, as well as by the Village Board, and the goal tonight is to review the aesthetic design of the proposed new building. In response to an inquiry from one of the Design Commissioners, Mr. Hautzinger explained that the Village has a comprehensive long range plan which is used to guide future development in the Village, and the 2015 Comprehensive Plan Map indicates the subject site to be high density multi-family which is consistent with the proposal being reviewed tonight.

Overall, the proposed design has a nice composition that relates well to the buildings located directly adjacent in the Downtown, such as the Vail Avenue parking garage, Dunton Tower Apartments, and Metropolis Loft condominium. The design includes a nice mix and balance of exterior materials. The colors work well together and complement the adjacent Downtown buildings. A similar example of scale and materials in this area is the existing multi-family building located at 110 S. Evergreen, which is in the neighborhood on the south end of the Downtown. 110 S. Evergreen is six-stories in height, and has a light colored base, brick body, and metal cladding on the top floor.

With regards to the proposed design, Staff would suggest the Design Commission evaluate the following:

1. Although there are examples of metal cladding in the Downtown, the Design Commission should evaluate the quantity and color of metal panel siding on the proposed design.
2. There appears to be a lot of wall space above the top floor windows. If possible, evaluate lowering the height of the top floor parapet walls one or two feet.
3. Evaluate stepping back portions of the top floor to break down the overall mass of the building, such as recessing balconies at the outside corners.

Overall, Staff supports the proposed architectural treatment of the building and believes it will be a nice addition to the Downtown.

Rooftop mechanical units are required to be fully screened from public view. The proposed design has all of the rooftop mechanical equipment recessed from the exterior walls and enclosed within mechanical equipment screens. Trash dumpsters will be stored inside the building. The exterior transformer on the east side of the building should be fully screened with landscaping or other appropriate method. The proposed landscaping will be reviewed in detail as part of the Plan Commission review and Village Board approval, but overall the proposed landscaping is minimal and it is recommended that additional landscaping be provided. The landscaping should be layered to help soften the proposed building, and specialty paving should be considered at the main entrance. The rendering shows a modest-sized development identification sign adjacent to the main entrance facing Sigwalt Street, which is nicely designed, complies with code, and is appropriate in this location. Separate sign permit applications are required for all signage.

With the comments previously stated, Staff recommends approval.

Mr. Hopkins reviewed the colors and materials being proposed for the new building, and presented samples. He said that a dark color is being proposed for the new building because it is a reticent material that tends to recede. The windows will be black and go all the way to the floor for a more upscale appearance, the balconies will be a dark bronze color, the railings will be black, the siding at the top floor of the building will be dark bronze and consist of metal panels, and there will be 2 different brick colors, "Ginger" and "Heirloom" that will be separated by a cast stone band that will be repeated at the top. There will also be dark colored honed granite at the front entrance. Mr. Hopkins explained that the height of the landscape wall around the building tapers down along Sigwalt because there is approximately 3-feet of fall in the grade from the northwest corner to the southeast. Additional layered landscaping can be provided as suggested by Staff.

Acting Chair Eckhardt asked for clarification on the east and north elevations, with regards to materials. Mr. Hopkins stated that the same architectural theme is carried around the building, because they consider all four elevations to be the 'front'. Metal panels are used below the windows as a design feature to group windows together. Entrance to the parking will be on the east elevation, with an overhead door and recessed wall sections with lintels for articulation. The north elevation has parking all along the first floor with an enclosed parking ramp element at the northeast corner of the building. Acting Chair Eckhardt asked about future development plans to the north and Mr. Hautzinger stated that currently there are no formal plans for the property north of the site and the Village Comprehensive Plan calls for mixed-use to the north. Mr. Hopkins added that the west elevation will include live windows in the first floor garage area with obscured glass that will be lit, as well as recessed wall areas with landscaping. The parapet could be lowered approximately 1-foot if necessary; they want the building to be as low as it can be. The suggestion to recess the balconies is more difficult because it will take square footage out of the building and the owner is not in favor of doing so. The walk-out amenity deck on the second-floor, which will not be visible from the street except for the arbor element that will wrap around the first-floor of the structure, will consist of a combination of paver areas, seating groups, and outdoor grilling stations.

Commissioner Coon asked about the size of the brick and Mr. Hopkins replied that the sample brick is smaller than the utility size brick being proposed. Commissioner Coon said he is really excited to see an apartment building on this site and he understands that the future planning calls for high density residential, but he didn't realize that this proposal is exceeding the allowed FAR and site coverage area but that is an issue for Plan Commission. In terms of the quality of the building, in black and white elevation he saw good proportions and he liked the base-middle-top, and the ganging of the windows; however, he felt it started to fall apart in the renderings and the building does not belong in Downtown Arlington Heights. He was having a hard time with the idea of the light gauge metal siding; every building in our Downtown is a permanent material, and the light gauge metal panels would not hold up and are not in keeping with the quality of the Downtown. He gave an analogy that the proposed design is equivalent to the quality of a cardboard box of wine, as opposed to a nice bottle of wine. He said that the quality and the long term standing of the materials of our Downtown buildings is vitally important, and he could not vote for this project with the metal siding; it has to go masonry. He pointed out the precedence for this in the Commercial Design Guidelines, which discourages using light gauge metal and states that the upper facade should give the building its feeling of importance, it defines the architectural style, and it should relate in a coordinated manner to the neighboring buildings. He did not see anything with the upper floor on the new building that relates at all to any building in Downtown Arlington Heights.

Commissioner Coon said that he lives on Highland Avenue, directly south of the site, and the new building will be in his front yard. He has concerns about the lower balcony being problematic in terms of noise; this is a huge concern for him. He liked the relief of the Sigwalt facade and how it steps back, the proportions are great and he is not afraid of the building height or the massing; however, he is hugely concerned with water drainage and retention on the site and he does not know how that is being handled for this project. In terms of the other elevations, he felt the balconies on the Chestnut and Highland elevations needed to be pushed in because the building is very flat, and the scale of the overall elevation is monstrous compared to the adjacent single-family homes; scale is very important. He would vote no for this project unless the materials change and something changes at the top of the building.

Commissioner Kingsley had similar comments. She felt the building was nicely designed, although she was also taken back a bit when she did not see as much relief, or push and pull in the elevations. However, there are a lot of

elements about the building that she really likes, such as the front being terraced and the front wall, which if done well, could be very nice, which she knows is the intention; therefore, it should be reviewed to make sure the details actually come out. As far as massing, she did not want to see the building any taller; she felt the proportion was fine for this area and it fits with the long range plan. She acknowledged that Arlington Heights is all about brick, and although brick is a long lasting material and better than EIFS, she wants relief from brick, and she commended the petitioner for trying to bring in another material that will give relief to other buildings in Arlington Heights. She referred to the building at 110 S. Evergreen, which is an older but similar building with black windows, a cream colored base, a brick building, and metal at the top. Commissioner Coon commented that the use of metal on that building as a standing seam metal roof reads as a roof and not as a replacement to the brick wall. He sees value engineering pouring out of the proposed project, and from the start, he felt this was the wrong direction for our Downtown. This site has been an open lot the entire 12 years he has lived in his home, and if this is what the answer is, then he would wait another 10 years for the right answer.

Commissioner Kingsley agreed and reiterated that the materials on the building at 110 S. Evergreen are similar; however, she understood that the metal on that building looks like a roof, as opposed to the metal on the proposed building that looks like it is value engineered. She was not opposed to metal on the new building, a metal that looks like siding, although she suggested a different material such as a smooth panel. The way it terminates at the top could also be different; the building does not need to have a cornice, just some type of reveal to give it shadow, which is not being seen right now. She reiterated the suggestion to have the push-and-pull of the facade so it is not quite as massive, and although she was glad that the south and west elevations are being treated as 'front' elevations, she felt that the east and north elevations look like the back of a building and should include more fake windows in the recessed areas, and if possible the transformer moved to the north elevation. She also asked about the material for the wrap of the balconies and underneath the balconies, and Mr. Hopkins replied that the wrap would be smooth painted aluminum and a painted aluminum soffit system underneath the balconies; however, they are considering using hanger rods, which are not shown in the elevations. Commissioner Kingsley was glad to see the granite sample in person because the renderings did not do it justice; however, she was still unsure about using granite, although it did go with the brick. She also suggested using less of an 'old school' type of text for the name of the building at the front entrance. She encouraged a more contemporary font for the sign.

Acting Chair Eckhardt asked if the new building would include a dog run, and if there were underground tanks for storm water detention. Mr. Hopkins replied that there is no dog run proposed, and underground detention vaults would be located in the north yard and part of the west yard. Acting Chair Eckhardt said that he always starts with 3 color materials when designing a building, which the petitioner has done, and he generally supports the idea of a darker object on top of a building to make the building appear less tall. He referenced a new building proposal for the Hickory/Kensington redevelopment area that is very similar to this building and other buildings in Chicago. This design seems to be a trend in Chicago, and it is not a transition building. He wanted the building to appear richer, and felt the metal should be replaced with a richer product. He liked the granite at the front entrance, but felt there should be more of it at the ground level, like a wainscot around the building. He would not want to see smooth metal paneling at the entrance. He acknowledged that the building design is definitely more contemporary, but he felt the material at the top of the building needed more study. He sees the top floor being similar to an antique building in Chicago that has had a metal clad addition added on the top, which is appropriate in Chicago, but he maybe does not like that aesthetic for this building. The configuration of the second floor relief on the elevation is wonderful and creates an element of space for tenants. The tall windows are awesome. He asked the petitioner to comment about the monolithic, tall, smooth brick surfaces, which concerned him. He acknowledged the economy of the cantilevered balconies, but expressed concern about the flatness of the building walls, which he is not yet comfortable with; and he suggested adding some relief to the corner units or the larger units. The building is very symmetrical and well planned, and he felt the petitioner took a conservative attitude that is appropriate. Acting Chair Eckhardt said the design is not quite there yet, he is not afraid of the height, and the massing was okay; however, he was concerned about the direction on the skin treatment.

PUBLIC COMMENT

Mark Meskowskes, 100 S. Vail Avenue. He said this is an awesome project and he likes that it is different than everything else in the Downtown. He questioned why the new building should look like everything else in town, with brick at the top, although he agreed that maybe something different could be done at the top of the building.

Commissioner Coon replied that he is not advocating that the new building have a metal cornice with brackets underneath, nor is he advocating that the building look like the Wing Street building with the Italian entrance and the ornate stone; he is not looking for more detail. There are a lot of things he likes about the building, where he can see the architect's design touch, mainly with the streetscape and how the building meets the street, the landscaping, and the landscape walls; however, he wanted to see more relief in the overall massing to break down the general boxiness of the building. He was not advocating to replace the metal panels with brick per se, but felt that other quality materials should be considered, such as a terra cotta rain screen system that is a long standing material. He wanted to see a more permanent material, not necessarily more of the same brick; something that speaks to the longevity of the Downtown buildings.

Mark Meskowskes said that buildings in the Downtown all look the same to him in terms of buildings on Evergreen, Wing Street, and Vail Avenue. He liked the more contemporary look being proposed with the metal panels because it brings a change to the Downtown that is not currently there.

Mary Beth Delaney, 44 N. Vail Avenue. She asked what will happen with the power lines located on the site, and pointed out that there are existing parking problems in the Downtown and she is concerned about where guests of the new building will park, and whether the 110 parking spaces being proposed for the 88 units is sufficient. Acting Chair Eckhardt explained the purview of the Design Commission, which did not include issues such as parking, which are part of the Plan Commission and Village Board review. Mr. Hopkins replied that they are working in terms of code compliance with the number of cars needed on a per unit basis, and a traffic report that includes a parking component is part of the Plan Commission review process; however, he added that the neighborhood is going to absorb some of the parking. Acting Chair Eckhardt encouraged the resident to attend the Plan Commission hearing where these items will be addressed.

Tim Meyer, 29 S. Mitchell Avenue, said he had a lot of questions. He is confused by Architects calling what they do architecture, when all they are doing is taking a box and painting it different colors. Architecture should have shape and flow, and what is being shown tonight is a shoebox with different rectangles drawn on it, which is not architecture or design. He felt that better could be done in our town; he felt that Arlington Heights is more about shape and about history. Does anyone even know who Sigwalt was? There is history here and it is being ignored. He felt there was an opportunity to do something that could have a positive affect and reflect the community, not just paste over something that we have all seen somewhere else. This building is exactly the same design that the architect sold to Uptown in LaGrange; it was just built this past year, and has very slight differences. He has seen it on the architect's website and he drives past the building in LaGrange all the time. He is really disappointed that the Village is willing to accept a building that is already in a town within a 10 mile radius; this is not what Arlington Heights is about. We are a leader community, not a follower. He wanted to hear feedback from the commissioners about architectural standards in our Village, and history.

Ed Rojek, 104 S. Highland Avenue, lives directly across the street to the south. He pointed out that Sigwalt Street is not actually as wide as shown in the renderings. He is concerned about the units and the patio on the south elevation that will overhang his home, with people looking into his home. This situation is not found anywhere else in the Village. He has lost a lot of privacy already with the adjacent parking garage, and now with this new apartment building he will lose all of his privacy. You can hear the people cheering from Dunton Towers on nights when they are watching sporting events. He felt that better could be done in the Downtown and he is disappointed to see the proposed apartment building.

Amy Dempsey, 10 S. Dunton Avenue. She has lived in the Wing Street building and owns in Metro Lofts. She is all for condominiums, but she felt that people have invested in this area with rehabbed homes, custom homes, and vintage

homes with more brick, where each home is unique. She felt the similar referenced building at 110 S. Evergreen is awful, and Dunton tower has similar balconies as the proposed design, and they are rusted. She was also concerned about parking issues and the logistics of entering the parking garage directly across from the existing parking garage. She wanted to see more vintage or eclectic single-family homes on this site. She felt the proposed black balconies do not go, they will rust, and it is an eyesore.

Rosemary Rawleigh, 151 W. Wing Street. She lives on the south side of the Wing Street building, 8th floor, and will be looking at this new building constantly, since the northern portion of this site could be vacant for another 10 to 12 years. She has serious concerns about the ambience, the prettiness, the visual beauty, and the harshness of the north elevation, because it will be open perhaps to Campbell Street, for another decade. The new building is awfully close and the north elevation is not attractive. It was unfortunate that the Village felt that the 25 year old building located at 110 S. Evergreen, which is old and sad looking, is the best comparison of architecture being emulated using metal panels. She felt the building had a long way to go, especially for the people living in single-family homes in the area, to make this building a transition from multi-density to single-family.

Keith Allen, 46 S. Chestnut Avenue. He lives on the corner directly west of the site. He has heard no comments addressing context with the 100+ year old homes on Chestnut. His home was built in 1906, and the rest of the homes down the street are the same vintage. He has heard nothing from Staff addressing context towards the residents, or anything regarding the neighborhoods; everything was directed back toward Downtown. He lives 50-feet away from the new building; it is awful.

Ingrid Kubitz, 12 S. Chestnut Avenue. She lives at the north end of the block, across from the site. She reiterated the transition issue; she thinks that is all wrong, and the building is way too tall. She has a one-story single-family home and she believes the maximum height is 3-stories on the other side of the street. She did not know if the building had to be this tall. Acting Chair Eckhardt encouraged the neighbors to continue to express their concerns at future Village meetings. He pointed out that single-family homes previously existed on this property and were replaced with the Paddock Publication building. The single-family homes located directly west of the site are on the edge of a transition neighborhood, and the commissioners want to hear residents' concerns, and determine whether or not there is an architectural solution to perhaps step up the building and soften the elevations. Ms. Kubitz added that before she bought her home, she talked to Village Planning who told her that Norwood Builders owned the lot and that anything built here would transition to the single-family homes.

Mary Karavas, 115 S. Chestnut Avenue. She lives 4 lots south of the site and is a lifelong resident of Arlington Heights. She grew up in a 100+ year old home and now lives in a home that was built in 1974. Although she loves her home, she loves her neighborhood more, and her neighbors and her town, and she refers to her current home as being built in the 'coma period' for architecture, which is what she also felt when she saw the rendering of the new building; please do not make the same mistake.

Lou Greifenstein, 38 S. Chestnut Avenue. He lives directly across the street from the site to the west, and has lived in his 100+ year old home for about 15 years. He has never stopped working on his home, with updates consistent with the context and age of the home. His neighbors have done the same, all the way down the block it is the same, and the new construction two sites down is going to be made to look the same. He understood this is an architectural review board and he intends on going to the subsequent meetings for other issues regarding the new building. He always knew there was a risk of what might be built on this site, but one of their hopes was that great care is taken to make the transition better, especially for those that face the site directly. Acting Chair Eckhardt echoed those thoughts and said that in Chicago there are beautiful old homes next to mid-rise classic architecture and they live next to each other; they have to be equivalent. He felt the proposed new building will eventually get there.

Acting Chair Eckhardt closed the public comment portion of the meeting.

Tim Meyer said that his previous questions to the commissioners about architectural standards in the Village were not yet answered. Acting Chair Eckhardt replied that he did not like that the professionalism of this commission was

being challenged; the commissioners are respectful of the petitioner's proposed design, the same way they are about any petitioner's proposal. The Village has a set of Design Guidelines that were established to address conformity with building designs, as well as the Village Comprehensive Plan. The commissioners have expressed concerns about the proposed new building tonight and will continue to do so until an acceptable design has been achieved. Although an interesting discussion, a debate about good and bad architecture is not what the commission is here to do tonight. Acting Chair Eckhardt respected Mr. Meyer's concerns and urged him to stay involved; the commission is concerned about the same things.

Commissioner Kingsley added that it is great to see all the neighbors here tonight, on a day-to-day basis this commission does not see a lot of residents, and the majority of what the commission reviews are single-family homes; sometimes the commission needs feedback from residents. She explained that the commissioners are all architects and residents of the Village, this is a volunteer position, and the reason we sit on this commission is because we care. We all love the history of this town and we all come from a different part of the aesthetic world, but we work together to make a solution, and it only makes it better if residents come out, even when a project is not in your neighborhood. This commission meets twice a month and all of the projects reviewed are on-line on the Village website.

Acting Chair Eckhardt encouraged the petitioner to table the project at this time, with no vote taken tonight. Mr. Hopkins acknowledged that they need to reconnoiter and discuss their proposal. He replied that although architecture is subjective, he did take issue with some of the adjectives that were used tonight. The intent is to come up with a well-designed building, which can be done by rolling in good comments. He responded to the concerns about the massing of the building by stating that this is a small building, the runs of the facade are short, with the exception of the north elevation, and if they start breaking this up into one and two room wide panels, it will result in a busy facade. He acknowledged that they struggled with the materials, and they are looking for a good lightweight material that is a relief from the relentless brick they would otherwise have. He felt that three colors of brick on the facade is probably inappropriate and they are looking for that dark color on this building; that is a design goal that they have. He felt that if the wall color was lightened up, it would get more powerful on the street in terms of its overall appearance than it is now; it is going to press into the street more than it does now and it will appear taller than it does now. They intentionally did not go to 6-stories because they are trying to be sensitive as best they can. Mr. Hopkins also said that something will happen over time to the north of this new building, which will likely be significantly more massive than this building. This is going to end up in itself being a step down into the neighborhood. That being said, they will look for an alternate material and find something that is practical, he felt a lightweight material would be nice. He resists the facade bounce thing, especially with the south facade, and the likelihood that the north facade is going to be approximately 30-35-feet away from its future neighbor that will probably be taller than this building. They are trying to take the north facade and treat it in the best way they can; not as a back alley between two buildings. They are treating the north wall as a front.

Acting Chair Eckhardt felt that a lot of things the petitioner will be doing with this building will assist the Village Planners in making the area to the north a pedestrian access way, making it a special place, similar to elsewhere in the Downtown. He asked the petitioner if consideration was given to the adjacent single-family homes when the building went from 3 to 5-stories tall. Mr. Hopkins said that he was unaware of what the previous studies were for this site; however, they considered 4, 5 and 6-stories, and went for a sense of formality with a touch of contemporary freshness, using the basis of the context for the architecture that has been here since the mid-90's, but a little more crisp and a little more urban; they are trying to do a high quality building. The siding material is intended to be a statement, and the statement is not supposed to be cheap; let's find the right material. He wanted the commissioners to think about the whole facade balance, especially with such short runs of facade. He will go back and consider all of the comments made tonight by the commissioners and the audience. He asked that the project be continued to the next meeting in two weeks.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER COON, TO CONTINUE THE PROJECT FOR SIGWALT APARTMENTS (DC#17-089) TO THE NEXT DESIGN COMMISSION MEETING ON AUGUST 22, 2017.

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

Commissioner Kingsley asked when the site will be rezoned from R-3 to R-7, and why the petitioner is proposing R-7 instead of R-6. Mr. Hautzinger replied that rezoning for the project will be reviewed by the Plan Commission and Village Board, and the Village's long range plan, which was updated in 2015, calls for this property to be re-zoned to high-density multi-family which is essentially the R-7 Zoning District, which the petitioner's proposal is consistent with. Commissioner Kingsley asked how the Village Comprehensive Plan is approved and Mr. Hautzinger replied that Village Board has final approval of the plan.

Commissioner Coon felt that Design Commission approval would move forward easily for the petitioner if they clean up the design and the architect puts more of his own design into the building; the architect can and has done much better; however, he felt the project would have an uphill battle with the Plan Commission review.

Mr. Hautzinger said that as Staff continues to coordinate with the petitioner between now and the next meeting, and after hearing the residents' comments and concerns, he asked the commissioners to summarize their position with the proposed new building. Commissioner Coon said the architecture of the new building should follow the Commercial Design Guidelines; the architecture breaks almost every rule in the guidelines as currently proposed. He has no problem with the height; the side elevations should be made less flat; and his biggest concern is the materials, specifically the light gauge metal, which he felt would deteriorate over the years. He would like to see a more contemporary design; there is currently a dyslexic language going on with the building; does it want to be traditional, or does it want to be contemporary. Contemporary materials are being used, but in a traditional way, which is his struggle, and to him, the metal panels come off as a value engineering material. He did not want to see fiber cement siding used instead of the metal. Commissioner Kingsley suggested the petitioner use slate, and Commissioner Eckhardt suggested a Rainguard Alucabond panel system instead of the metal, which would be a very slick and modern aesthetic. Commissioner Coon was in favor of the building not being symmetrical. Commissioner Eckhardt was in support of the entire facade moving back 4-feet above the second story, similar to a terraced effect.

Commissioner Kingsley referred to the darker material board presented by the petitioner, which shows that the building is not symmetrical. She suggested using a different material with more shadow and reducing the parapet and having a slight undulation on the other 2 elevations. Commissioner Eckhardt said that if he were representing the neighborhood, he would prepare an exhibit of a cross-section from Sigwalt going north, showing the exact profile of the homes, which would be a powerful exhibit. Mr. Hautzinger pointed out the context elevations in the packet that show the adjacent houses in context with the proposed building. Commissioner Coon said that he is excited to see the new apartment building, he likes that it is taller than the garage, he likes that the garage recedes in scale; he felt the petitioner came in with a value engineered building.

Commissioner Kingsley felt it was the petitioner's responsibility to design the building, including material selection; however, she would suggest a more durable product as an alternate to the metal siding, which could be natural materials such as slate and wood; and other options such as the Alucabond rainscreen. Commissioner Coon wanted to see the effort that was put into the south elevation put into the east & west sides of the building including relief to the massing on the sides. Acting Chair Eckhardt felt there should be some mid-relief to the side elevations, which he felt was not a small building as stated by the Architect. Commissioner Kingsley felt the east elevation (Highland Ave.) turned its back on the street, and a pathway should be added along the east side, as well as on the north side as stated by the petitioner tonight.

APPROVED

MINUTES OF A MEETING OF
THE ARLINGTON HEIGHTS HOUSING COMMISSION
HELD AT ARLINGTON HEIGHTS VILLAGE HALL
VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS
AUGUST 15, 2017

IN ATTENDANCE:

Commissioners

Present: Alex Hageli Mark Hellner
Will Delea Zach Creer

Commissioners Namrita Nelson Andrea Johnson
Absent:

Petitioners: Matthew Katsaros, CA Ventures
Michael Porto, CA Ventures

Staff Present: Nora Boyer, Housing Planner/Staff Liaison

I. CALL TO ORDER/PLEDGE OF ALLEGIANCE

The meeting was called to order at 7:00 p.m. and the Pledge of Allegiance was recited.

II. ROLL CALL

Commissioners Hageli, Hellner, Delea, and Creer were present.

III. APPROVAL OF MINUTES

A motion was made by Commissioner Hageli, seconded by Commissioner Hellner, to approve the minutes of the July 11, 2017 meeting. The motion carried unanimously.

IV. REPORTS - None

V. NEW BUSINESS - SIGWALT APARTMENTS – 45 S Chestnut

A motion was made by Commissioner Hageli and seconded by Commissioner Hellner to move up Item VI.A. Sigwalt Apartments on the agenda. The motion carried unanimously.

Mr. Katsaros and Mr. Porto described the proposed Sigwalt Apartments development as an 88-unit, 5-story, rental project to be constructed on approximately the south 1/3 of the block bounded by Sigwalt, Chestnut, Campbell and Highland. They stated that the project has gone through Design Commission review and is expected to go through Plan Commission review in a few weeks. The project also went to the Village Board for early review. They stated that their company is experienced with addressing workforce housing need and responding to affordable housing policies. They said that their response to the Village of

Arlington Heights' affordable housing policy is to offer to pay a fee-in-lieu of providing the 13 affordable units called for in the development ($88 \text{ units} \times 15\% = 13 \text{ units}$) of \$25,000 per affordable unit not provided for a total of \$325,000 ($13 \text{ units} \times \$25,000 = \$325,000$). They said that they would like to keep the amount at this level so that the rents on the other units are not pushed too high.

Ms. Boyer reviewed the staff report. The proposed \$25,000 per unit fee-in-lieu amount was sent to the members of the Housing Commission in February, and no objections to that amount were received from the commissioners.

Commissioner Hellner commented that in hindsight he thought that \$25,000 per affordable unit not provided was low. He observed that the \$325,000 across the 88-unit development was less than \$4,000 per unit. He said that a higher fee per affordable unit not provided for a development of this size, in such a good location, would have been appropriate. He also commented that the \$4,000 per unit was probably the margin on a market rate unit for just one year,

Mr. Porto responded that the developer budgeted for this amount and it is the amount that has been provided by funders. He said that he thinks that it is a good amount considering what they plan to charge in rent for the units.

Commissioner Creer stated that he thinks that the proposed fee is a reasonable amount. Commissioner Delea said that it is too late to change the amount at this point.

Commissioner Hellner commented that it is difficult to continue to meet the State minimum affordable housing threshold of 10% and that the appropriate fee amount has been shifting because home prices have been volatile over the past decade.

A motion was made by Commissioner Hellner, seconded by Commissioner Delea to recommend to the Village Board that it accept \$25,000 per affordable units not provided as called for under the Village's Affordable Housing Rental Policy with respect to the Sigwalt Apartments development (45 S. Chestnut). The motion carried unanimously.

Ms. Boyer said that she is gathering information from the other north and northwest suburbs that have inclusionary zoning requirements concerning their current fee-in-lieu amounts. She also commented that when the Housing Commission next reviews the Village's fee-in-lieu amount, the members may wish to take into consideration the overall size of the development, building type (townhome vs. multi-story building, and/or condo vs. rental).

Other topics that the Housing Commission may want to look into are Accessory Dwelling Units (ADUs) and Live/Work units. It was commented that 2 – 3 permits are being issued weekly in the Portland, Oregon area for ADUs. Commissioner Creer commented that Clarendon Hills recently approved some live/work units.

VI. OTHER NEW BUSINESS

A. Housing Commission Budget Request

After some discussion, the following motion was made:

A motion was made by Commissioner Hageli, seconded by Commissioner Hellner to make the

following budget request for the 2018 fiscal/calendar year: Postage \$100; Copies \$100; Publications (foreclosure data service) \$600; and Other Supplies (marketing of programs) \$500. The motion carried unanimously.

Ms. Boyer and Commissioner Delea will look into the usefulness of the foreclosure data service. Ms. Boyer stated that the Rent and Housing Assistance Program that was previously in the Housing Commission's budget has been moved to the Health Department's budget since the Health Department is now directly administering the program rather than Northwest Compass.

VII. OLD BUSINESS

A. Single Family Rehab Program

Ms. Boyer explained that staff approved the reroofing and some concrete work with respect to Cast 17-01, but the homeowners have requested additional concrete work that would result in a project cost over \$10,000. Therefore, the additional work is being brought before the Housing Commission. The proposed concrete work is to replace sections of the driveway that are pitted that may present trip hazards now or in the near future as the driveway continues to wear out.

A motion was made by Commissioner Hellner, seconded by Commissioner Delea to approve the concrete work with respect to Case 17-01 at \$3,620. The motion carried unanimously.

Commissioner Hellner expressed concerns about Case 17-03 asking whether the project was a good candidate for the program if there is a possibility that the home may be an eventual tear-down. Ms. Boyer clarified that the home is a townhome, and therefore, not likely to be a tear-down situation. She said that she will further investigate the potential scope of work.

B. Affordable Housing Trust Fund

Ms. Boyer said that she will continue her work asking how other communities are using their Trust Fund resources. She said she will also be working with the development planner to determine how many units could potentially be built on the lot north of Rand Road that was discussed last month.

VIII. OTHER BUSINESS - None.

IX. ADJOURNMENT

A motion was made by Commissioner Hageli, seconded by Commissioner Delea, to adjourn the meeting. The meeting adjourned at 7:55 pm.

NEXT MEETING: Tuesday, September 12, 2017 7:00 pm

Staff Report to the Housing Commission

To: The Chairman and Members of the Housing Commission

From: Nora Boyer, Housing Planner

Re: Sigwalt Apartments – 45 S. Chestnut Project

Date: August 9, 2017

CA Ventures has proposed an 88-unit, five floor, rental development to be located along Sigwalt Street between Highland Avenue and Chestnut Avenue on land that is currently vacant. Preliminary details regarding the development are attached.

Under the *Arlington Heights Affordable Housing Rental Program Guidelines*, when a multi-family development is composed of 15 or more units, the developer is to set 15% of the units aside as affordable housing. Under the Village guidelines, the developer has the option to pay a fee-in-lieu or providing the affordable units at a rate of \$75,000 per affordable unit not provided.

The number of affordable units called for at the proposed Sigwalt Apartments is 13 ($88 \text{ units} \times .15 = 13$ (rounded) units). At the fee-in-lieu amount of \$75,000 per unit, the total fee-in-lieu due if the 13 affordable units are not provided in the development is \$975,000 ($13 \text{ units} \times \$75,000/\text{unit} = \$975,000$).

Background

The Village began formulating its policies regarding the inclusion of affordable units in multi-family developments in 2006. Since then, the Housing Commission has discussed the appropriate amount to assess when a developer chooses not to include the affordable units called for by the Village's policy. Originally, the fee-in-lieu of providing affordable units was \$100,000 per affordable unit not provided, but in 2014, the amount was reduced to \$75,000 per affordable unit not provided.

Since the adoption of the Village's affordable multi-family policies, the policies have resulted in the following approved outcomes:

- 1) a for-sale multi-family developments included 21 deed-restricted affordable units (20% of the total);
- 2) a rental project where 5% of the units will be affordable if more than 300 units are constructed;
- 3) two rental projects in which a minimum of 15% of the units will be affordable (a total of 8 affordable units); and
- 4) two for-sale, townhome developments resulting in fees-in-lieu payments to be deposited into the Affordable Housing Trust Fund.

Fee-in-Lieu of Affordable Units – Sigwalt Apartments

With respect to the Sigwalt Apartments, rather than including the 13 affordable units in the development, the developer has offered a fee-in-lieu amount of \$25,000 for each of the 13 affordable units not provided for a total of \$325,000 (13 units x \$25,000 = \$325,000).

Fee-in-Lieu of Providing Affordable Housing Units

	Number of affordable units called for as per the Village policy	Amount of fee-in-lieu as per the Village policy	Total fee-in-lieu agreed to by the developer	Total fee-in-lieu per affordable unit not provided	Amount of the fee-in-lieu when spread across all of the units in the development
Sigwalt Apartments Total 88 apartments	13	13 x \$75,000 = \$975,000	\$325,000 (proposed)	\$25,000 (proposed)	\$3,780 (proposed)

Previous Request for Comments

On February 2, 2017, staff sent an email to the members of the Housing Commission requesting the Commissioners' feedback on the proposed staff negotiated fee of \$25,000 per unit fee-in-lieu of providing the affordable units in this development, although the name of the developer and location of the development were not public at that time. No objections were received from the members of the Housing Commission with respect to the staff proceeding with discussions with the developer at this fee amount.

In that email, it was suggested that if the fee-in-lieu amount of \$25,000 per affordable units not provided is approved for this development, that the Housing Commission may wish to consider lowering the fee-in-lieu amount in the guidelines to \$25,000 per affordable unit not provided or a commensurate amount applied proportionally to the total number of units in the development.

Village Board Early Review

The Sigwalt Apartments proposal went before the Village Board on April 17, 2017 for “Early Review”. Early Review is a process that allows developers, under certain circumstances, to present projects to the Village Board in order to gauge the acceptability of development proposals. The results of the Village Board Early Review do not commit the Village to approving or denying a development proposal if and when the proposal moves through the formal review process. Rather, Early Review is intended to offer an opportunity for the developer to obtain a degree of preliminary feedback from the Village Board.

CA Ventures’ proposal to pay \$25,000 fee-in-lieu of affordable units not included in the Sigwalt Apartments development was included in the description of the project taken to the Village Board for Early Review. As stated, although the Village Board’s reactions at an Early Review are not binding, it is noted that no objections to the developer’s offer of \$25,000 per affordable unit not provided were voiced at the Early Review.

Recommendation

Staff recommends that the Housing Commission recommend to the Village Board approval of the following:

1. Approval of the proposed fee-in-lieu of providing affordable units at the Sigwalt Apartments of \$25,000 per affordable unit not provided at the time of issuance of a building permit. As currently proposed, 13 required affordable units x \$25,000 = \$325,000.
2. If the Village Board approves the \$25,000 fee-in-lieu amount for the Sigwalt Apartments, it is also recommended that the Housing Commission recommend that the fee-in-lieu of providing affordable housing units as stated in the *Arlington Heights Affordable Housing Rental Guidelines* be changed from \$75,000 to \$25,000.



Sigwalt Apartments
Arlington Heights, IL

Location Map



North
0 40' 80' 160'

SHEET 1

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017



June 29, 2017 ARCHITECTS + PLANNERS, INC.



View 2



View 1



View 9



View 3



View 8



View 4



View 7



View 5



View 6



Sigwalt Apartments
Arlington Heights, IL

Context Site Plan



43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017



June 29, 2017 ARCHITECTS + PLANNERS, INC.

South Chestnut Ave

8.0' ROW Dedication

±237.0'

±18.4'

Balcony Above

Area Well

±24.3'

±16.35'

Area Well

±5.0'

±13.3'

±18.6'

Hydrant

Utilities

Transformer
Pervious Pavers
Ped. Alert Bollards

South Highland Ave

Driveway

±111.7'

Loading Layby

8.0' ROW Dedication

Hydrant

±19.9'



0 10' 20' 40'

SHEET 3

West Sigwalt Street

Site Plan

Sigwalt Apartments
Arlington Heights, IL

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017
September 13, 2017
ARCHITECTS + PLANNERS, INC.

Project Data

Site

	Provided	R-7 Required
Site Area (Gross, prior to Dedication)	± 41,987 sf	
Site Area (Net, after Dedication)	± 39,587 sf	± 67,800 sf (Per Unit Count)
Lot Size (Gross, prior to Dedication)	± 150' x ± 280'	
Lot Size (Net, after Dedication)	± 150' x ± 264'	
East (front) Setback	± 10.5'	48'
West (front) Setback	± 16.35'	48'
North (side) Setback	± 5'	34'
South (exterior side) Setback	± 18.3'	20'

Residential Site Data

Dwelling Units	88	
Building Footprint	± 28,366 sf	
Gross Building Area	± 145,348 sf	
Building Area (Not Including Parking)	± 100,165 sf	
% Building Lot Coverage (Building Footprint / Net Site Area)	± 72%	45%
Impervious Surface Coverage (Building and Pavement)	± 28,500 sf	
% Impervious Surface Coverage	± 73%	50%
Floor Area Ratio (FAR) (Building Area / Net Site Area)	± 2.53	2.00
One Bedroom Min. SF	650 sf	650 sf
Two Bedroom Min. SF	975 sf	750 sf
Parking Stalls/Unit	110 1.25	132 1.50

Roof Deck

Fire Dept Connection
Conc. Pavers

Sloped Walk

Bike Racks
Pervious Pavers

Entry Canopy

Planter

Patio
Pervious Pavers

Site Wall

Project Sign

Walk
Pervious Pavers

New Hydrant





Sigwalt Apartments
Arlington Heights, IL

South Elevation

SHEET 6
0 10' 20' 40'

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Arlington Heights, Illinois 60005
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September 6, 2017
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East Elevation



Sigwalt Apartments
Arlington Heights, IL

0 10' 20' 40' SHEET 7

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Sigwalt Apartments
Arlington Heights, IL

North Elevation

0 10' 20' 40' SHEET 8

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West Elevation

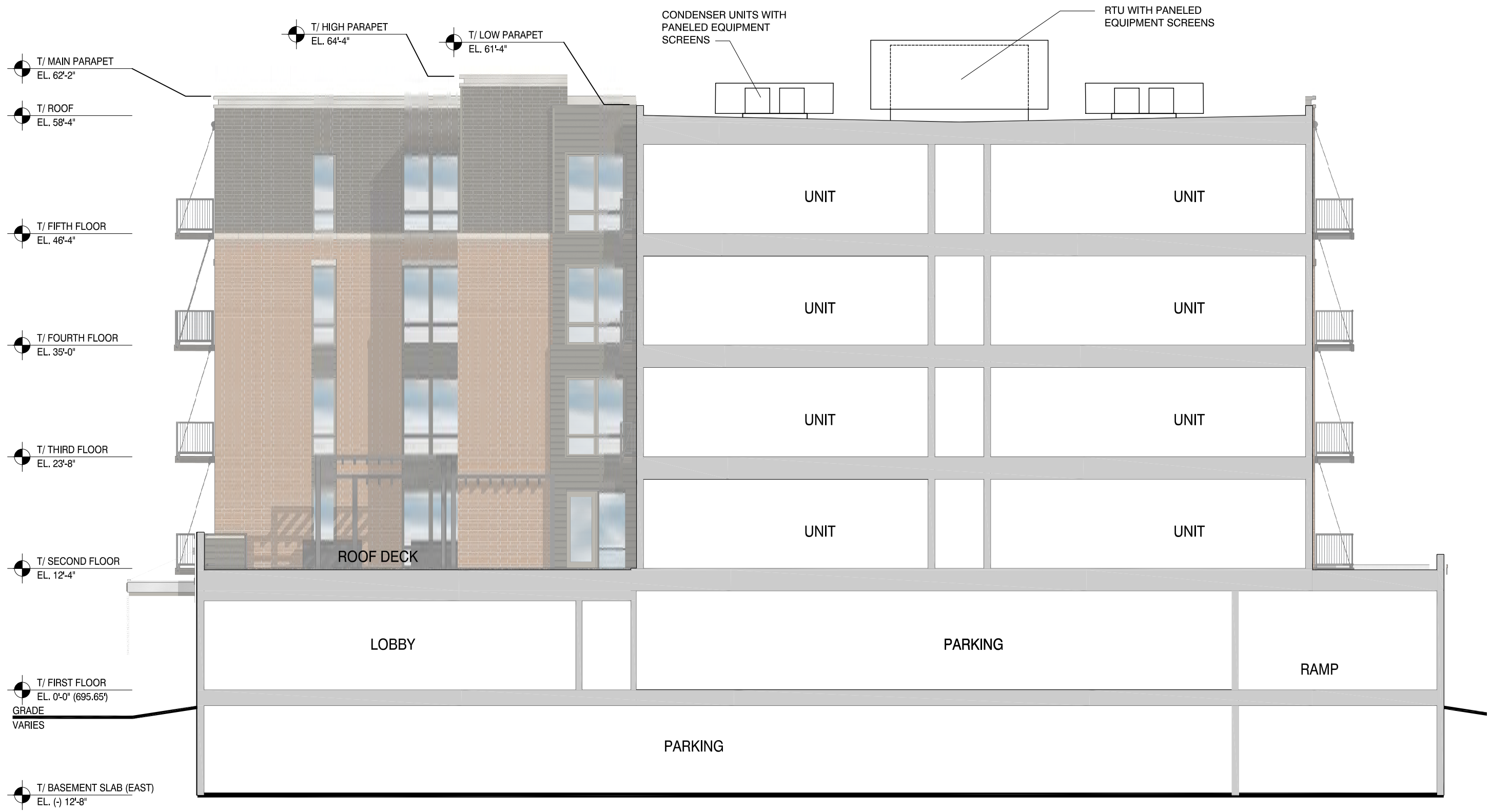


Sigwalt Apartments
Arlington Heights, IL

SHEET 9
0 10' 20' 40'

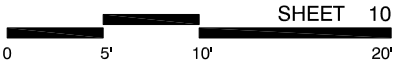
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September 6, 2017
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Sigwalt Apartments
Arlington Heights, IL

Building Section - North South





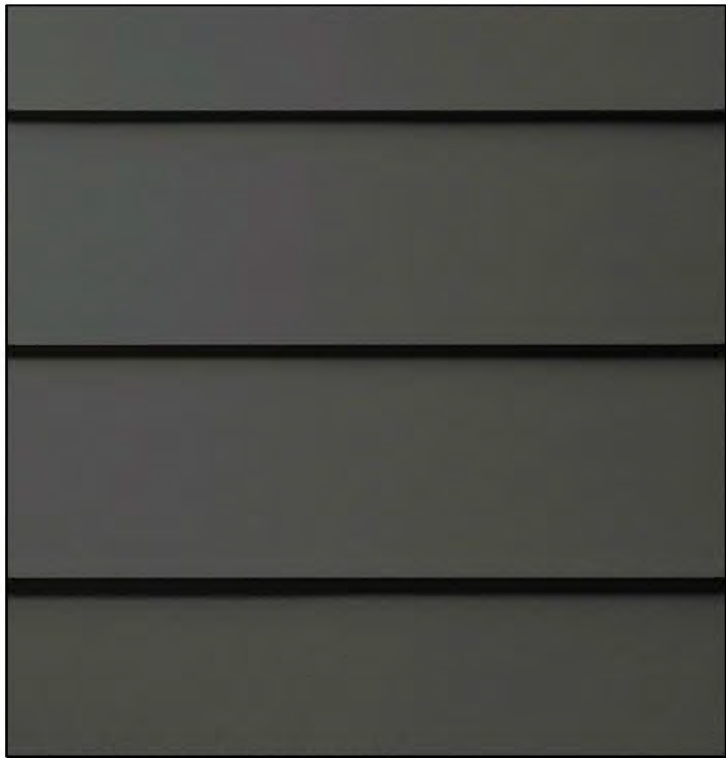
Utility Size Face Brick A



Granite Cladding



Utility Size Face Brick B



Fiber Cement Lap Siding

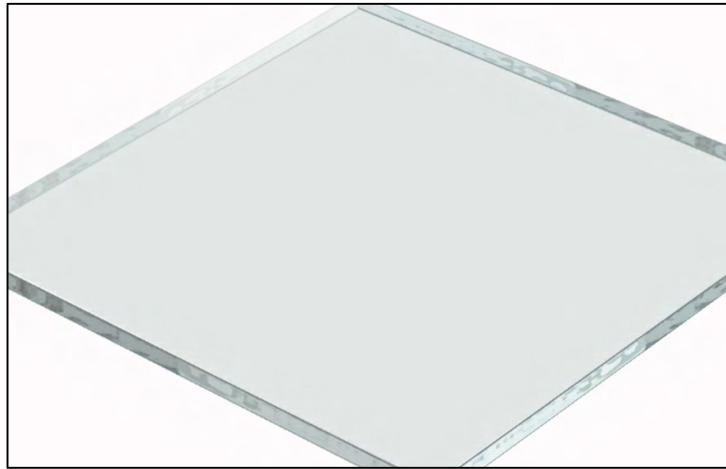


Building Materials



Sigwalt Apartments
Arlington Heights, IL

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Low E coated Glass



Square Metal Picket Balcony Rail



Cast Stone Sills, Headers, & Banding



Pre-Finished Metal Balcony

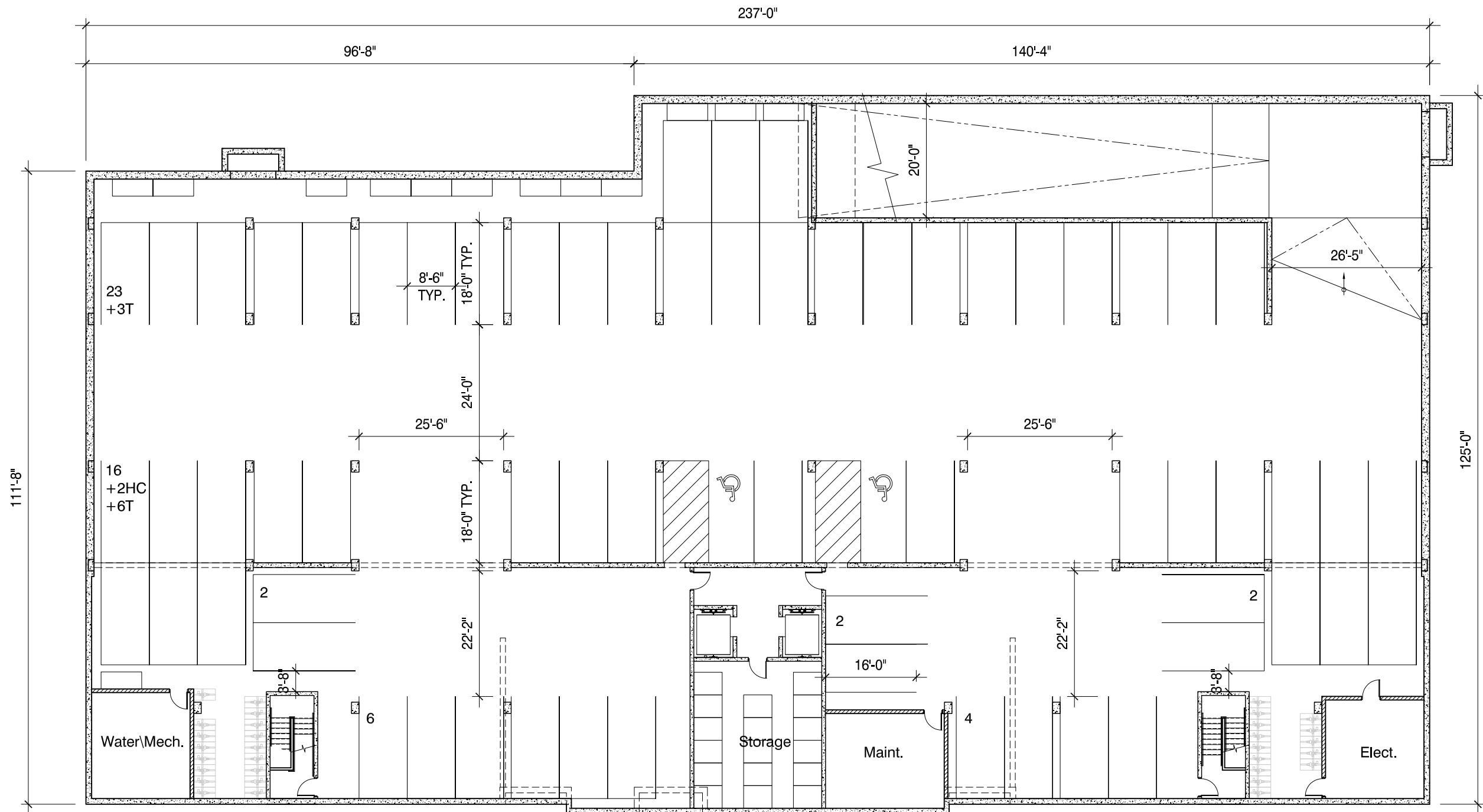


Building Materials



Sigwalt Apartments
Arlington Heights, IL

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017
September 6, 2017
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Basement Plan



Sigwalt Apartments
Arlington Heights, IL



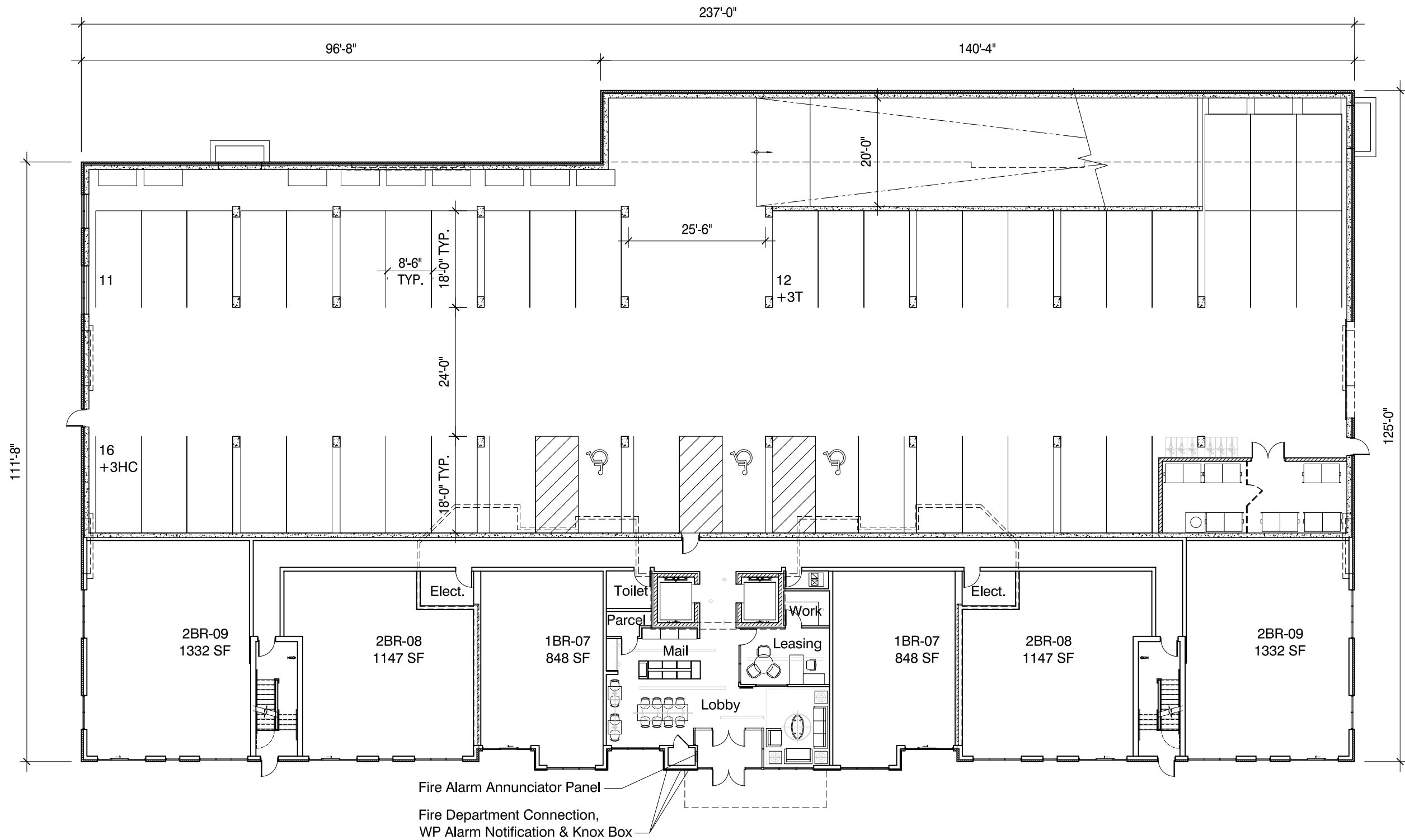
0 10' 20' 40'

SHEET 12

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First Floor Plan



Sigwalt Apartments
Arlington Heights, IL

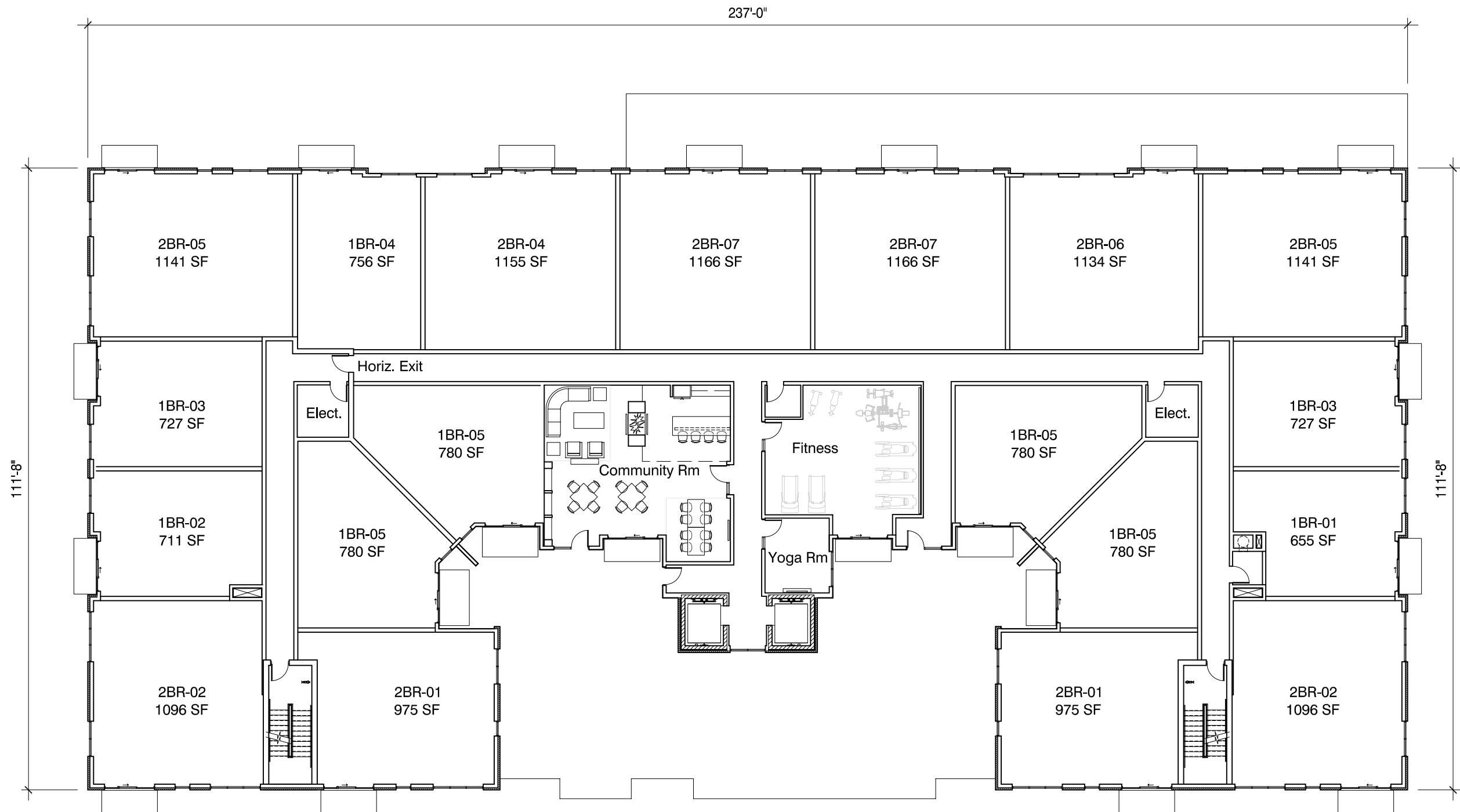


43 South Vail Avenue
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September 6, 2017

SHEET 13



Second Floor Plan



Sigwalt Apartments
Arlington Heights, IL



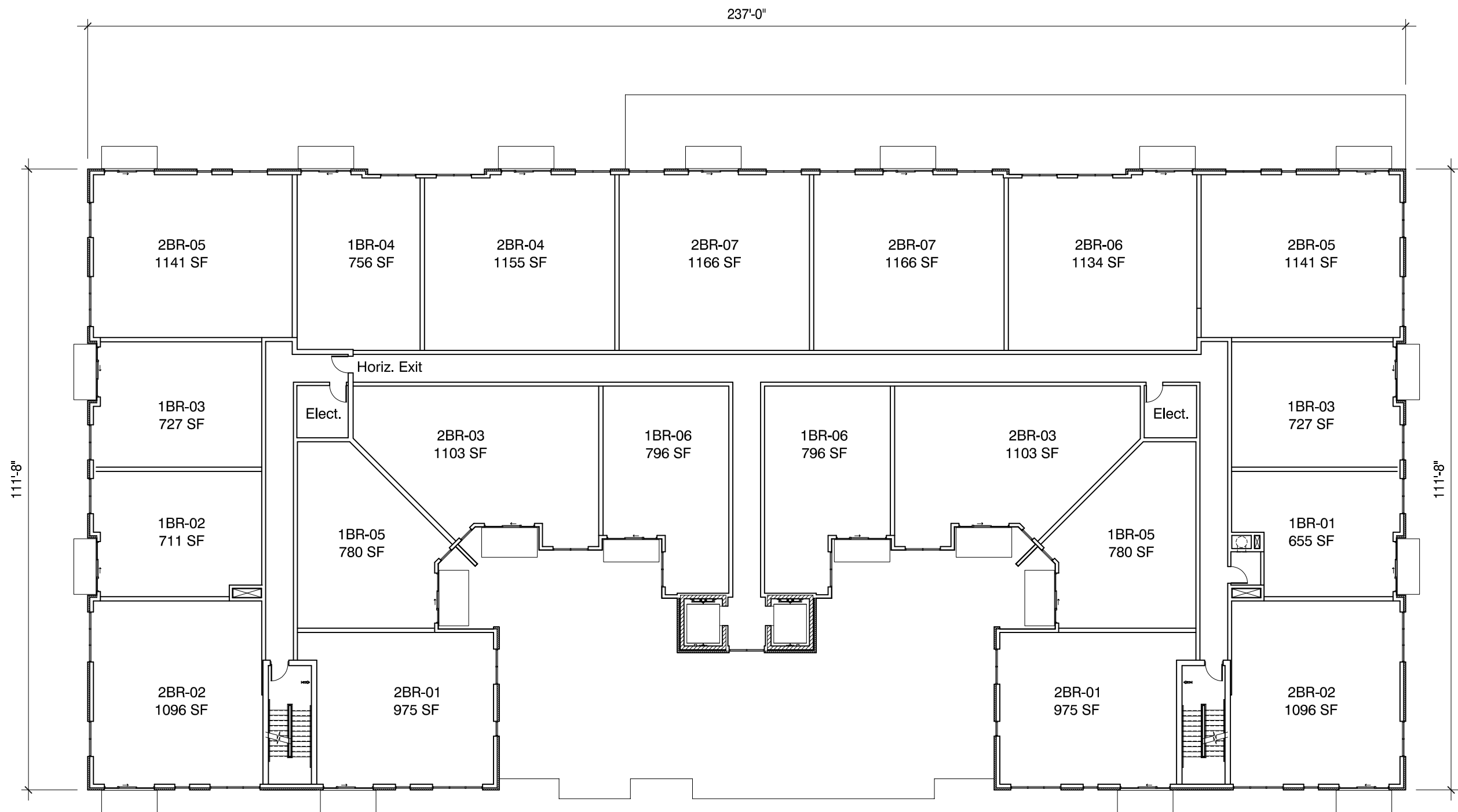
0 10' 20' 40'

SHEET 14

43 South Vail Avenue
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Third - Fifth Floor Plan



Sigwalt Apartments
Arlington Heights, IL



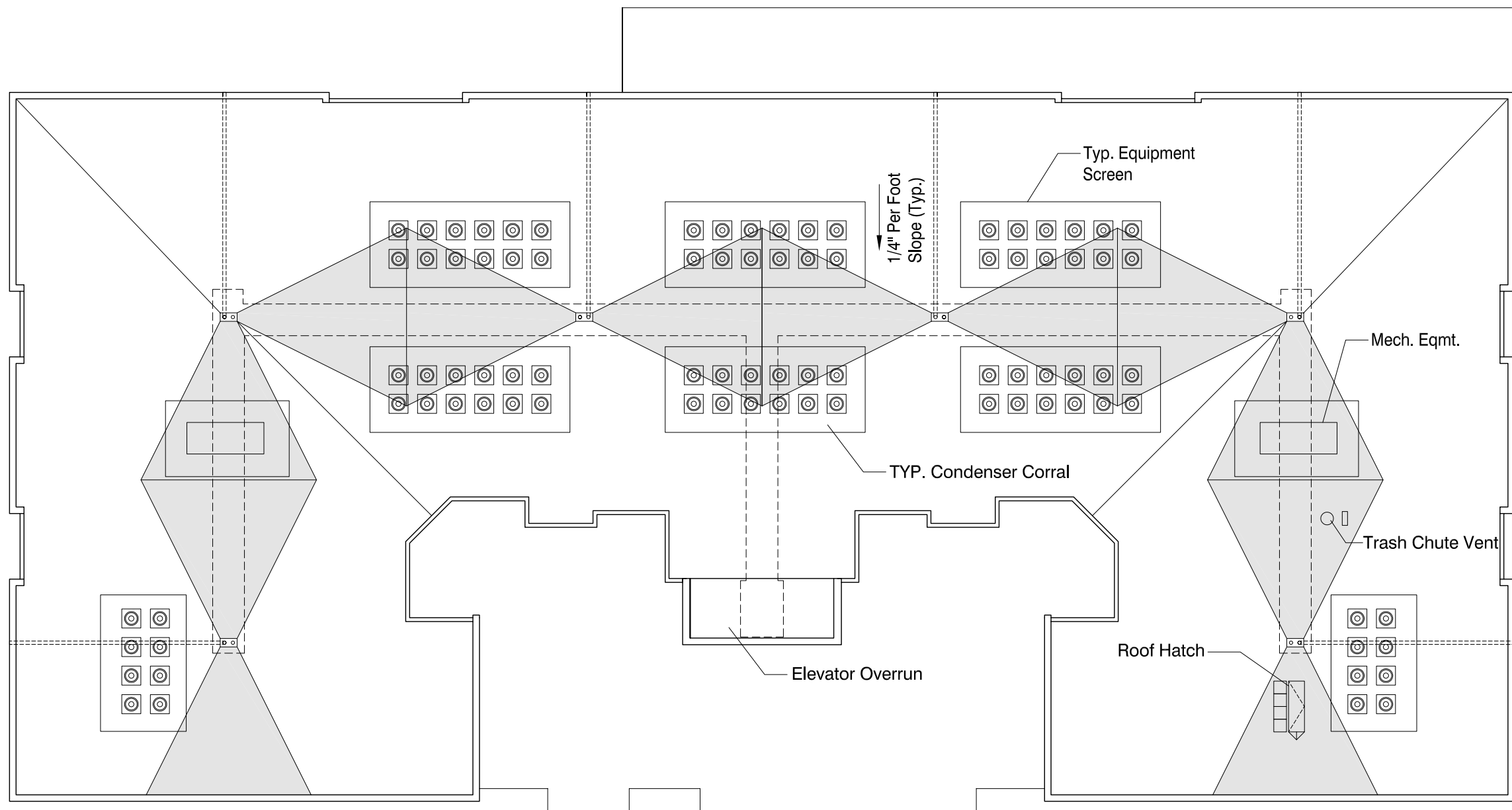
0 10' 20' 40'

SHEET 15

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017

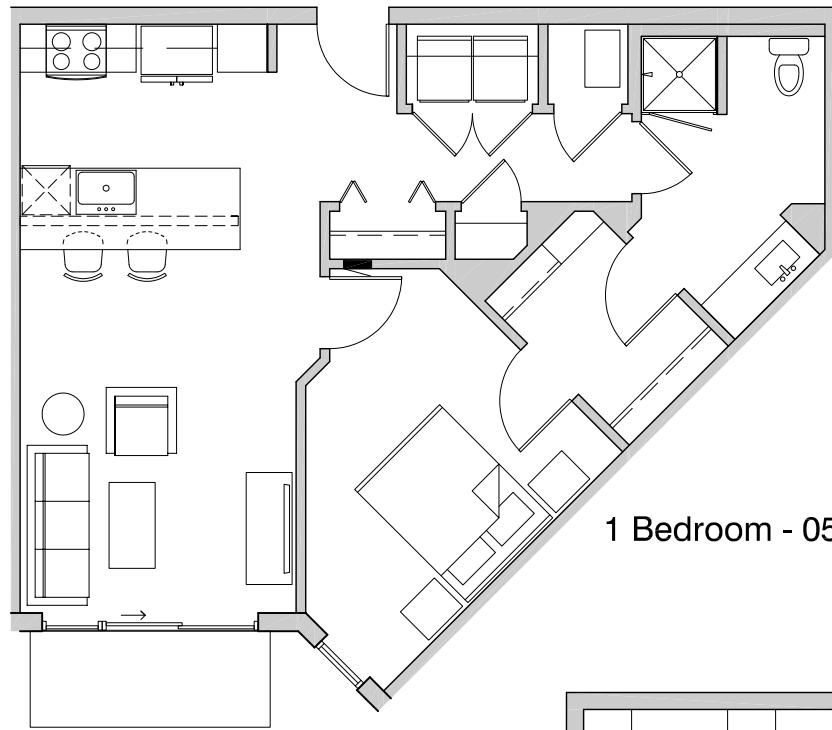


September 6, 2017 ARCHITECTS + PLANNERS, INC.

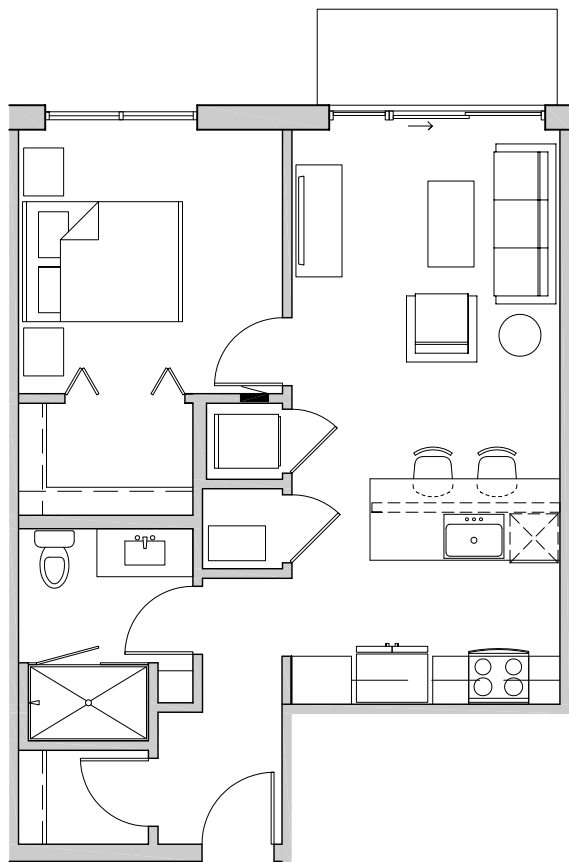


Roof Plan

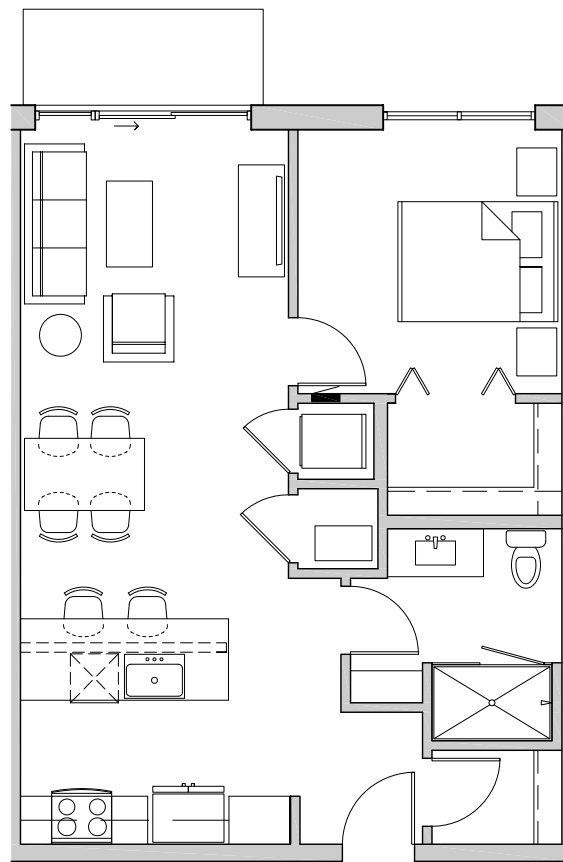




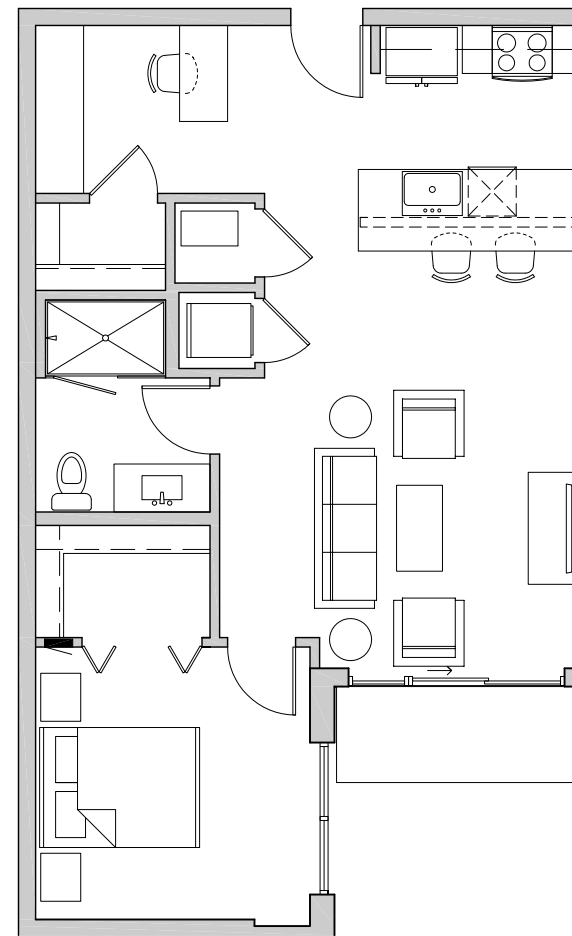
1 Bedroom - 05



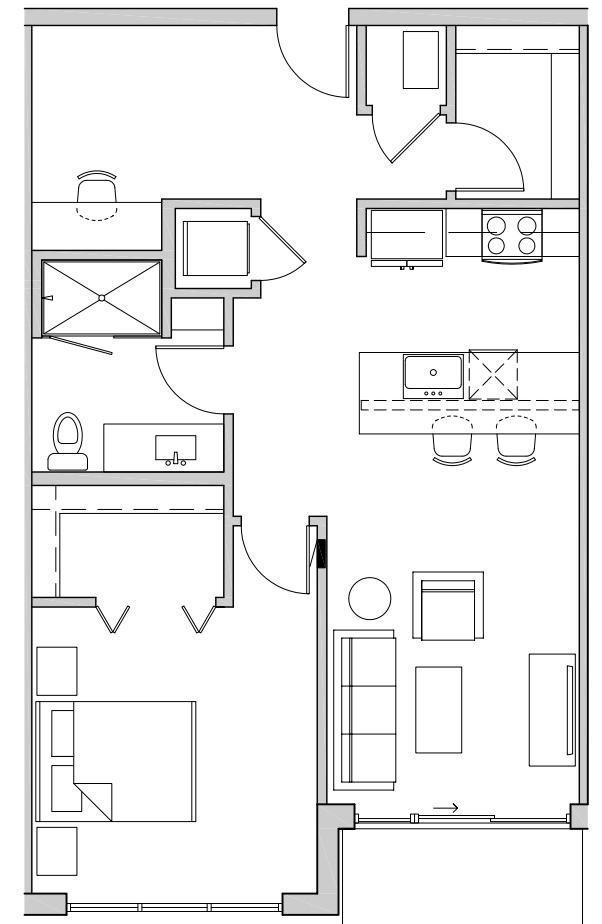
1 Bedroom - 01



1 Bedroom - 03 (02 & 04 sim.)



1 Bedroom - 06



1 Bedroom - 07



Sigwalt Apartments
Arlington Heights, IL

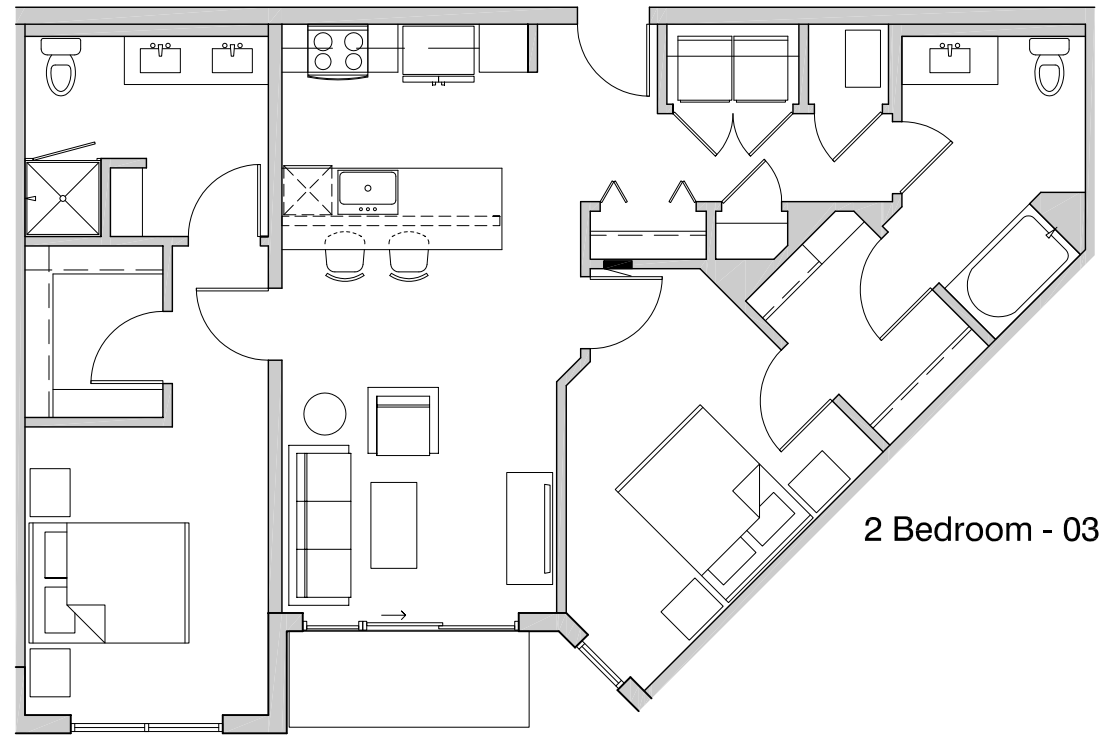
Conceptual Unit Plans

SHEET 16a
0 4' 8' 16'

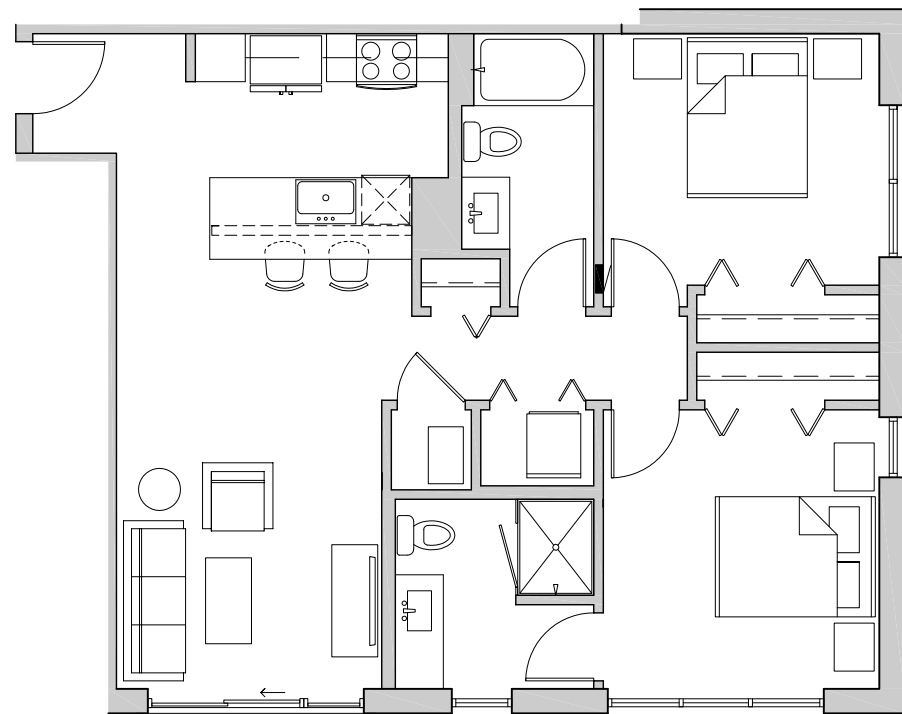
43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017



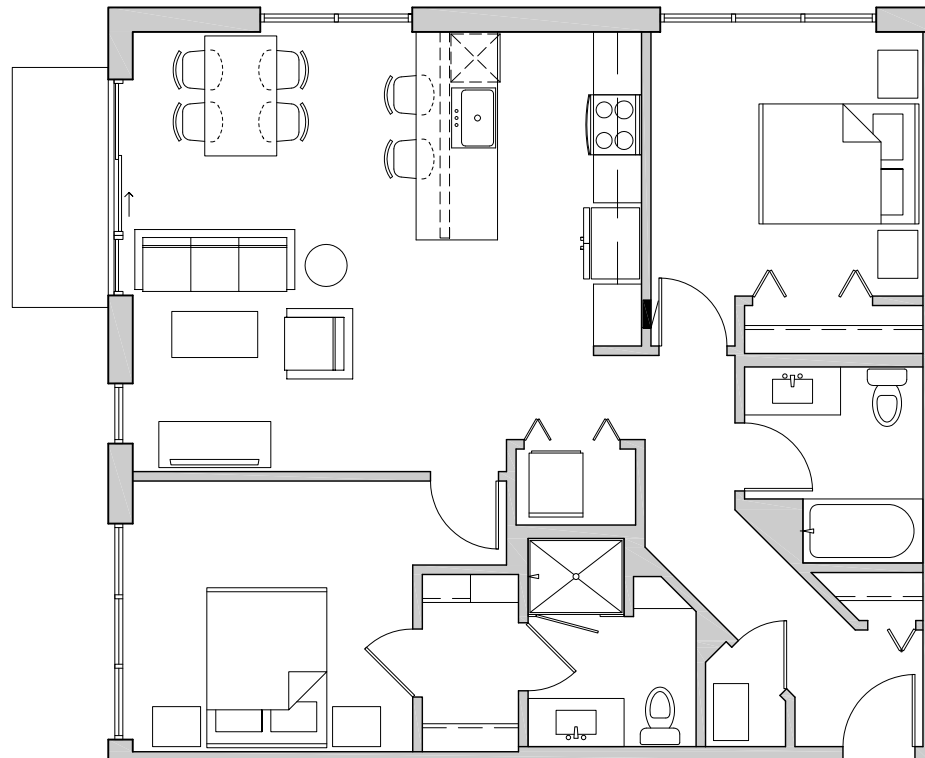
August 16, 2017 ARCHITECTS + PLANNERS, INC.



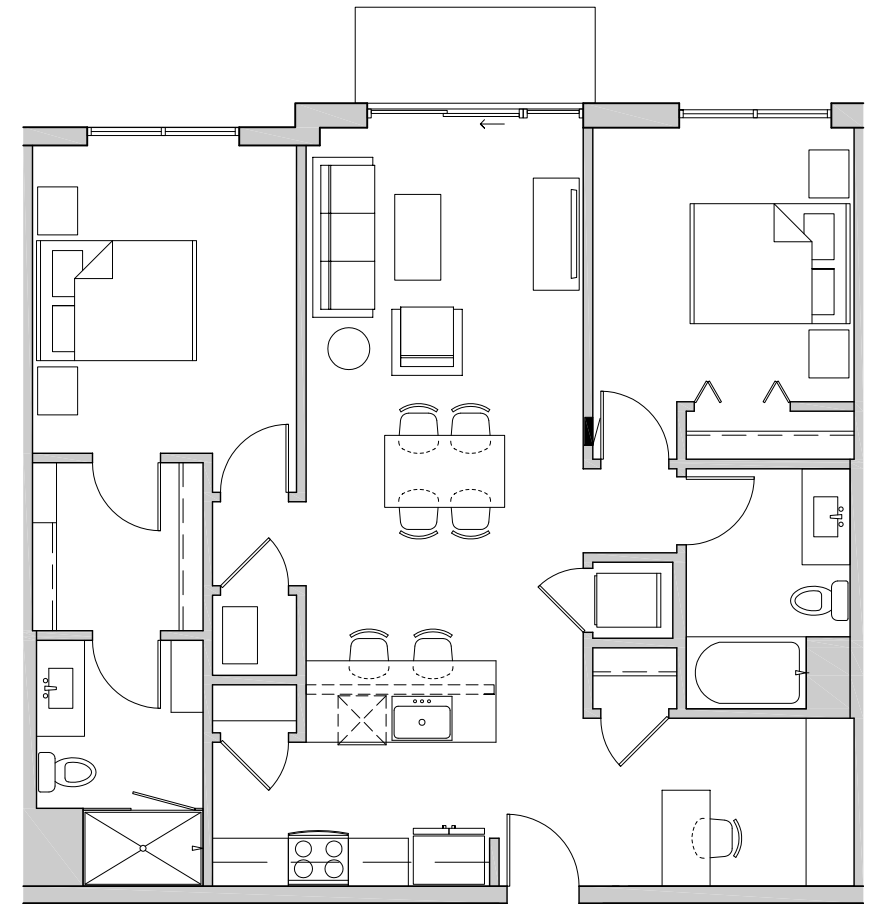
2 Bedroom - 03



2 Bedroom - 01



2 Bedroom - 02 (05 sim.)



2 Bedroom - 04 (07 sim.)



Sigwalt Apartments
Arlington Heights, IL

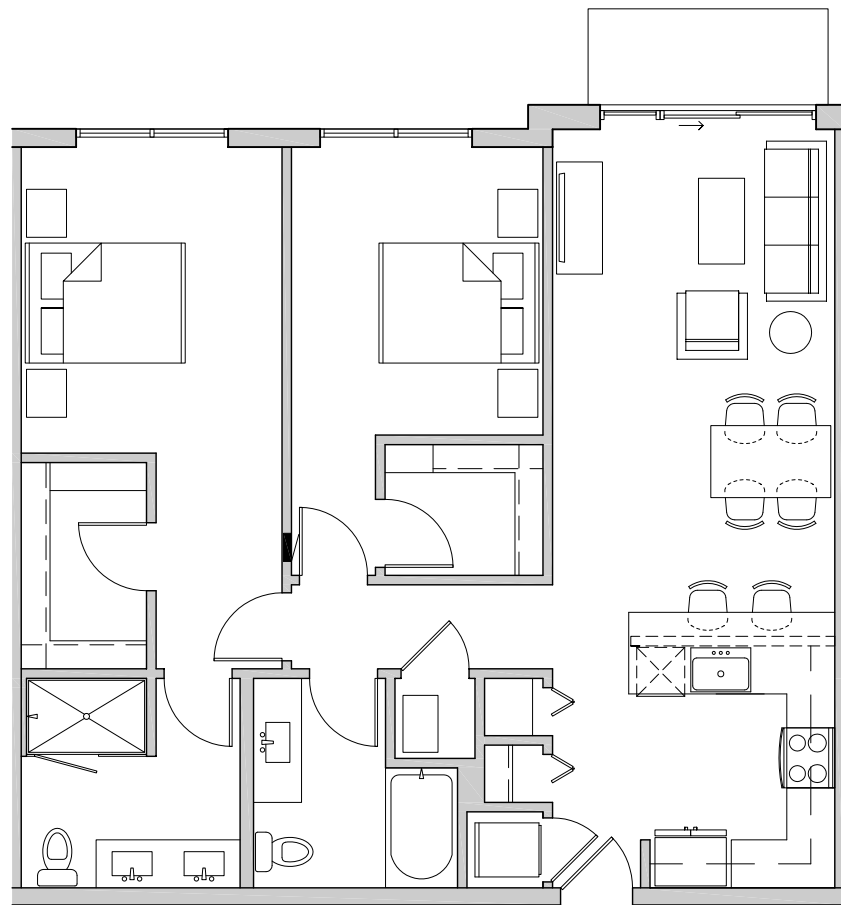
Conceptual Unit Plans

SHEET 16b
0 4' 8' 16'

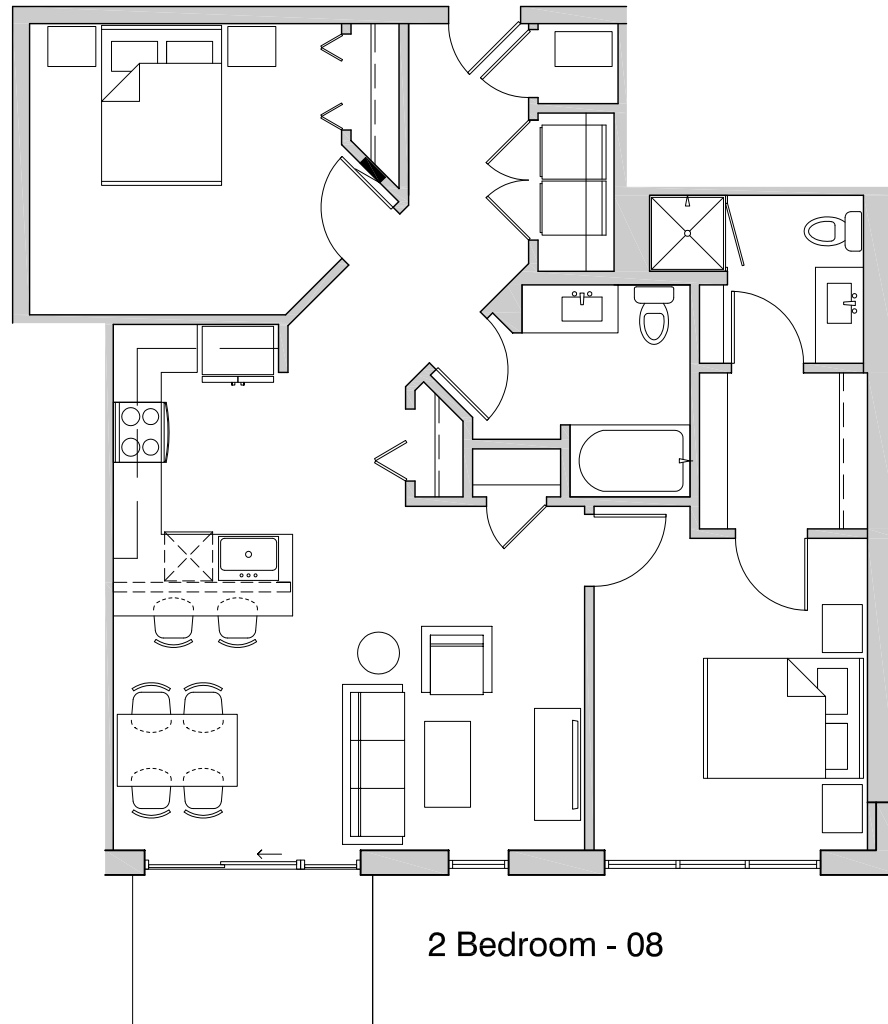
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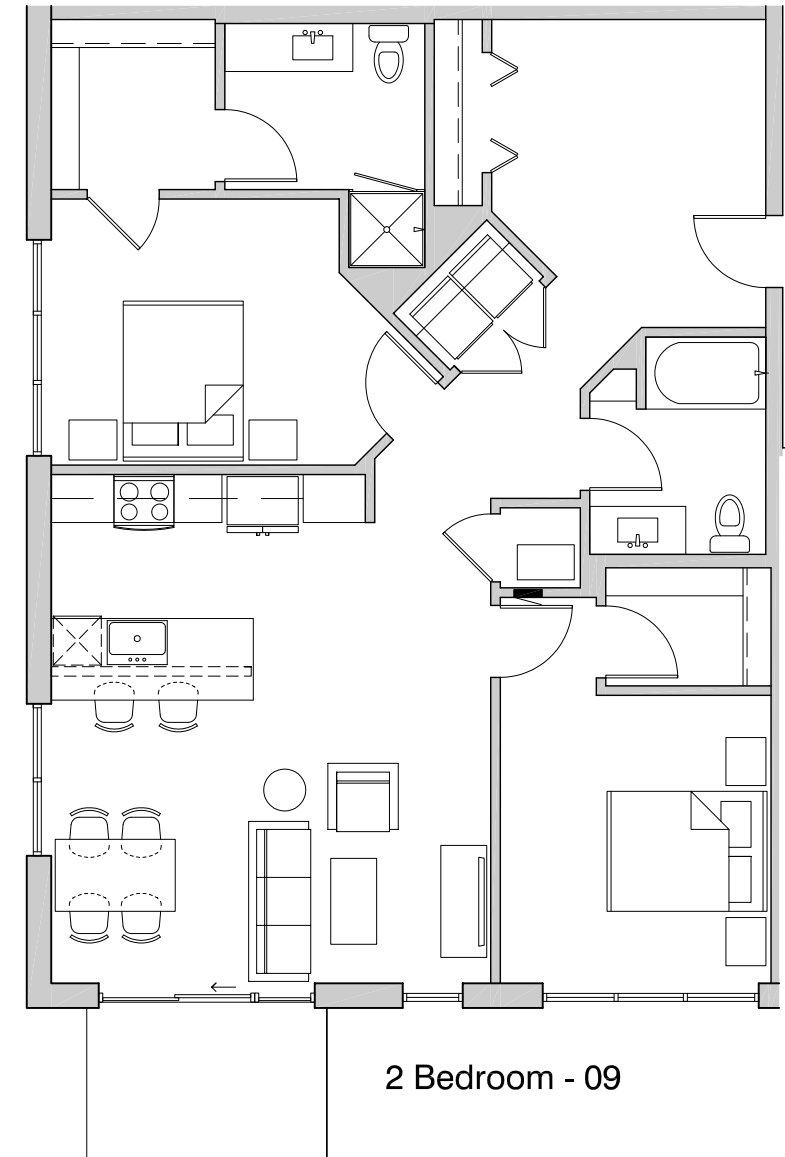
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2 Bedroom - 06



2 Bedroom - 08



2 Bedroom - 09



Sigwalt Apartments
Arlington Heights, IL

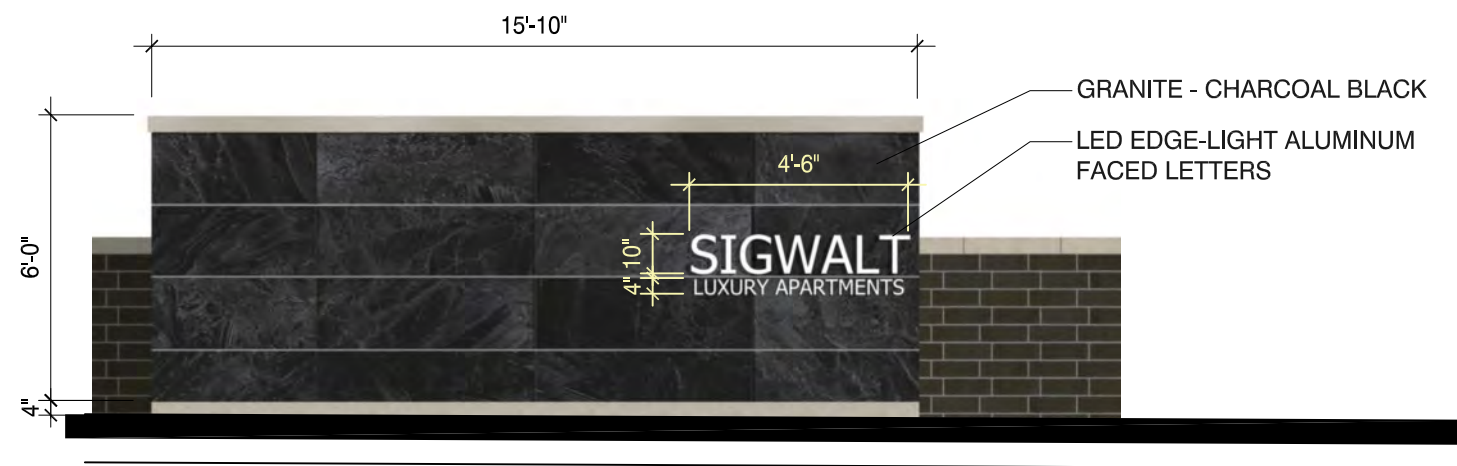
Conceptual Unit Plans

SHEET 16c
0 4' 8' 16'

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Job No. 16031 © 2017



August 16, 2017 ARCHITECTS + PLANNERS, INC.



Project Sign



Sigwalt Apartments
Arlington Heights, IL

SHEET 17
0 2' 4' 8'

43 South Vail Avenue
Arlington Heights, Illinois 60005
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August 22, 2017 ARCHITECTS + PLANNERS, INC.

STAGING PLAN NARRATIVE

Construction Start: It is anticipated that the building permitting process will begin in early November with the anticipation of field construction beginning in late December 2017. This is predicated on receiving the approvals of the plan & design commissions as well as the village board.

Phasing: The field construction portion of the project will be broken into two (2) phases. The first will consist of the construction of the parking structure and podium levels as well as the installation of the wet utilities. It is anticipated that this will take approximately 3 - 4 months pending the weather conditions given the time of year that this may begin. The second phase of the project will consist of the erection of the residential portions of the building and the completion of the site work. This portion of the work should take 9 months to complete. We fully expect to have all exterior work on the building completed in the late fall of 2018 with interior portions of the building finishing up in early 2019.

Personnel: Each aspect of the project will bring different quantities of construction personnel to the site. During phase I of the project we would expect to average 20-25 trades persons working on the site. In phase II of the project the average would increase to approximately 40 persons on site with peak periods increasing to 50 while certain aspects of interior and exterior work taking place at the same time.

Personnel Parking: At this time, we anticipate all construction personnel utilizing the pay parking facility adjacent to the project site as the primary plan. Parking will not be allowed on Sigwalt, Highland or Chestnut for any construction personnel. If at the time parking stalls are not available within the garage, an alternate plan will be submitted to staff for review and approval.

Vehicles: Foreman trucks will be the only vehicles permitted on site requiring the unloading and loading of tools and equipment. At specific times, certain trucks may need to remain on site in on a limited basis which may include concrete installation, precast concrete erection and framing.

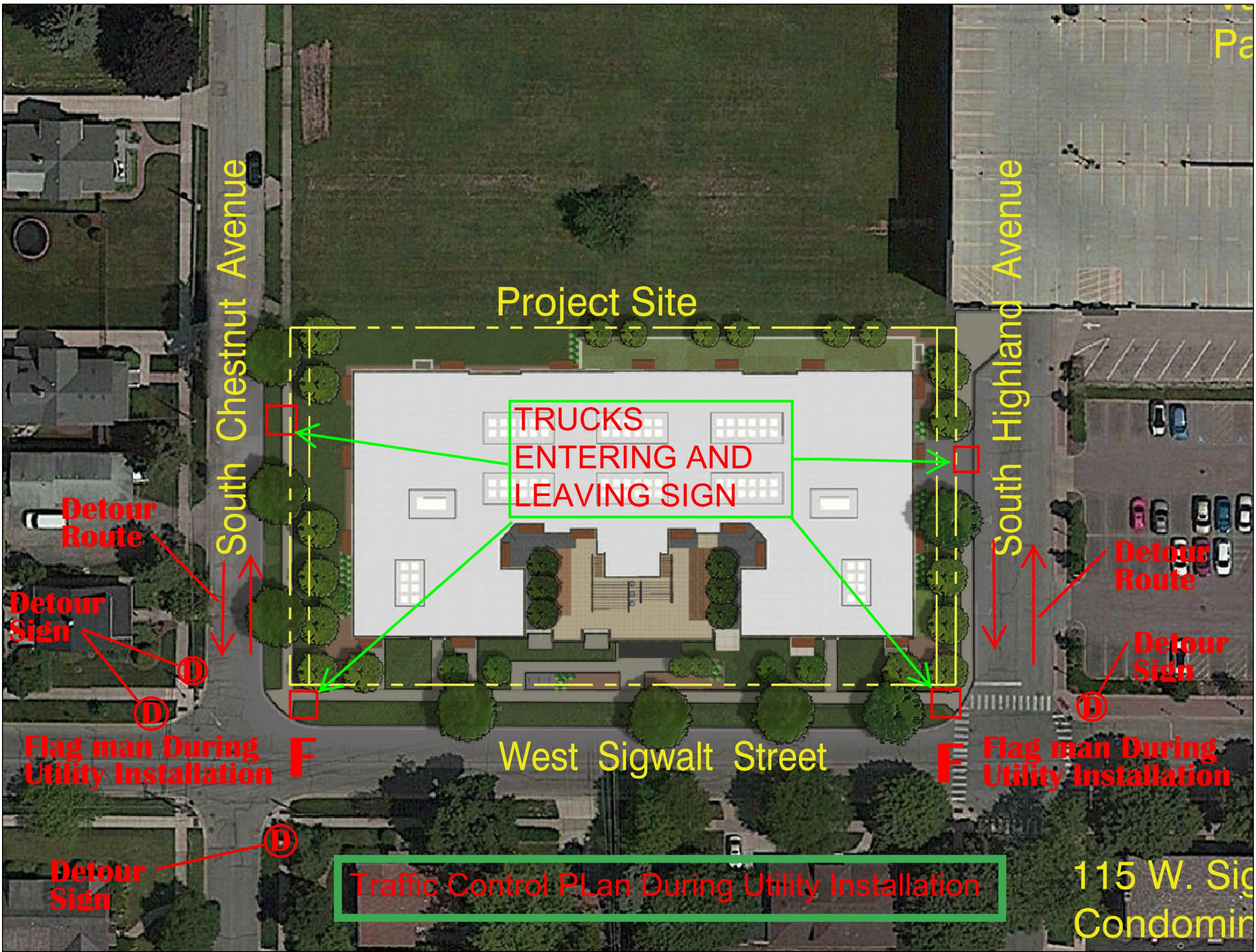
Material Delivery: The delivery of materials will be coordinated in a just in time manner to limit the amount of materials staged and stored on the project site. For time sensitive deliveries such as ready-mix concrete, pre-cast concrete components and pre-fabricated wall panels; an off-site staging area will be established and trucks will be released to the project site to limit the quantity of oversized vehicles to a



maximum of two at any given time to maintain the work operation as well as not impact the surrounding residents. Flaggers will be staged on the street for the maintenance of traffic and safety of trucks entering and leaving the site. A specific truck route plan to and from the site will be submitted for approval as part of the permitting process.

Lane Closures:

The only lane closures anticipated for the project will be involved with the utility installation. This work will be coordinated with the public works department and all traffic control and safety devices will be installed prior to work beginning. Notifications to the surrounding residents will take place approximately one week prior to work commencing. At the end of each day's work, temporary measures will be put into place to ensure the road is functional for two way traffic. It is desired to off-load precast concrete components and prefabricated wall panels at the curb line from the crane staged at the center of Sigwalt side of the building. During these delivery periods safety flaggers and traffic control devices will be staged at the corners of Highland and Chestnut to ensure the safe flow of traffic. The quantity of vehicles during this period would be approximately 2 per hour at its peak.



SIGWALT APARTMENTS
CA VENTURES
ARLINGTON
HEIGHTS, IL



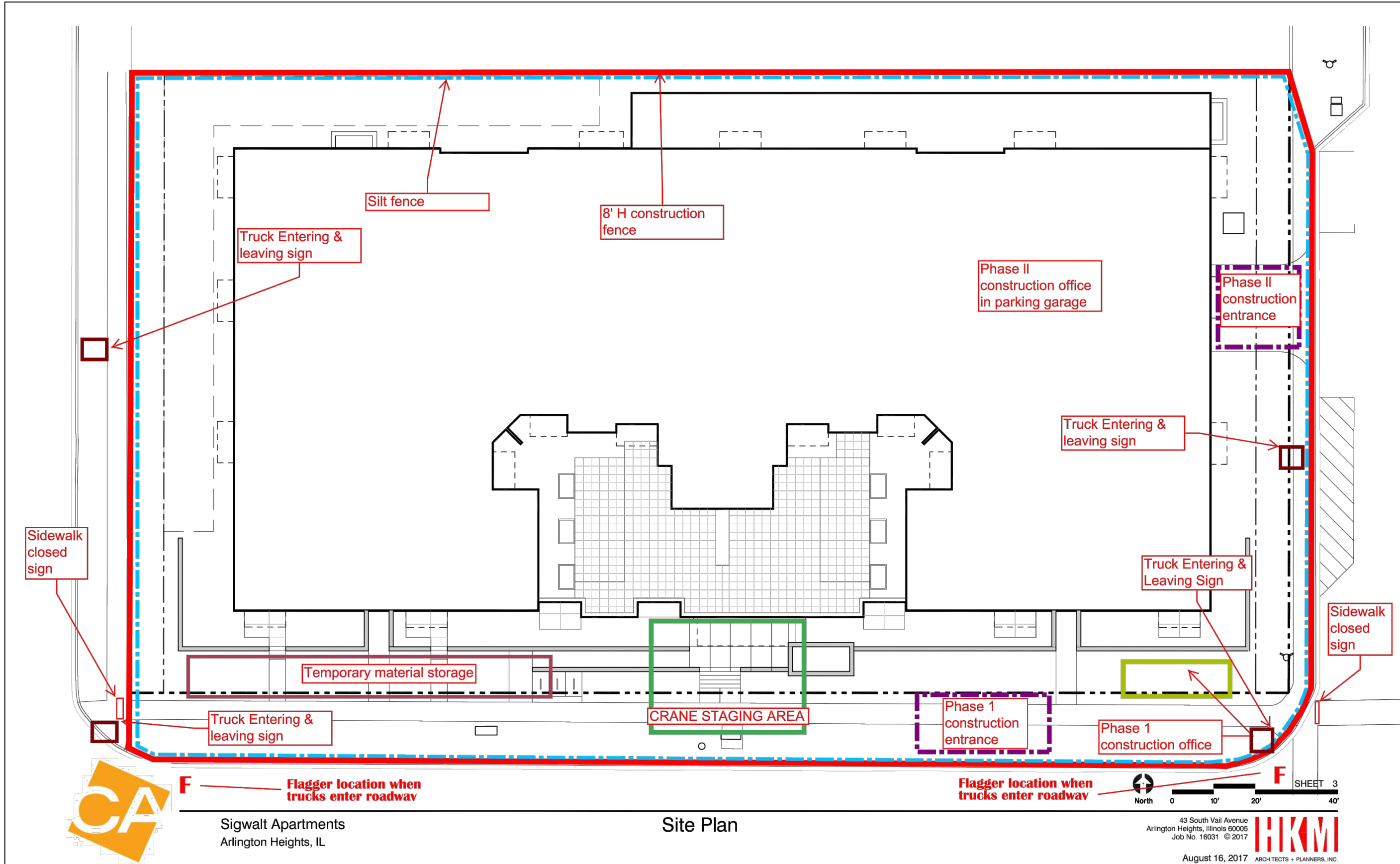
SITE TRAFFIC
CONTROL PLAN

REVISIONS

DATE	DESCRIPTION	BY	CHKD
09-08-2017	FOR REVIEW		

DWG. NO

SK-1



F — **Flagger location when trucks enter roadway**

Sigwalt Apartments
Arlington Heights, IL

Site Plan

North 0 10' 20' 40'

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017

HKMI
August 16, 2017 ARCHITECTS + PLANNERS, INC.

F SHEET 3



SIGWALT APARTMENTS
CA VENTURES
ARLINGTON
HEIGHTS, IL

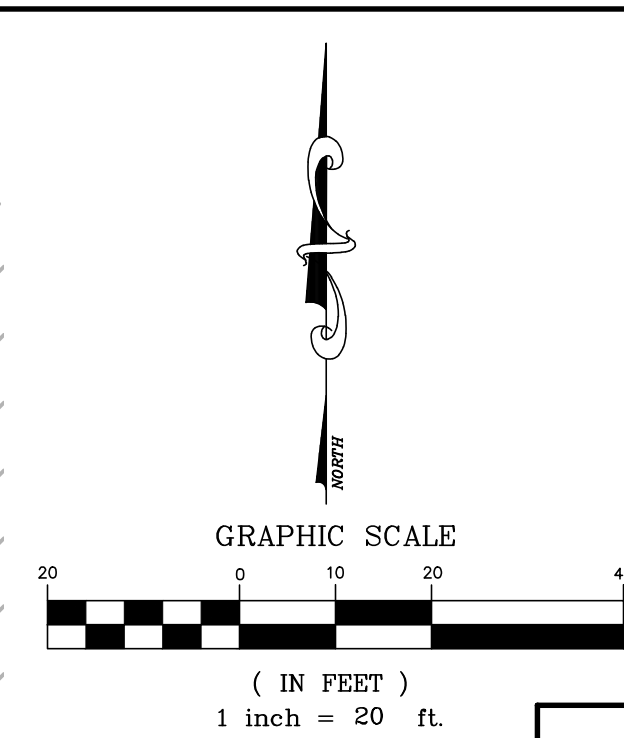
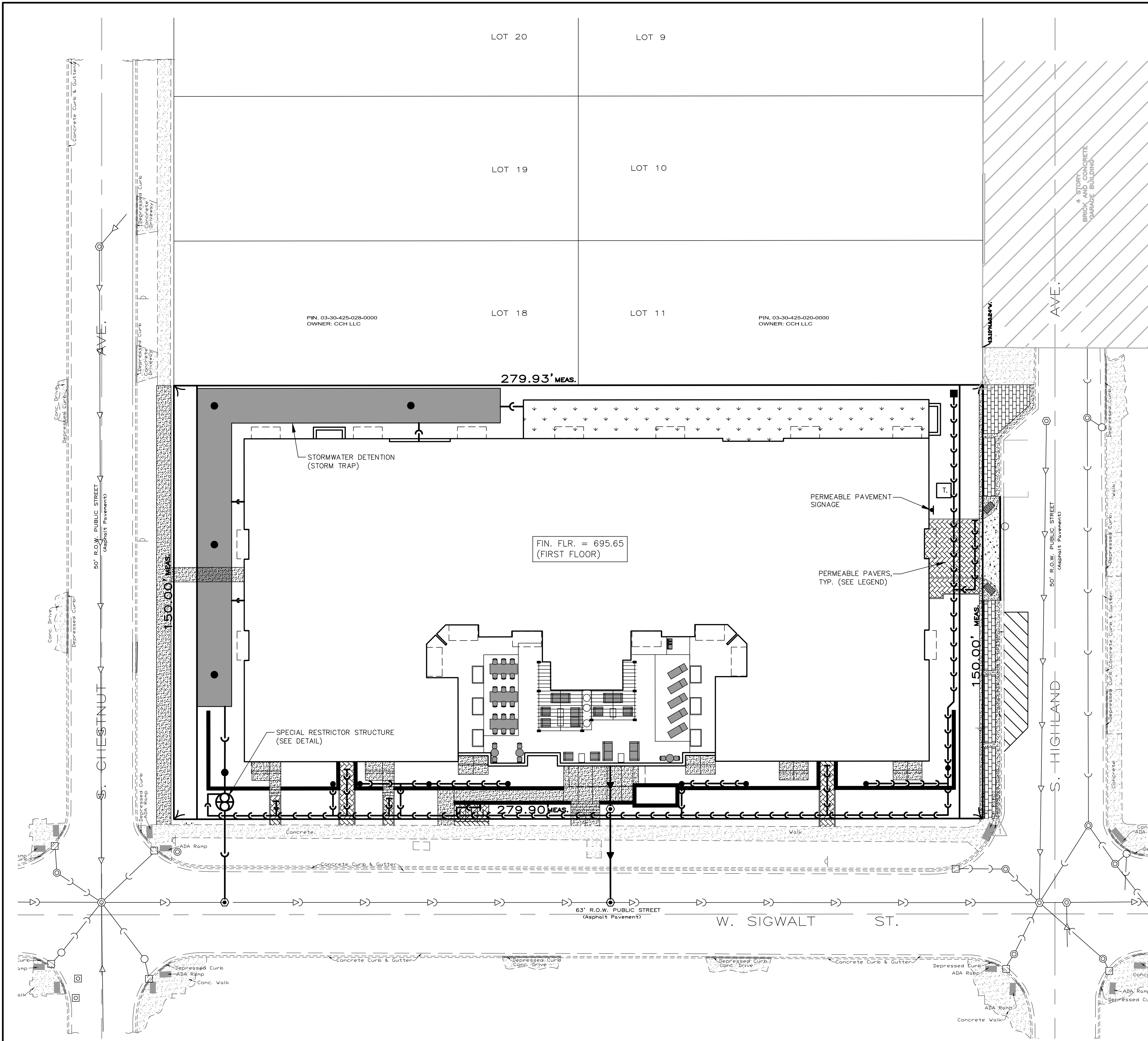
SITE TRAFFIC
CONTROL PLAN

REVISIONS

FOR REVIEW				
09-08-2017				

DWG. NO

SK-2



SURFACE IMPROVEMENT LEGEND:	
	PERMEABLE PAVERS SEE DETAIL
	VILLAGE STANDARD BRICK PAVER SEE DETAIL
	CONCRETE DRIVEWAY APRONS (GARAGE ENTRY) 8" - PCC PAVEMENT WITH 5"x4" No. 6 WELDED WIRE MESH 6" - AGGREGATE BASE COURSE CA-6, TYPE B
	CONCRETE SIDEWALKS (PUBLIC AND/OR PRIVATE) 5" - PCC SIDEWALK 4" - AGGREGATE BASE COURSE TYPE B, CA-6
	E.K. CURB AND GUTTER
	CURB AND GUTTER (86.12) SEE DETAIL SHEET REVERSED PITCH CURB AND GUTTER
	DEPRESSED CURB AND GUTTER
	ADA CURB RAMP WITH DETECTABLE WARNING

SITE DATA:	
EXISTING ZONING: VC-PD (VILLAGE CENTER - PLANNED DEVELOPMENT)	
TOTAL PROPERTY SIZE AFTER DEDICATED ROW= 39,587 S.F. (0.909 AC)	
PROPOSED SITE CONDITIONS:	
IMPERVIOUS:	
PROPOSED BUILDING IMPERVIOUS FOOTPRINT	= 26,387 S.F.
SIDEWALK/PATIO AREAS	= 1,161 S.F.
TOTAL IMPERVIOUS AREA	= 27,548 S.F. (70%)
PERVIOUS:	
PROPOSED BUILDING GREENROOF FOOTPRINT	= 1,894 S.F.
PERMEABLE PAYER AREAS	= 615 S.F.
PROPOSED GREENSPACE	= 9,530 S.F.
TOTAL PERVIOUS AREA	= 12,039 S.F. (30%)

MAINTENANCE PLAN

THE OWNER OF THE SIGWALT STREET APARTMENTS, CLARK STREET HOLDINGS, L.L.C. WITH FACILITIES AS SHOWN ON THIS EXHIBIT (R), SHALL ASSUME RESPONSIBILITY FOR THE FOLLOWING PERPETUAL MAINTENANCE ACTIVITIES:

- 1. General**
Regular inspections and routine maintenance of general areas shall be performed on a monthly or as-needed basis. Specific items of concern include:
- Litter and debris shall be controlled
 - Landscaped areas shall be maintained with regular mowing and restored with appropriate seeding/vegetation as necessary
 - Accumulated sediment shall be disposed of properly, along with any wastes generated during maintenance operations
 - Riprap areas shall be repaired with the addition of new riprap, as necessary, of similar size and shape
 - Roads shall be swept, vacuumed and/or washed on a regular basis

- 2. Stormwater Management Facilities**
All components of the stormwater management facilities shall be checked monthly between March and November and maintained as necessary to ensure proper performance. It is critical that all inflows and outflows to the detention facility are clean and performing as designed. In addition, the design volume of the detention facility shall also be maintained. Inspections for the following specific items should be conducted monthly between March and November:

- Side Slopes/Embankment/Emergency Overflow Structure**
- Inspect embankments for settlement and erosion
 - Remove woody growth from the embankment
 - Any breaks, hire Registered Professional Engineer for design resolution
 - Seed and sod any eroded areas
 - Signs of piping (leakage) or seepage, repair
 - Stabilize emergency overflow structure if erosion observed
 - Remove obstructions blocking emergency overflow spillway

- Vegetated Areas**
- Regular mowing to control vegetation, no cutting of native vegetation
 - Need for planting, reseeding or sodding. Supplement alternative native vegetation if a significant portion has not established (50% of the surface area). Reused with alternative grass species if original grass cover has not successfully established
 - Evidence of grazing, motorcycles or other vehicles, repair
 - Check for invasive vegetation, remove where possible
 - All vegetation must be maintained per the approved planting plan

- Outlet Control Structure**
- Inspect restrictor and remove debris if clogged or discharge reduced
 - Remove accumulated sediment at outlet
 - Scour and erosion at outlet, repair and reseed
 - Any ice damage to outlet of pipe, repair if necessary
 - Condition of trash tracks, remove debris
 - Outlet channel conditions downstream

- Access for Maintenance Equipment**
- Remove any obstructions placed in maintenance easements

- Safety Features**
- Access controls to hazardous areas
 - Fences
 - Loose or damaged posts
 - Loose or broken wires
 - Condition of gates
 - Signs

- Detention Volume**
- Inspect all stormwater detention facilities to ensure that the constructed volume for detention is maintained. No sediment, topsoil, or other dumping into the facility shall be allowed. Specific locations in the stormwater management system, designed to accumulate sediment, shall be dredged as necessary to prevent sediment from reaching the invert of any gravity outlet pipe.

- 3. Volume Control Facility**
Routine inspections and maintenance of volume control facilities shall be performed by the Owner on a yearly or as-needed basis. Specific items of concern include:

- Facility shall be inspected yearly using the monitoring well to verify the system is functioning properly.
- Surface of permeable pavement shall be cleaned with low-pressure power washer.
- Accumulated sediment from surface shall be vacuumed out and disposed of properly.
- Appropriate signage shall be repaired if damaged or illegible.

- 4. Stormwater Collection System**
The Owner shall perform monthly inspections of all components of the stormwater collection system. The monthly inspection shall occur between March and November and include the following specific areas of concern:

- Storm Inlets/Manholes**
- Remove accumulated leaves and other debris from grates
 - Reset covers/lids on as-needed basis
 - Remove accumulated sediment from manhole bottom when 50% of sump is filled

- Storm Sewers/Culverts**
- Visually inspect pipes by removing manhole lids, make repairs as necessary
 - Storm sewers and culverts shall be checked for siltation deposits at inlets, outlets, and within the conduit, clean out as necessary
 - Restore riprap at outfalls if erosion observed
 - Restore riprap at outfalls
 - Replant and reseed any eroded areas

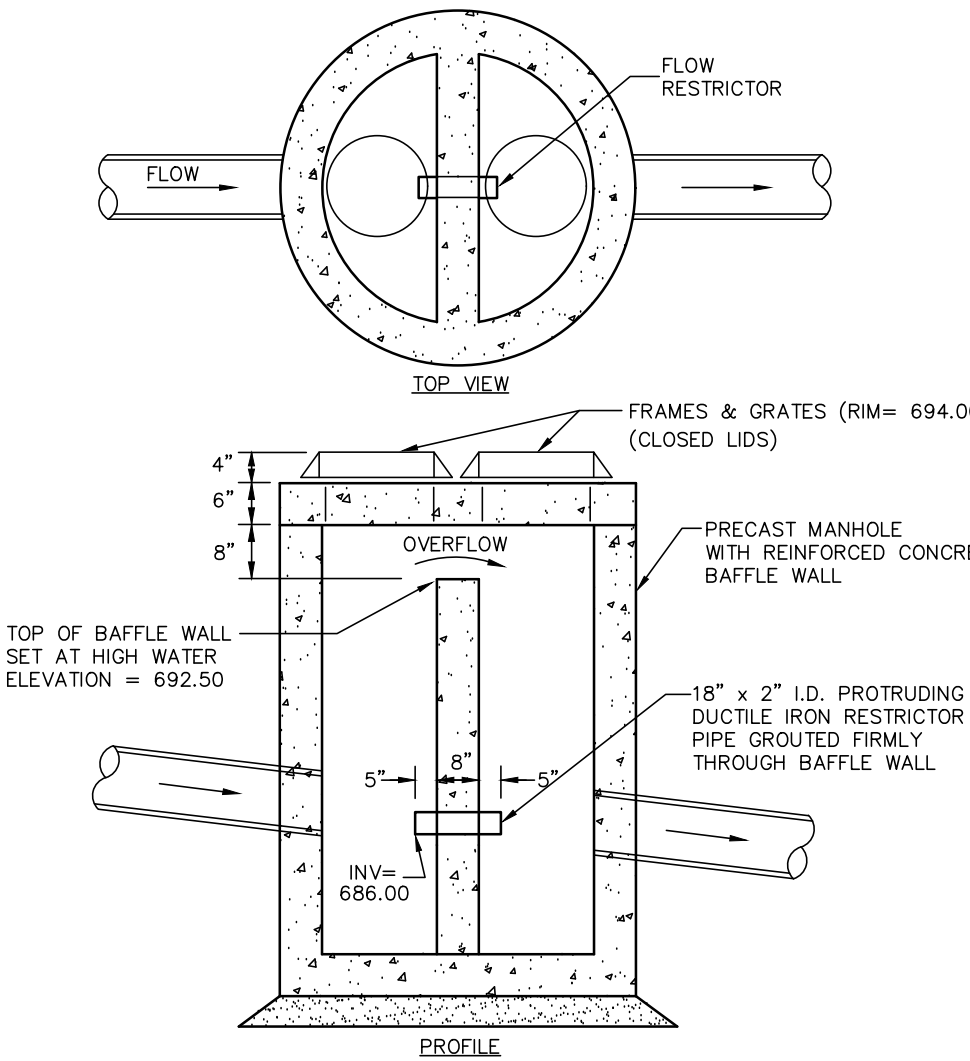
- Overland Flow Routes (Ditches/Swales)**
- Annual visual inspections shall be performed that verify the design capacity of the overland flow routes is maintained. The slope and cross-sectional area of the ditch/swale shall be verified during this inspection.
 - Remove any obstructions that have been placed in the drainage path
 - Seed and sod any eroded areas
 - Restore riprap as necessary
 - Regrade to provide positive drainage as necessary
 - Regular mowing to control vegetation

- 5. Qualified Sewer Construction**
- Perform manhole inspections once every five years, make repairs as necessary.
 - Perform sewer inspections once every five years, make repairs as necessary.
 - Perform regular cleaning so that each sewer segment is cleaned once every 5 years.
 - Remove any obstructions placed in maintenance easements that may impede maintenance equipment access.

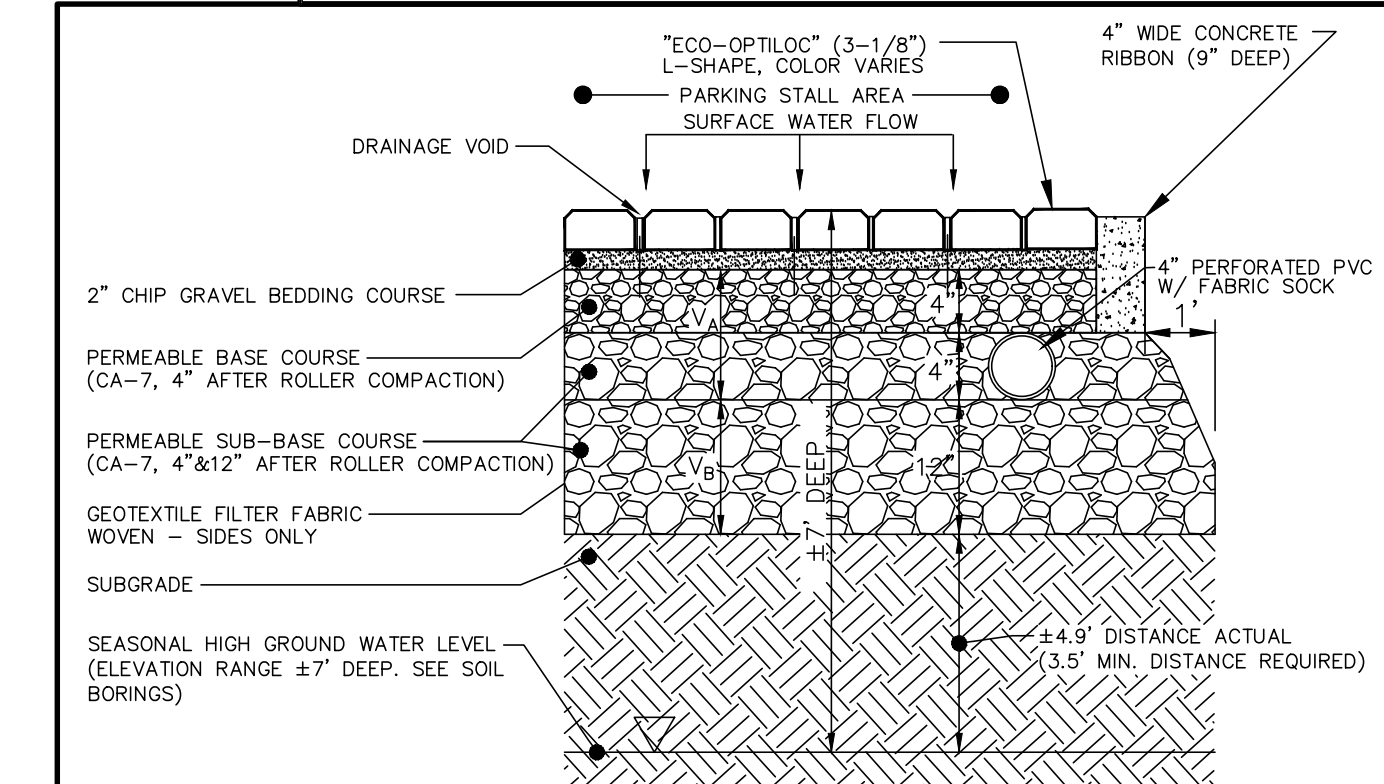
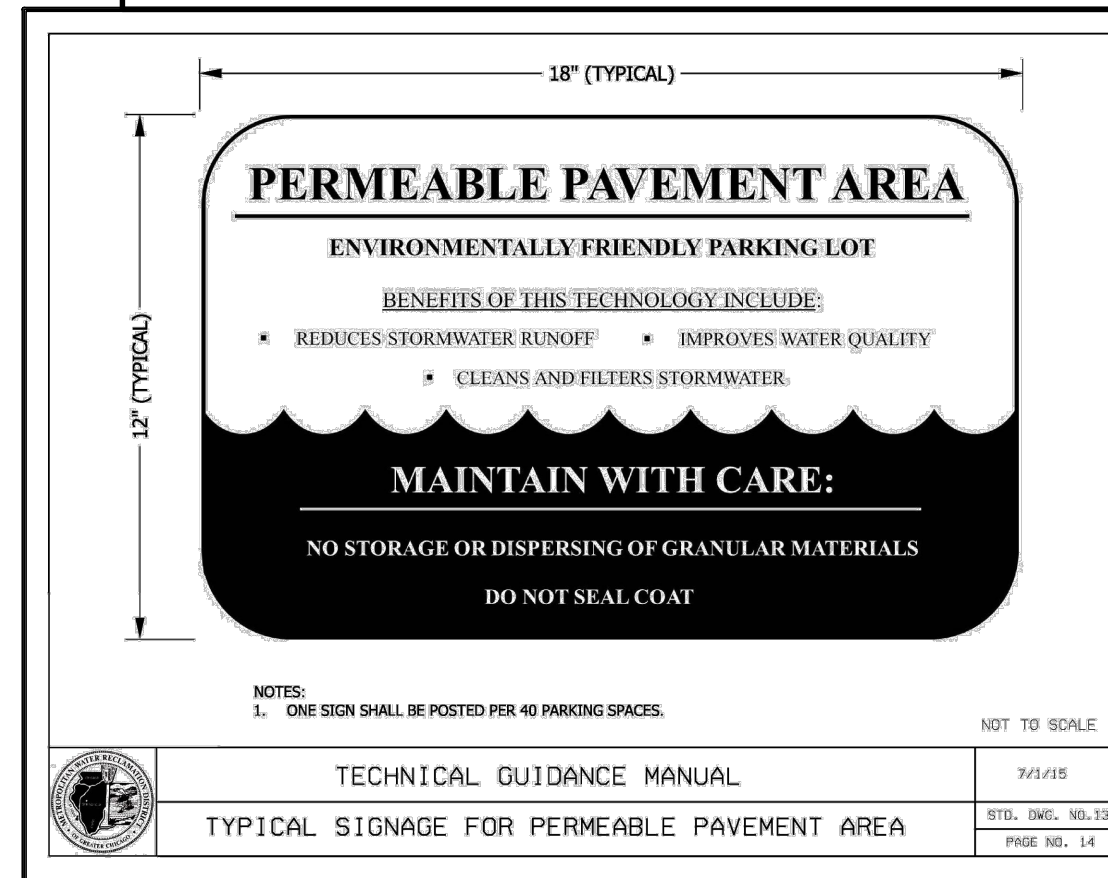
PROJECT SITE SUMMARY

PROPERTY LEGAL DESCRIPTION: SEE NOTE ON PLAN
PROPERTY ADDRESS: 45 SOUTH CHESTNUT AVENUE, ARLINGTON HEIGHTS, IL
PROPERTY INDEX NUMBER(S): SEE NOTE ON PLAN
TOTAL CONTIGUOUS OWNERSHIP: 0.909 ACRES
PROJECT AREA: 0.909 ACRES

DETENTION AND VOLUME CONTROL SUMMARY			
	UNLAW REQUIRED (AC-FT)	UNLAW REQUIRED (AC-FT)	PROVIDED (AC-FT)
VOLUME CONTROL	0	0.053	TBD
DETENTION	0.29	0.0	0.29



RESTRICTOR IN CATCH BASIN No. 25



*GEOTEXTILE FILTER FABRIC TO MEET REQUIREMENTS OF IUM MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 1, CLASS 1, WITH AN OPENING SIZE OF 0.50 mm

PERMEABLE PAVER SECTION

- NOTES:
1. OFFSET A MINIMUM OF 10 FEET FROM FOUNDATIONS UNLESS WATERPROOFED, 20 FEET FROM SANITARY SEWERS, 20 FEET FROM ROADWAY GRAVEL SHOULDER AND 100 FEET FROM POTABLE WATER WELLS OR SEPTIC TANKS.
 2. AVOID INSTALLATION ON SLOPES GREATER THAN 1 TO 1 AND ABOVE COMPACTED FILL.
 3. WOVEN GEOTEXTILE FABRIC SHALL MEET REQUIREMENTS OF IUM MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 1, CLASS 1, WITH AN APPARENT OPENING SIZE OF 0.50 MM.
 4. STONE STORAGE OPTIONS ARE CA-7, DISTRICT VULCAN MIX, OR APPROVED ALTERNATE. NO RECYCLED MATERIALS.
 5. MINIMUM DISTANCE OF 2 FEET (3.5 FEET IN COMBINED SEWER AREAS) BETWEEN BOTTOM OF BMP AND SEASONALLY HIGH GROUNDWATER LEVEL.
 6. UNDERDRAINS ARE REQUIRED IN TYPICAL CLAYEY SOILS WHERE INFILTRATION RATES ARE LESS THAN 0.5 INCH/HOUR. MAXIMUM OF 1 UNDERDRAIN PER 30 FEET. PROVIDE A SOIL REPORT DOCUMENTING NATIVE INFILTRATION RATE TO FOREGO UNDERDRAINS.
 7. MINIMUM UNDERDRAIN BEDDING OF TWO INCHES, MAXIMUM OF 12 INCHES.
 8. ONE OBSERVATION WELL REQUIRED PER 40,000 SQUARE FEET OF SURFACE AREA.
 9. FOLLOW THE REQUIRED PRETREATMENT MEASURES LISTED ON THE VOLUME CONTROL PRETREATMENT MEASURES DETAIL.
 10. MAINTENANCE REQUIREMENTS INCLUDE ANNUAL VACUUMING AND LOW-PRESSURE POWER WASHING OF PAVEMENT SURFACE. ADJACENT VEGETATED AREAS SHALL BE WELL MAINTAINED. BARE SPOTS AND ERODED AREAS SHALL BE REPLANTED AND STABILIZED IMMEDIATELY. DO NOT SEAL COAT.
 11. APPROPRIATE SIGNAGE REQUIRED FOR FACILITY, REFER TO THE SIGNAGE FOR PERMEABLE PAVEMENT DETAIL.

EXISTING PROPERTY DATA

ADDRESS: 37-45 S. CHESTNUT AVE, ARLINGTON HEIGHTS
36-40 S. HIGHLAND AVE, ARLINGTON HEIGHTS

EXISTING ZONE:
VC-PD (VILLAGE CENTER - PLANNED DEVELOPMENT)

TOTAL SITE AREA BEFORE DEDICATED ROW: 41,987 SF (0.964 AC)
TOTAL SITE AREA AFTER DEDICATED ROW: 39,587 S.F. (0.909 AC)

PIN: 03-30-425-012-0000
03-30-425-013-0000
03-30-425-014-0000
03-30-425-021-0000
03-30-425-022-0000
03-30-425-023-0000

LEGAL DESCRIPTION: LOTS 12, 13, 14, 15, 16 AND 17 IN BLOCK 2 IN A SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S SUBDIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

UTILITY LEGEND

	EXISTING	PROPOSED
SANITARY MANHOLE	⊙	⊙
STORM MANHOLE	⊙	⊙
CATCH BASIN	○	●
INLET	□	■
PRECAST FLARED END SECTION	▷	▷
SANITARY SEWER	—	—
STORM SEWER	—	—

REVISIONS	
DATE	BY

SIGWALT STREET APARTMENTS ARLINGTON HEIGHTS, ILLINOIS EXHIBIT R - MAINTENANCE PLAN

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

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

PROJECT NO. 29112716
DATE 09/06/17
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. MRM
DRAWN BY. ZRN

SHEET

1 OF 1

THE ENGINEER AND HIS CONSULTANTS DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE DELIVERABLES HEREIN BEYOND A REASONABLE DILIGENCE. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITHIN THE DELIVERABLES, THE ENGINEER AND HIS CONSULTANTS SHALL BE RESPONSIBLE FOR CORRECTING THEM AND PROVIDING WHATEVER STEPS NECESSARY TO RESOLVE THEM. FAILURE TO PROMPTLY NOTIFY THE ENGINEER OF SUCH CONDITIONS SHALL ABSOLVE THE ENGINEER FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE KNOWLEDGE AND CONSENT TO THE ENGINEER IN CONNECTION TO THE ENGINEER'S DELIVERABLES OR RECOMMENDATIONS SHALL BECOME THE RESPONSIBILITY NOT OF THE ENGINEER BUT OF THE PARTIES RESPONSIBLE FOR TAKING SUCH ACTION.

45 S. CHESTNUT AVE

PLANS PREPARED FOR

CA VENTURES

130 E. RANDOLPH STREET SUITE 2100
CHICAGO, ILLINOIS 60601
(312) 800-5370

LEGEND

	EXISTING	PROPOSED
SANITARY MANHOLE		
STORM MANHOLE		
CATCH BASIN		
INLET		
PRECAST FLARED END SECTION		
CONCRETE HEADWALL		
VALVE VAULT		
VALVE BOX		
FIRE HYDRANT		
BUFFALO BOX		
CLEANOUT		
SANITARY SEWER		
FORCE MAIN		
STORM SEWER		
WATER MAIN		
CONSTRUCT WATER MAIN UNDER SEWER		
GRANULAR TRENCH BACKFILL		
STREET LIGHT		
ELECTRICAL CABLE		
2" CONDUIT ENCASEMENT		
ELECTRICAL TRANSFORMER OR PEDESTAL		
POWER POLE		
STREET SIGN		
GAS MAIN		
TELEPHONE LINE		
CONTOUR		
SPOT ELEVATION		
WETLANDS		
FLOODWAY		
FLOODPLAIN		
HIGH WATER LEVEL (HWL)		
NORMAL WATER LEVEL (NWL)		
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		
TREE WITH TRUNK SIZE		
SOIL BORING		
TOPSOIL PROBE		
FENCE LINE, WIRE OR SILT		
FENCE LINE, CHAIN LINK OR IRON		
FENCE LINE, WOOD OR PLASTIC		
CONCRETE SIDEWALK		
CURB AND GUTTER		
DEPRESSED CURB		
REVERSE PITCH CURB & GUTTER		
EASEMENT LINE		

CONTACTS

VILLAGE OF ARLINGTON HEIGHTS
Community Development: (847) 368-5200
Address
City, State ZIP

Public Works Department: (847) 368-5800
222 N Ridge Ave.
Arlington Heights, IL 60005

J.U.L.I.E.
Underground Utility Locations
1-800-892-0123
811

ABBREVIATIONS

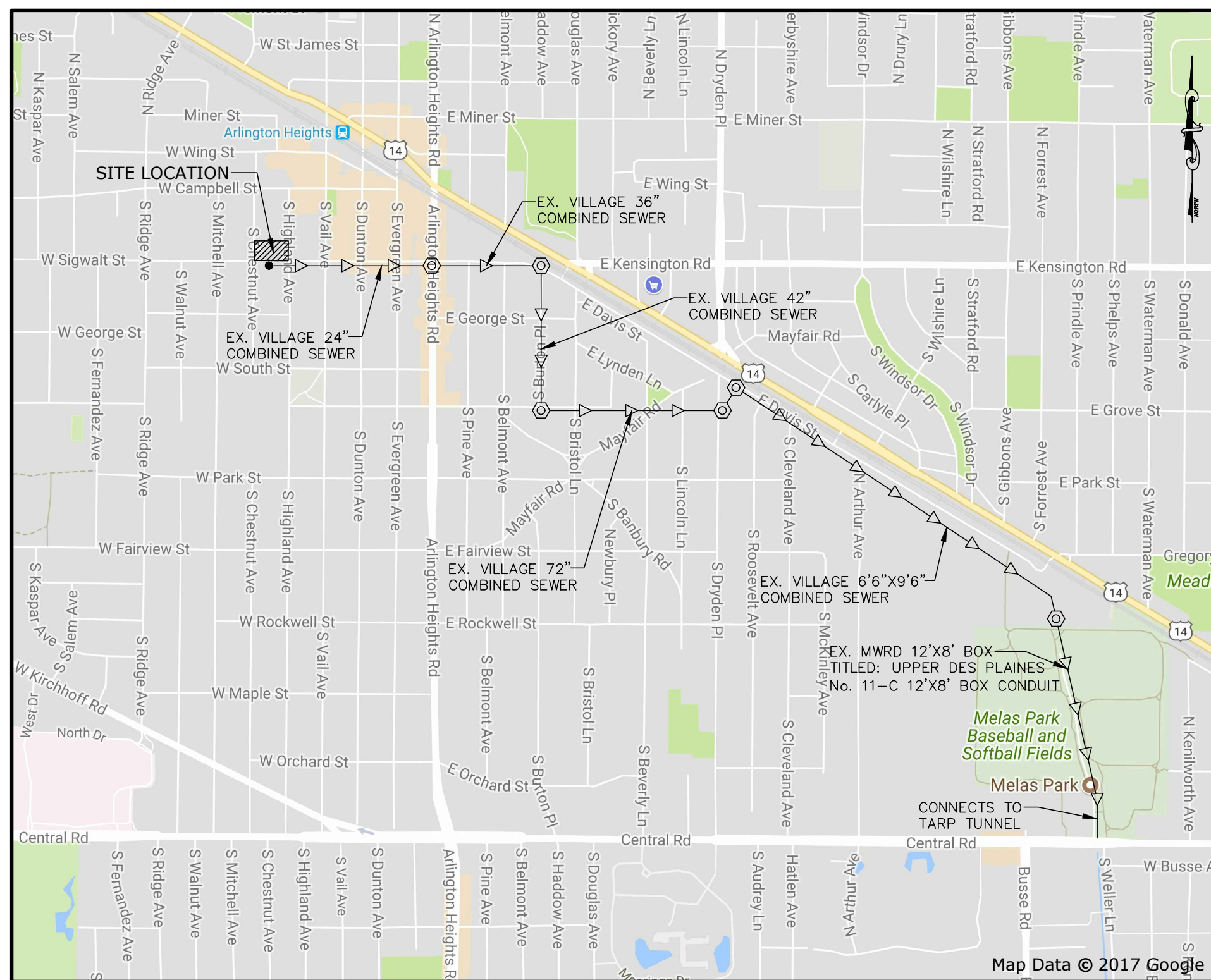
BL	BASE LINE	NWL	NORMAL WATER LEVEL
C	LONG CHORD OF CURVE	PC	POINT OF CURVATURE
C & G	CURB AND GUTTER	PT	POINT OF TANGENCY
CB	CATCH BASIN	PVI	POINT OF VERTICAL INTERSECTION
CL	CENTERLINE	R	RADIUS
D	DEGREE OF CURVE	ROW	RIGHT-OF-WAY
EP	EDGE OF PAVEMENT	SAN	SANITARY SEWER
FF	FINISHED FLOOR	ST	STORM SEWER
FG	FINISHED GRADE	T	TANGENCY OF CURVE
FL	FLOW LINE	TB	TOP OF BANK
FLO	FLOOR PLAIN	TC	TOP OF CURB
FR	FRAME	TF	TOP OF FOUNDATION
FW	FLOODWAY	TP	TOP OF PIPE
HWL	HIGH WATER LEVEL	TS	TOP OF SIDEWALK
INV	INVERT	TW	TOP OF WALK
L	LENGTH OF CURVE	WM	WATER MAIN
MH	MANHOLE	Δ	INTERSECTION ANGLE



Know what's below.
Call before you dig.

Formerly JULIE 1-800-892-0123

LOCATION MAP



GENERAL NOTES

1. The contractor shall notify the following governmental agencies at least two working days prior to commencement of construction:
 - Village of Arlington Heights Public Works Department (847-368-5800)
2. The contractor shall notify all utility companies and arrange for their facilities to be located prior to work in any easement, right-of-way, or suspected utility location. Repair of any damage to existing facilities shall be the responsibility of the contractor. Utility locations shown herein are for graphic illustration only and are not to be relied upon.
3. Prior to commencement of any offsite construction, the contractor shall secure written authorization that all offsite easements have been secured, and that permission has been granted to enter onto private property.
4. Elevations shown herein reflect NAVD 1988 datum.
5. The boundary and topographic survey data for this project is based on a field survey prepared by Professional Associated Survey, Inc., dated February 13, 2017. The contractor shall verify existing conditions prior to commencing construction and shall immediately notify the engineer in writing of any differing conditions.
6. RWG Engineering, LLC, it's employees and agents are not responsible for the safety of any party at or on the construction site. Safety is the sole responsibility of the contractor, and any other entity performing work at the site. Neither the owner nor the engineer assumes any responsibility for job site safety or for the means, methods or sequences of construction.
7. Except where modified by the contract documents, all work proposed hereon shall be in accordance with the following specifications, which are hereby made a part hereof:
 - A. "Standard Specifications for Road and Bridge Construction in Illinois," as prepared by I.D.O.T. latest edition.
 - B. "Standard Specifications for Water and Sewer Main Construction in Illinois," latest edition.
 - C. "Illinois Recommended Standards for Sewage Works," as published by the I.E.P.A., latest edition.
 - D. The subdivision and development codes and standards of the Village of Arlington Heights, as published by the Municipality.
 - E. "Illinois Accessibility Code" as published by the State of Illinois Capital Development Board, effective April 24, 1997.
 - F. The National Electric Code.
 - G. "Illinois Urban Manual" as prepared by the U.S. Dept. of Agriculture latest edition.
8. The Village of Arlington Heights Development Ordinance shall take precedence if a conflict in project specifications occurs.

INDEX OF SHEETS

1. TITLE SHEET
2. EXISTING CONDITIONS AND DEMOLITION PLAN
3. SITE GEOMETRIC AND PAVING PLAN
4. SOIL EROSION AND SEDIMENT CONTROL (SESC) PLAN
5. GRADING PLAN
6. UTILITY PLAN
7. PROJECT NOTES AND SPECIFICATIONS
8. CONSTRUCTION DETAILS AND STANDARDS
9. CONSTRUCTION DETAILS AND STANDARDS

NOTE:
COORDINATES AT LOT CORNERS SHOWN HEREON ARE REFERENCED TO
ILLINOIS STATE PLANE SYSTEM COORDINATES, EAST ZONE. ESTABLISHED
THROUGH VRS TRIMBLE NETWORK.

NORTHWEST CORNER:
N 1972496.8772, E 1078414.4342

SOUTHWEST CORNER:
N 1972346.8773, E 1078414.2808

NORTHEAST CORNER:
N 1972496.8590, E 1078678.3594

SOUTHWEST CORNER:
N 1972346.8592, E 1078678.1808

"TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF THIS PROJECT, OR, THAT IF DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR PREVENTING DAMAGE TO LANDS OR SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS APPROVED FOR USE BY THE VILLAGE, AND THAT SUCH SURFACE WATERS ARE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO ADJACENT PROPERTIES BECAUSE OF THE CONSTRUCTION OF THIS PROJECT."



EXPIRATION DATE: 11/30/17

Maureen R. Mulligan
REGISTERED PROFESSIONAL ENGINEER

BENCHMARKS

SOURCE BENCHMARK:
ALTA/NSPS LAND TITLE SURVEY PROVIDED BY
PROFESSIONALS ASSOCIATED SURVEY, INC.
7100 N. TRIP AVENUE, LINCOLNWOOD, IL. 60712

SITE BENCHMARK:

FIRE HYDRANT ON N.W. CORNER OF
SIGWALT STREET AND S. HIGHLAND
AVENUE. N.W. BOLT ON FIRE HYDRANT
ELEV.= 692.99

EXPIRATION DATE: 11/30/17

SIGWALT STREET APARTMENTS
ARLINGTON HEIGHTS, ILLINOIS
TITLE SHEET

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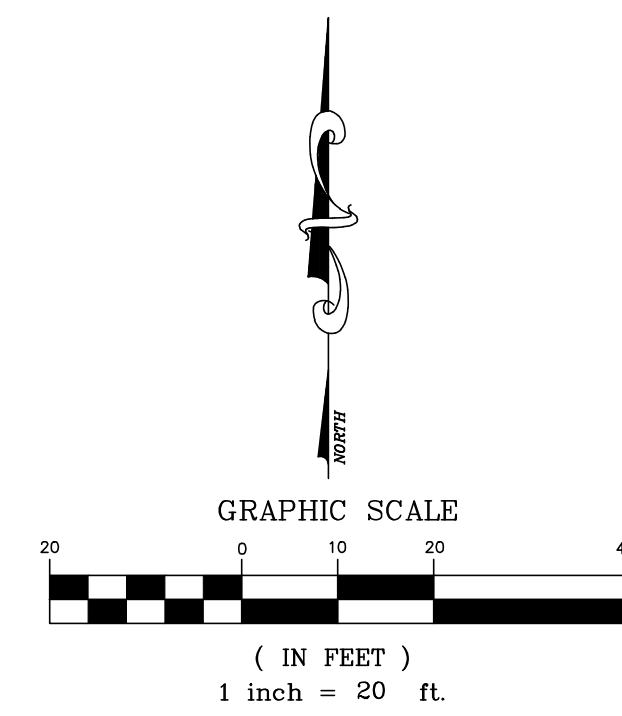
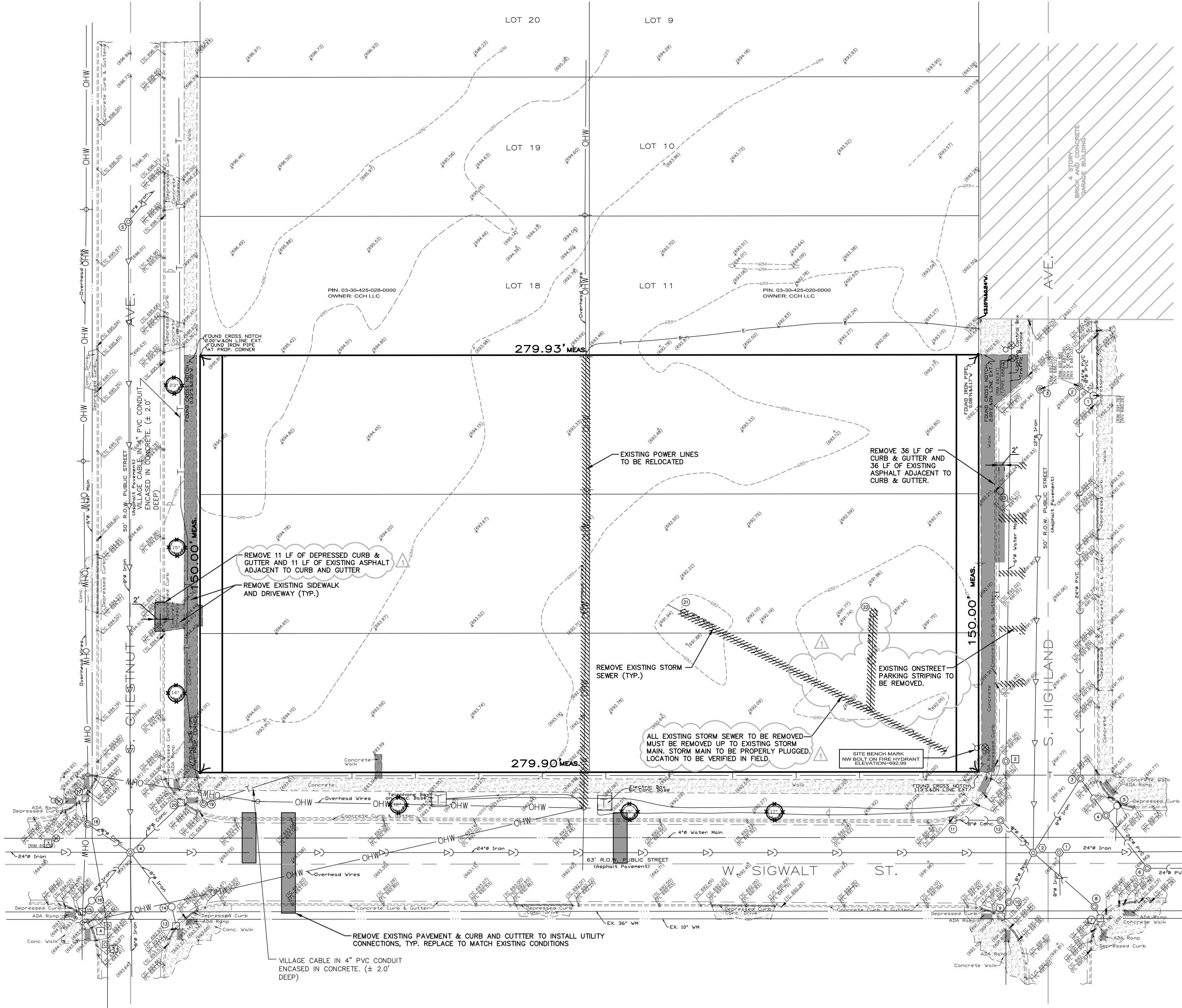
Engineering, LLC
Civil Engineering ♦ Real Estate Consulting ♦ Project Management

PROJECT NO. 29112716
DATE 07/10/17
SCALE NONE
PROJ. MGR. RWG
PROJ. ASSOC. MRM
DRAWN BY ZRN

SHEET

1 OF 9

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SURVEY NOTE
THE INFORMATION SHOWN HEREON IS BASED ON A BOUNDARY AND TOPOGRAPHIC SURVEY DONE BY PROFESSIONALS ASSOCIATED SURVEY, INC. ORDER NO. 17-91627, DATED 02/13/17

ABBREVIATIONS LEGEND (IN ADDITION TO TITLE SHEET LEGEND)
EX = EXISTING
PR = PROPOSED
BC = BACK OF CURB
FC = FACE OF CURB
EP = EDGE OF PAVEMENT
PL = PROPERTY LINE
FB = FACE OF BUILDING
EC = EDGE OF CONCRETE
RW = RETAINING WALL
ROW = RIGHT OF WAY
BC/BC = BACK OF CURB TO BACK OF CURB
SW = SIDEWALK
R = RADIUS
(TYP) = TYPICAL

EXISTING PROPERTY DATA
ADDRESS: 37-45 S. CHESTNUT AVE, ARLINGTON HEIGHTS
36-40 S. HIGHLAND AVE, ARLINGTON HEIGHTS
EXISTING ZONE: VC-PD (VILLAGE CENTER - PLANNED DEVELOPMENT)
TOTAL SITE AREA BEFORE DEDICATED ROW: 41,987 SF (0.964 AC)
TOTAL SITE AREA AFTER DEDICATED ROW: 39,587 S.F. (0.909 AC)
PIN: 03-30-425-012-0000
03-30-425-013-0000
03-30-425-014-0000
03-30-425-021-0000
03-30-425-022-0000
03-30-425-023-0000
LEGAL DESCRIPTION: LOTS 12, 13, 14, 15, 16 AND 17 IN BLOCK 2 IN A SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S SUBDIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

- ② SANITARY STRUCTURE NUMBER
⑪ STORM STRUCTURE NUMBER
⑤ WATERMAIN STRUCTURE NUMBER

EXISTING UTILITY STRUCTURE SCHEDULE	
SANITARY SEWER STRUCTURES	
① EX SAN M.H. RIM= 691.91 INV= 684.56 (8" S) INV= 684.26 (24" W) INV= 684.21 (24" E)	② EX SAN M.H. RIM= 691.94 INV= 686.99 (8" NE) INV= 687.04 (8" SE) INV= 688.49 (8" SW) INV= 686.84 (8" NW) INV= 684.39 (24" W) INV= 684.29 (24" E)
③ EX SAN M.H. RIM= 692.02 INV= 686.12 (12" S)	④ EX SAN M.H. RIM= 693.95 INV= 689.85 (8" SE) INV= 685.75 (8" S) INV= 689.43 (8" SW) INV= 689.55 (8" NW) INV= 687.25 (8" N) INV= 690.00 (8" NE) INV= 685.60 (24" W) INV= 685.40 (24" E)
⑤ EX SAN M.H. RIM= 696.21 INV= 690.76 (8" NE) INV= 688.73 (8" S)	

STORM SEWER STRUCTURES	
① EX STM C.B. RIM= 691.76 INV= 690.26 (8" NW)	② EX STM M.H. RIM= 691.88 INV= 687.08 (24" N) INV= 689.30 (8" E) INV= 687.03 (24" S)
③ EX STM M.H. RIM= 691.49 INV= 686.67 (24" SE) INV= 686.09 (8" SW) INV= 686.59 (24" N)	④ EX STM M.H. RIM= 691.33 INV= 686.73 (24" NW) INV= 686.53 (24" SE)
⑤ EX STM C.B. RIM= 691.07 INV= 688.97 (24" SW) INV= 688.91 (24" S)	⑥ EX STM M.H. RIM= 691.53 INV= 687.03 (24" E) INV= 686.83 (24" NW)
⑦ EX STM INLET RIM= 691.26 INV= 688.40 (8" NW)	⑧ EX STM M.H. RIM= 691.55 INV= 688.50 (8" SE) INV= 688.30 (8" NW)
⑨ EX STM INLET RIM= 691.34 INV= 688.54 (8" NE)	⑩ EX STM M.H. RIM= 691.48 INV= 688.51 (8" NE)
⑪ EX STM INLET RIM= 690.97 INV= 688.27 (8" E)	⑫ EX STM M.H. RIM= 691.48 INV= 688.03 (8" W,SE)
⑬ EX STM INLET RIM= 692.87 INV= 689.97 (8" N)	⑭ EX STM C.B. RIM= 693.24 INV= 690.04 (8" SE) INV= 689.84 (8" NW)
⑮ EX STM INLET RIM= 693.28 INV= 690.48 (8" NE)	⑯ EX STM C.B. RIM= 693.50 INV= 690.40 (8" SW) INV= 690.20 (8" NE)
⑰ EX STM INLET RIM= 693.30 INV= 691.05 (8" S)	⑱ EX STM M.H. RIM= 693.68 WATER FILLED T/WATER= 690.03
⑲ EX STM M.H. RIM= 693.70	⑳ EX STM INLET RIM= 693.44 END OF PIPE SEALED
㉑ EX STM C.B. RIM= 691.68 UNABLE TO OPEN INV= 688.88 (8" SE)	㉒ EX STM C.B. RIM= 691.50 UNABLE TO OPEN INV= 688.85 (8" S)
㉓ EX STM C.B. RIM= 691.52 WATER FILLED T/WATER= 687.67	

WATERMAIN STRUCTURES	
① EX VALVE VAULT RIM= 692.67 T/P= 688.02	② EX WATER M.H. RIM= 691.18 WATER FILLED T/WATER= 689.18
③ EX VALVE VAULT RIM= 693.91	④ EX CLEANOUT RIM= 693.53 T/P= 688.38
⑤ EX CLEANOUT RIM= 693.55 T/P= 688.35	

- DEMOLITION LEGEND**
- REMOVE EXISTING PAVEMENT/SIDEWALK/STRUCTURE/C&G (INCL SAWCUT)
 - TREE/BUSH/STRUCTURE REMOVAL
 - REMOVE EXISTING UTILITY LINE
 - TREE PROTECTION FENCE
- DEMOLITION NOTES:**
- EROSION CONTROL INSTALLATION SHALL BE DONE PRIOR TO COMMENCEMENT OF ANY DEMOLITION ACTIVITY
 - EXISTING ELECTRICAL AND PHONE CABLES MAY BE LOCATED WITHIN THE PROPOSED IMPROVEMENT AREA. APPROXIMATE KNOWN LOCATIONS ARE SHOWN HEREON. THE CONTRACTOR SHALL ARRANGE FOR PRECISE LOCATION OF EXISTING CABLE SERVICES AND EXERCISE EXTREME CARE WHEN WORKING AROUND THE SAME.
 - ALL STRUCTURAL PAVEMENT MATERIALS (ASPHALT, CONCRETE SIDEWALK, CURB/GUTTER) THAT CANNOT BE CRUSHED TO AN APPROVED IDOT SPECIFICATION FOR USE AS STRUCTURAL FILL SHALL BE DISPOSED OF BY THE CONTRACTOR AT AN OFFSITE LOCATION. RE-USE OF MILLED ASPHALT AND PROPERLY CRUSHED CONCRETE AS STRUCTURAL FILL IS ACCEPTABLE AND ENCOURAGED.
 - THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO EXISTING AMENITIES SCHEDULED TO REMAIN. PROPER SAWCUTTING SHALL BE ACCOMPLISHED AT ALL POINTS OF CONNECTION OR INTERFACE BETWEEN EXISTING AND PROPOSED IMPROVEMENTS.
 - CONTRACTOR SHALL BE RESPONSIBLE TO HAVE ALL UNDERGROUND UTILITIES (EVEN IF NOT SHOWN ON THESE PLANS) LOCATED PRIOR TO DEMOLITION WORK. SANITARY SERVICE, WATERMAIN SERVICE, GAS, ELECTRIC, ETC SHALL BE CUT-OFF. CONTRACTOR TO COORDINATE WITH RESPECTIVE MUNICIPAL AGENCY TO ARRANGE FOR DISCONNECT.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO EXISTING UTILITIES, STREET LIGHTS, SIGNS, ETC. THAT ARE NOT INTENDED TO BE PERMANENTLY REMOVED.
 - CONTRACTOR SHALL NOTIFY THE PUBLIC WORKS DEPARTMENT, ALL UTILITY COMPANIES, AND THE FIRE DEPARTMENT PRIOR TO START-UP.
 - ON-SITE DISTURBED AREAS TO REMAIN AS GREENSPACE SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND SEED, OR RESTORED IN ACCORDANCE WITH THE LANDSCAPE PLAN (SEE BY OTHERS).
 - DISTURBED AREAS OF PUBLIC PARKWAYS SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND SEED.
 - ALL EXISTING DRIVEWAY APRONS SHALL BE SAWCUT ALONG WITH REMOVAL OF ANY EXISTING DEPRESSED CURB AND GUTTER, AND NEW BARRIER CURB AND GUTTER (SIZED TO MEET EXISTING ADJACENT CONDITIONS) SHALL BE INSTALLED AND DOWELED INTO THE EXISTING ADJOINING CURB AND GUTTER.
 - UTILITY LINES SCHEDULED FOR REMOVAL SHALL BE PROPERLY DISCONNECTED FROM FACILITIES THAT ARE TO REMAIN, SECURELY PLUGGED AT ALL CONNECTION POINTS, AND EITHER REMOVED OR FILLED WITH FLOWABLE FILL (LEAN CONCRETE MIXTURE) AND ABANDONED IN PLACE (REMOVE IF LOCATED UNDER NEW BUILDING PAD AREAS). IN THE CASE OF STRUCTURE ABANDONMENT, CASTINGS AND TOP SLABS AND CONE SECTIONS SHALL BE REMOVED PRIOR TO FILLING THE STRUCTURE (UNLESS THE STRUCTURE IS EASIER TO COMPLETELY REMOVE).

SIGNALT STREET APARTMENTS
ARLINGTON HEIGHTS, ILLINOIS

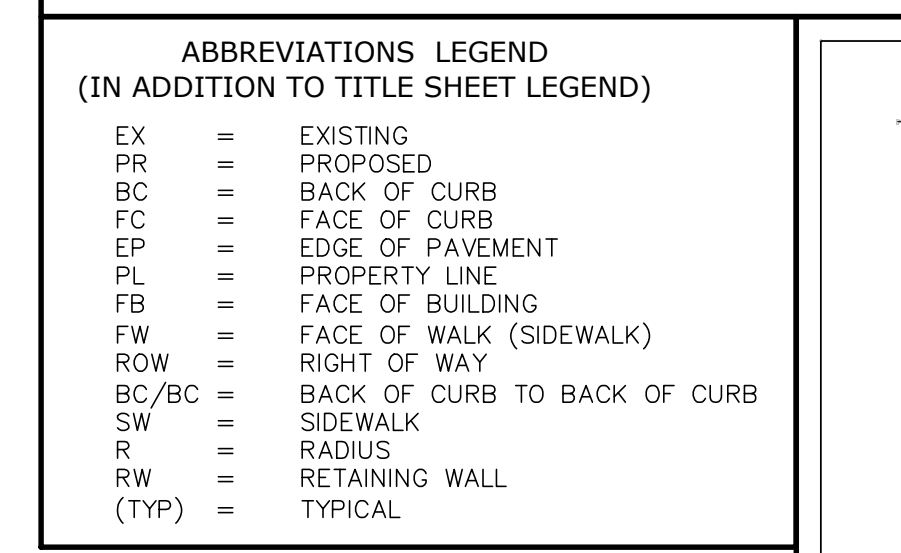
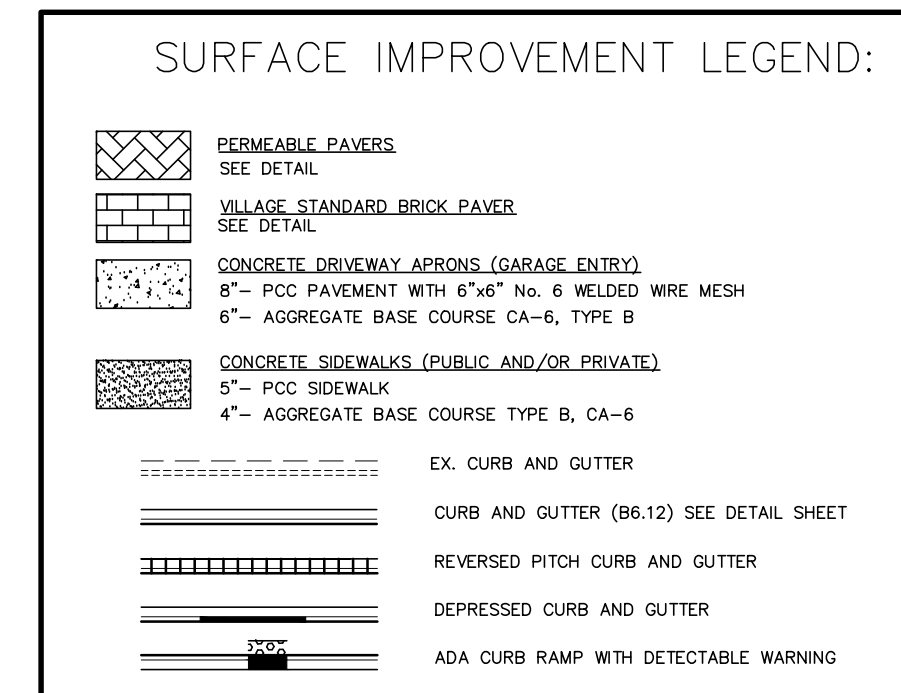
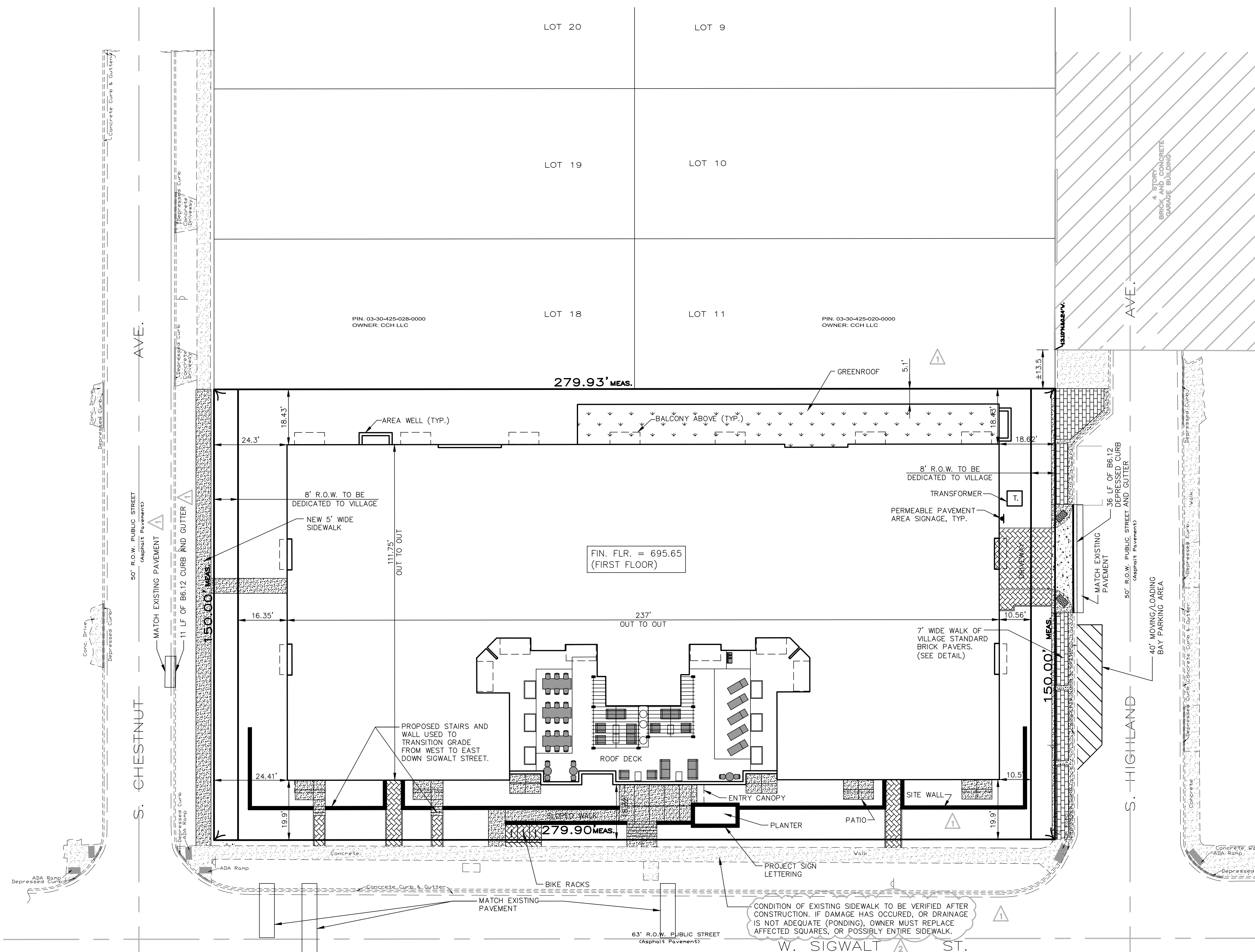
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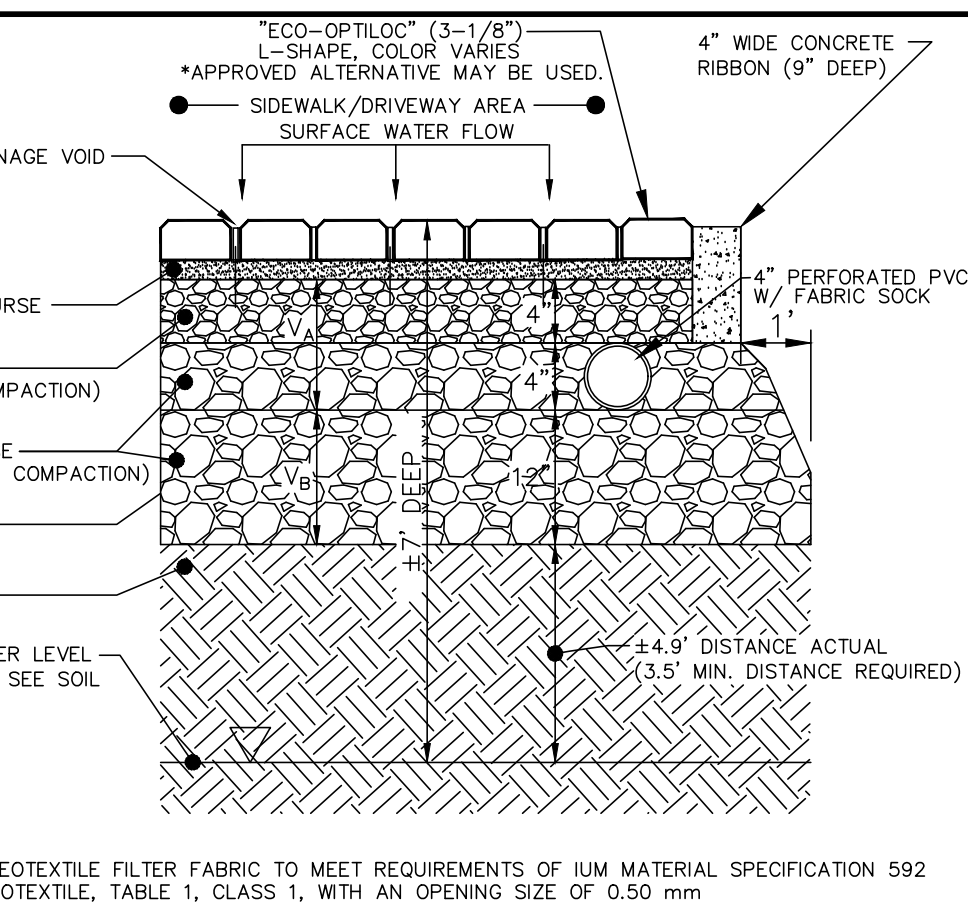
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PROJ. MGR. RWG
PROJ. ASSOC. MRM
DRAWN BY ZRN

SHEET 2 OF 9



SITE DATA:	
EXISTING ZONING: VC-PD (VILLAGE CENTER - PLANNED DEVELOPMENT)	
TOTAL PROPERTY SIZE AFTER DEDICATED ROW= 39,587 S.F. (0.909 AC)	
PROPOSED SITE CONDITIONS:	
IMPERVIOUS:	
PROPOSED BUILDING IMPERVIOUS FOOTPRINT	= 26,387 S.F.
SIDEWALK/PATIO AREAS	= 1,161 S.F.
TOTAL IMPERVIOUS AREA	= 27,548 S.F. (70%)
PERVIOUS:	
PROPOSED BUILDING GREENROOF FOOTPRINT	= 1,894 S.F.
PERMEABLE PAVEMENT AREAS	= 615 S.F.
PROPOSED GREENSPACE	= 9,530 S.F.
TOTAL PERVIOUS AREA	= 12,039 S.F. (30%)

- SITE GEOMETRIC AND PAVING NOTES:**
- SIDEWALK RAMPS WITH DETECTABLE WARNING AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
 - UNLESS OTHERWISE NOTED ON THE PLAN, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
 - UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL BE B6.12 CONCRETE CURB AND GUTTER.
 - UNLESS OTHERWISE NOTED, ALL CURB RADI ARE 4' TO BACK OF CURB.
 - ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SUBDIVISION (OR SITE) PLAT PREPARED BY PROFESSIONAL ASSOCIATED SURVEY, INC. AND DATED 02/13/17.
 - BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
 - IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY - REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
 - THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
 - UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON AND ON SIGNAGE AND STRIPING PLAN. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. HANDICAP STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.
 - PRIOR TO OPENING TO THE PUBLIC, ALL TRAFFIC CONTROL SIGNAGE SHALL BE INSTALLED AS INDICATED. SIGNS SHALL BE INSTALL WITH 3" SQUARE ALUMINUM POSTS WITH A BAKED ON ENAMEL FINISH, SET 1" INTO CONCRETE PIER AND SHALL INCLUDE A POST CAP.
 - ALL ROADWAY PATCHES SHALL HAVE SURFACE ASPHALT LAYER EXTEND 2.0' BEYOND EDGE OF TRENCH.
 - ANY STAIRWAYS LEADING TO PUBLIC SIDEWALK SHALL NOT AFFECT THE ADA COMPLIANCE OF THE PUBLIC WALK.



- NOTES:**
- OFFSET A MINIMUM OF 10 FEET FROM FOUNDATIONS UNLESS WATERPROOFED, 20 FEET FROM SANITARY SEWERS, 20 FEET FROM ROADWAY GRAVEL SHOULDER AND 100 FEET FROM ROTABLE WATER WELLS OR SEPTIC TANKS.
 - AVOID INSTALLATION ON SLOPES GREATER THAN 15% AND ABOVE COMPACTED FILL.
 - WOVEN GEOTEXTILE FABRIC SHALL MEET REQUIREMENTS OF IUM MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 1, CLASS 1, WITH AN APPARENT OPENING SIZE OF 0.50 MM.
 - STONE STORAGE OPTIONS ARE CA-7, DISTRICT VULCAN MIX, OR APPROVED ALTERNATE. NO RECYCLED MATERIALS.
 - MINIMUM DISTANCE OF 2 FEET (3.5 FEET IN COMBINED SEWER AREAS) BETWEEN BOTTOM OF BMP AND SEASONALLY HIGH GROUNDWATER LEVEL.
 - UNDERDRAINS ARE REQUIRED IN TYPICAL CLAY SOILS WHERE INFILTRATION RATES ARE LESS THAN 0.5 INCH/HOUR. MAXIMUM OF 1 UNDERDRAIN PER 30 FEET. PROVIDE A SOIL REPORT DOCUMENTING NATIVE INFILTRATION RATE FOR FOREGO UNDERDRAINS.
 - MINIMUM UNDERDRAIN BEDDING OF TWO INCHES, MAXIMUM OF 12 INCHES.
 - ONE OBSERVATION WELL REQUIRED PER 40,000 SQUARE FEET OF SURFACE AREA.
 - FOLLOW THE REQUIRED PRETREATMENT MEASURES LISTED ON THE VOLUME CONTROL PRETREATMENT MEASURES DETAIL.
 - MAINTENANCE REQUIREMENTS INCLUDE ANNUAL VACUUMING AND LOW-PRESSURE POWER WASHING OF PAVEMENT SURFACE. ADJACENT VEGETATED AREAS SHALL BE WELL-MAINTAINED. BARE SPOTS AND ERODED AREAS SHALL BE REPLANTED AND STABILIZED IMMEDIATELY. DO NOT SEALCOAT.
 - APPROPRIATE SIGNAGE REQUIRED FOR FACILITY, REFER TO THE SIGNAGE FOR PERMEABLE PAVEMENT DETAIL.

VILLAGE OF ARLINGTON HEIGHTS SIDEWALK REQUIREMENTS

REINFORCEMENT

No welded wire fabric is allowed to be placed in any sidewalk in the Village right-of-way or any sidewalk to be maintained by the Village. Where sidewalk crosses over a utility conduit, two #4 reinforcing bars shall be placed perpendicular to the conduit and extend a minimum of 6 feet beyond either side of the utility crossing.

FORMS

Side forms shall be lumber with a nominal thickness of 2 inches and a depth equal to the sidewalk thickness specified or at least with equal depth. Side forms will not be allowed. Side forms shall be tied securely in place by stakes or braced, within top edges of the forms true to grade. The forms shall be kept coated with release to place concrete.

FORM REMOVAL AND BACKFILL

Unless otherwise approved by the Director of Engineering, all forms shall remain undisturbed for a minimum of 24 hours after the concrete has been placed, and be removed within 48 hours. Upon the removal of the forms, the Contractor shall have seven calendar days to backfill between the side of the sidewalk and the ground using top soil. The Contractor is responsible for maintaining proper backfill until it has been placed.

EXPANSION JOINTS

Expansion joints shall consist of precast joint filler, 1/2 inch thick. The top of the expansion joint shall be placed 1/4 inch below the surface of the sidewalk, and extend to the full depth of the walk. Expansion joints shall be spaced a maximum of 50 feet and shall also be placed between the sidewalk and all structures, such as light standards, manholes, etc., which extend through the sidewalk.

When the sidewalk is constructed adjacent to pavement or curb heating expansion joints, the expansion joints in the sidewalk shall be placed opposite the existing expansion joints as nearly as practicable. Expansion joints shall also be placed where the sidewalk abuts existing sidewalks, between concrete driveway pavement and sidewalk, and between sidewalk and curbs where the sidewalk abuts a curb.

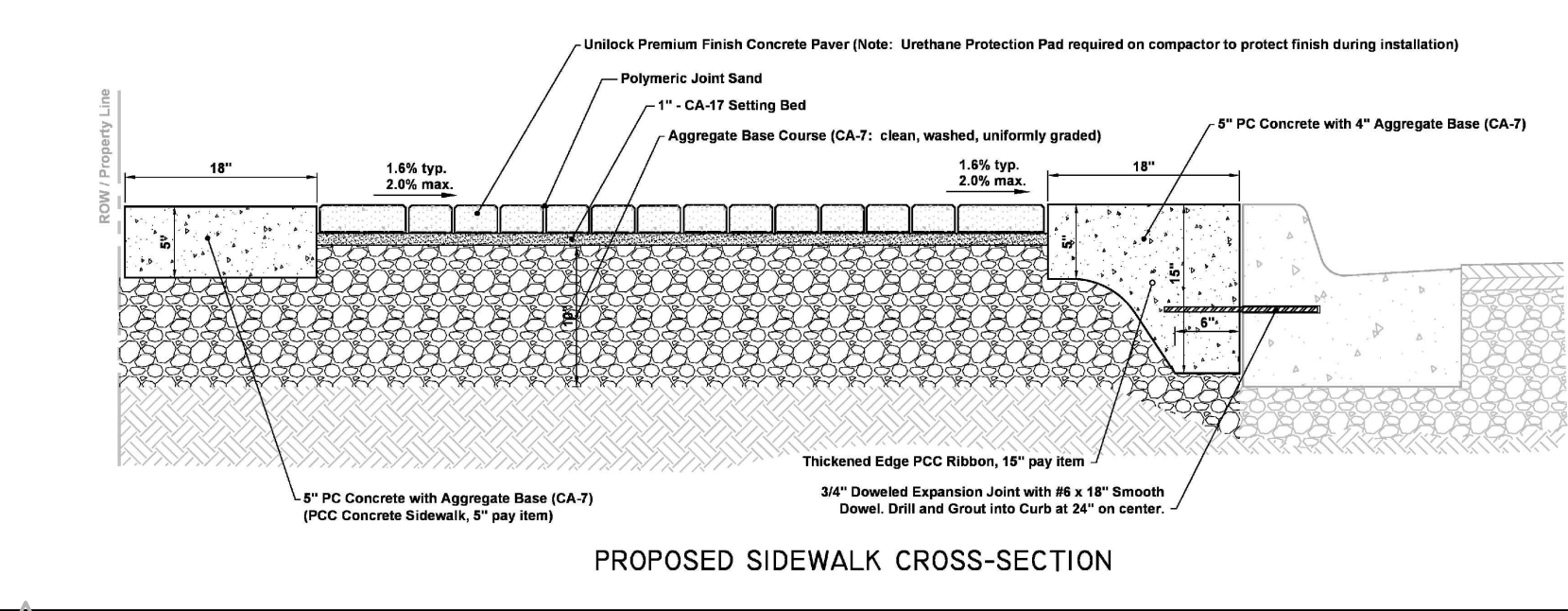
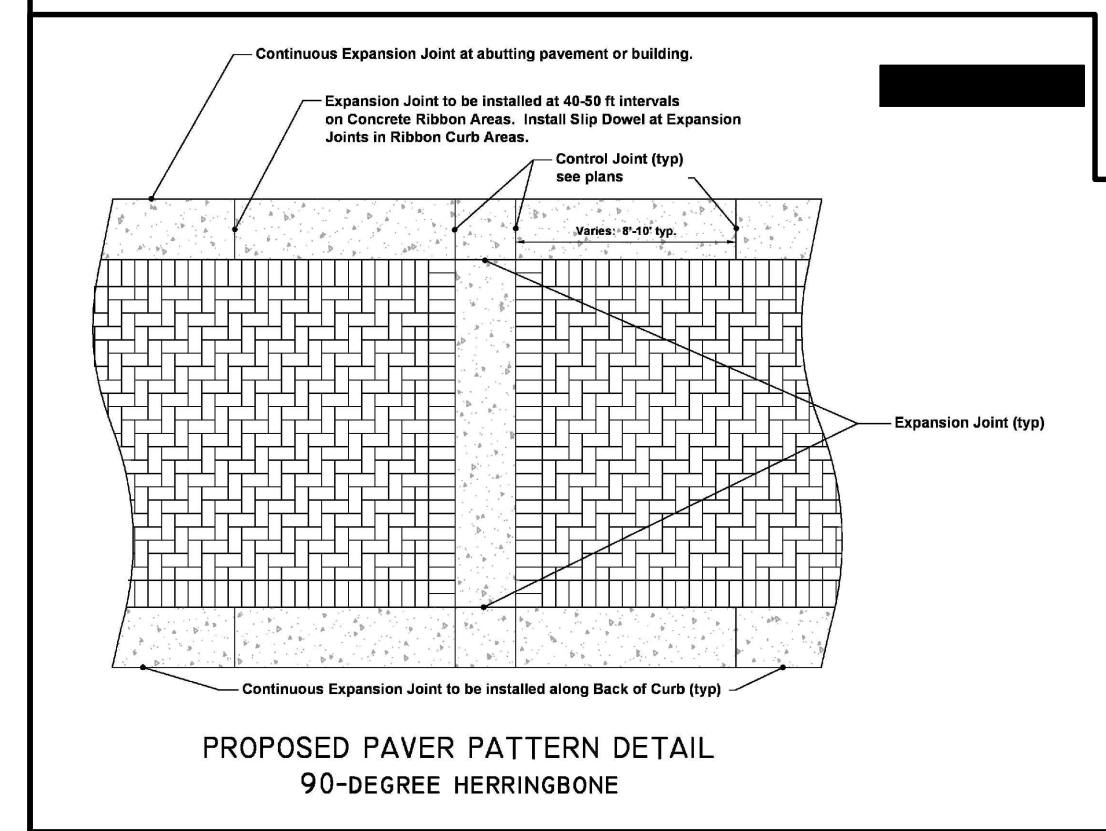
Slip Dowels are to be installed at all expansion joint locations within concrete ribbon areas.

PLACING, FINISHING, PROTECTION AND CURING

The concrete sidewalk shall be placed and finished in accordance with Article 424.02 of the Standard Specifications for Road and Bridge Construction.

All exposed concrete surfaces shall be protected against damage by rain or other natural causes. The Contractor shall be responsible for protecting the concrete against weather until the concrete is set and cured.

The concrete shall be cured for a minimum period of three days after placement as described in Article 720.13 of the Standard Specifications for Road and Bridge Construction.



PROJECT NO. 29112716

DATE 07/10/17

SCALE 1"=20'

PROJ. MGR. RWG

PROJ. ASSOC. MRM

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3 OF 9

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REVISIONS

NO.	DATE	REVISIONS
1.	08/16/17	VILLAGE REVISIONS
2.	09/06/17	VILLAGE REVISIONS

DATE 08/16/17

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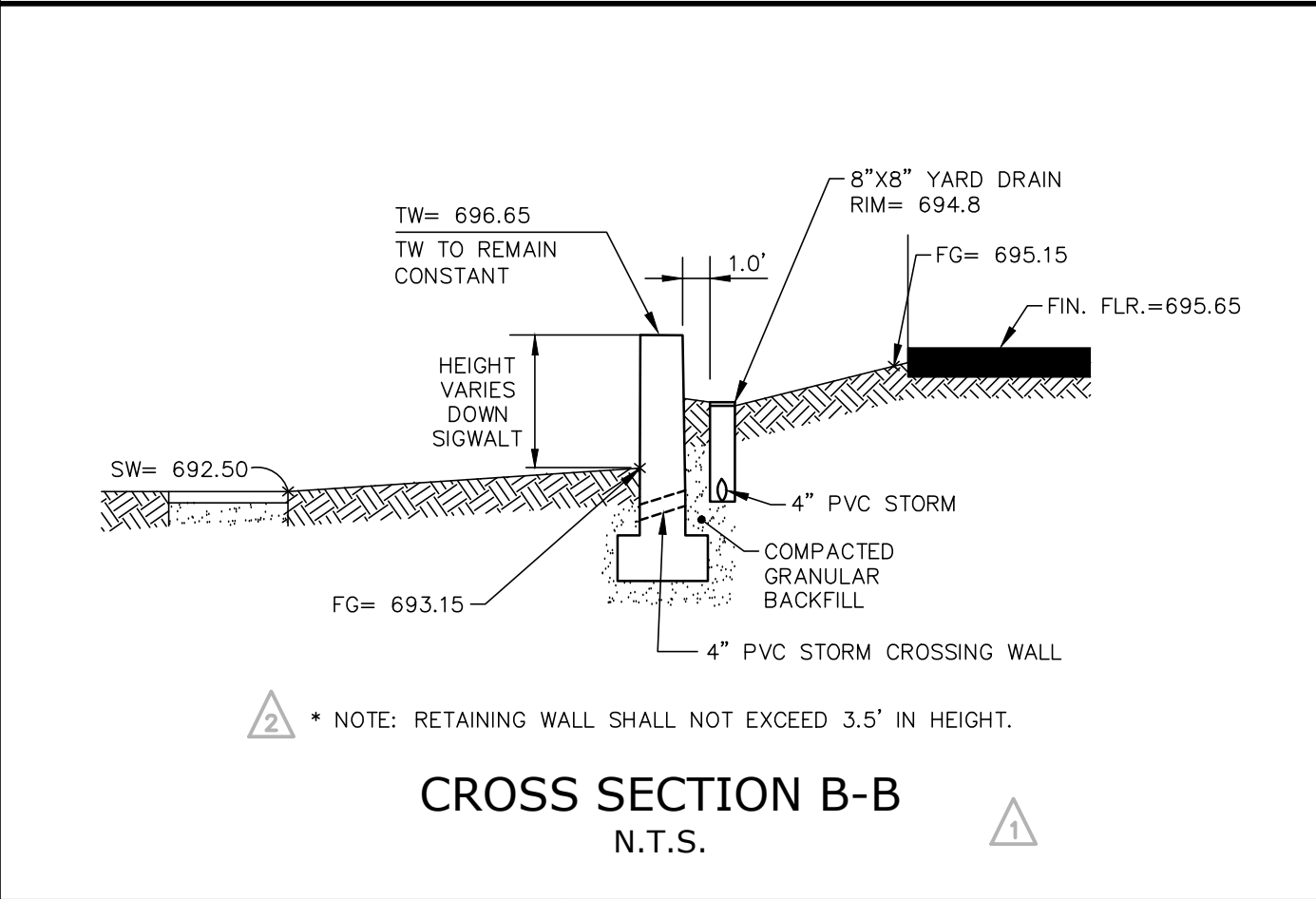
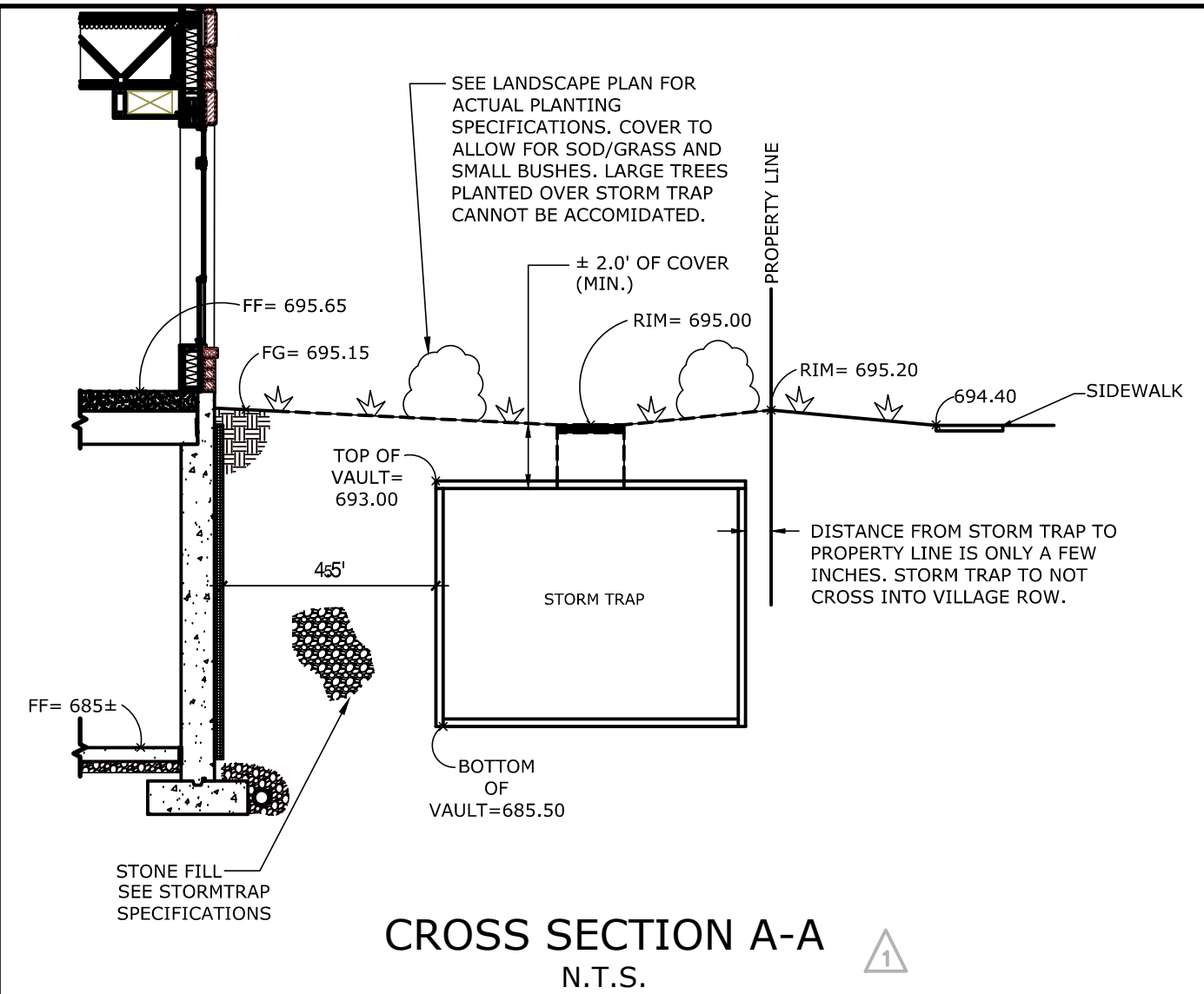
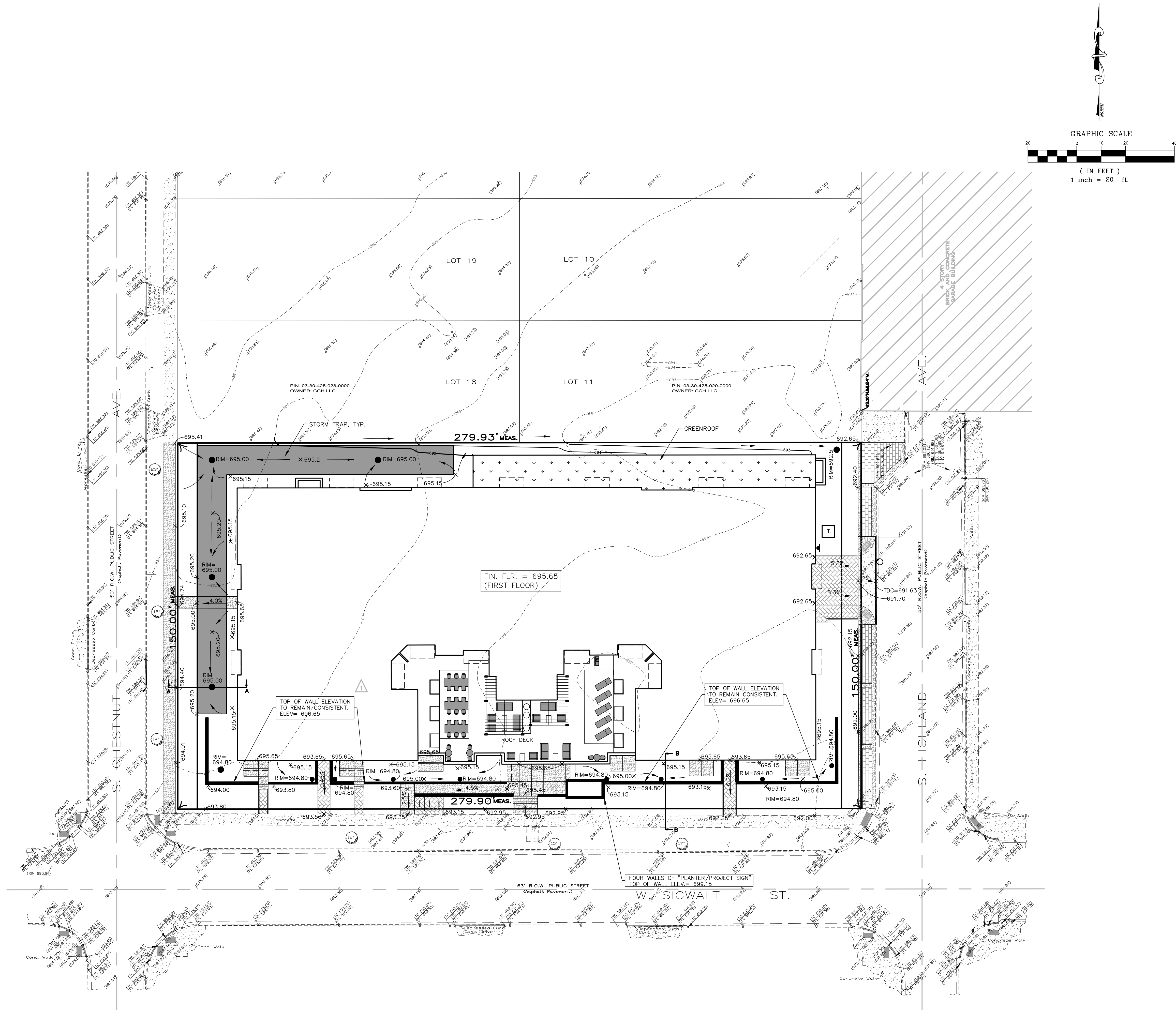
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ARLINGTON HTS. APARTMENTS

ARLINGTON HEIGHTS, ILLINOIS

SITE GEOMETRIC AND PAVING PLAN

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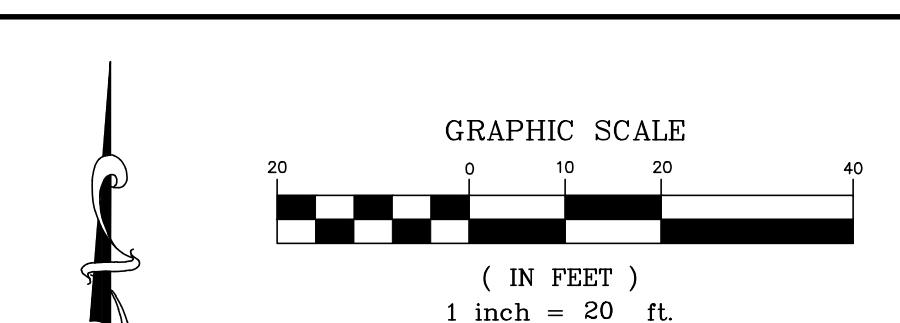
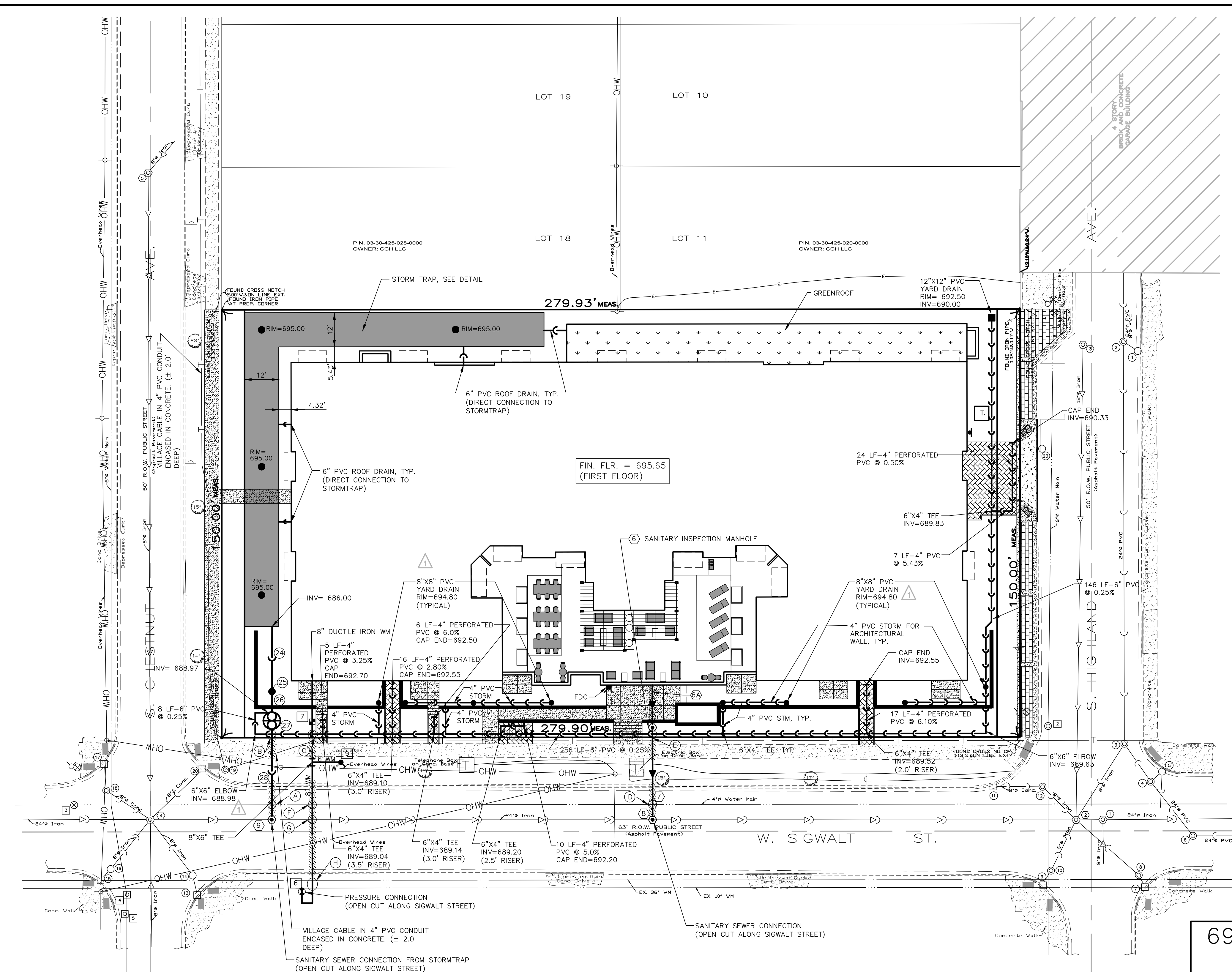
- GRADING NOTES:
1. PAVEMENT SLOPES WITHIN HANDICAP ACCESSIBLE PARKING AREAS SHALL NOT EXCEED 2.00% IN ANY DIRECTION.
 2. HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A CROSS SLOPE NOT TO EXCEED 2.00%.
 3. UNLESS SPECIFICALLY INDICATED OTHERWISE, EXISTING GRADES ARE TO BE MET AT PROJECT PERIMETER LINES.
 4. THE CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLANS AND DETAILS (AND SWPPP DOCUMENTS IF APPLICABLE) FOR THE INSTALLATION OF EROSION CONTROL MEASURES PRIOR TO BEGINNING GRADING OPERATIONS.
 5. UNLESS OTHERWISE NOTED, SPOT ELEVATIONS AND PROPOSED CONTOURS REFLECT THE FINISHED PAVEMENT SURFACE GRADE, TOP OF CURB GRADE, OR FINISHED GROUND ELEVATION AS APPLICABLE.
 6. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATION OF THE GUTTER, PAVEMENT OR DRAINAGE SWALE (AS APPLICABLE).
 7. WHEREVER THE DESIGN FOR SURFACE FLOW OF DRAINAGE IS DIRECTED AWAY FROM A CURB, THE CONTRACTOR SHALL INSTALL REVERSE GUTTER PITCH.

GRADING LEGEND	
EXISTING	PROPOSED
CONCRETE HEADWALL	CONCRETE HEADWALL
PRECAST FLARED END SECTION	PRECAST FLARED END SECTION
STORM DRAINAGE STRUCTURE	STORM DRAINAGE STRUCTURE
RETAINING WALL	RETAINING WALL
CONTOUR	CONTOUR
5' CONTOUR	5' CONTOUR
SPOT ELEVATION	SPOT ELEVATION
DIRECTION OF SURFACE FLOW	DIRECTION OF SURFACE FLOW
DITCH OR SWALE	DITCH OR SWALE
OVERFLOW RELIEF ROUTING	OVERFLOW RELIEF ROUTING
SLOPE BANK	SLOPE BANK
RR-3 ROCK RIP-RAP	RR-3 ROCK RIP-RAP

SIGWALT STREET APARTMENTS
ARLINGTON HEIGHTS, ILLINOIS
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UTILITY CROSSING SCHEDULE						
CROSSING	SIZE (IN.)	MATERIAL	UTILITY	BOTTOM OF PIPE	TOP OF PIPE	CLEARANCE
(A)	4"	DIP	EX. WM	687.92	687.28	0.64'
(B)	18"	DIP	STM	688.99	685.98	3.01'
(C)	6"	PVC	STM	689.03	687.53	1.50' DEPRESS WM
(D)	4"	DIP	EX. WM	686.87	685.94	0.93'
(E)	6"	PVC	STM	689.33	686.64	2.69'
(F)	4"	DIP	EX. WM	687.75	686.25	1.50' DEPRESS WM
(G)	24"	DIP	STM	685.22	683.72	1.50' DEPRESS WM
(H)	36"x10"	DIP	EX. WM	686.08	684.58	1.50' DEPRESS WM

(PIPES TO BE V.I.F.)

- UTILITY NOTES:
- RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATIONS OF THE GUTTER, PAVEMENT, OR DRAINAGE SWALE (AS APPLICABLE).
 - UNLESS OTHERWISE NOTED, ALL UTILITY DIMENSIONS ARE CENTER TO CENTER OF STRUCTURES (OR TO END OF FLARED END SECTION - IE INCLUDING LENGTH OF FLARED END SECTION).
 - THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO THE PROPOSED GRADES AS INDICATED ON THE PLANS.
 - CONNECTIONS TO EXISTING SEWERS OR WATERMAINS (OR EXISTING SERVICE STUBS) AT POINTS OTHER THAN VISIBLE STRUCTURES ARE APPROXIMATE. THE CONTRACTOR SHALL EXCAVATE AND VERIFY EXISTING SEWER OR WATERMAIN LOCATIONS, SIZES, ELEVATIONS, AND PIPE CONDITIONS AT PROPOSED CONNECTION POINTS PRIOR TO CONSTRUCTING UTILITY EXTENSIONS, AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT OR DISCREPANCIES.
 - EXISTING UNDERGROUND PIPE, CONDUIT AND/OR CABLES (LIGHTING, ELECTRIC, GAS, CABLE, ETC) ARE SHOWN FROM RECORD INFORMATION AND ARE APPROXIMATE IN NATURE. THE CONTRACTOR SHALL VERIFY EXACT LOCATION IN THE FIELD AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT.
 - SELECT GRANULAR TRENCH BACKFILL IS REQUIRED FOR ALL UTILITY TRENCHES UNDER EXISTING OR PROPOSED PAVEMENT, DRIVEWAYS, PARKING LOTS, AND SIDEWALKS, AND EXTENDED A MINIMUM OF 2' EACH SIDE OF SAME. GRANULAR TRENCH BACKFILL SHALL BE COMPACTED IN PLACE IN ACCORDANCE WITH THE SPECIFICATIONS. BUILDING DIMENSIONS AND ADJACENT UTILITY SERVICE LOCATIONS HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE TIME OF DRAWING PREPARATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THE CONTRACTOR SHALL REFER TO THE CURRENT ARCHITECTURAL PLANS FIRST, FOR PRECISE BUILDING DIMENSIONS AND UTILITY SERVICE CONNECTION LOCATIONS AND NOTIFY THE ENGINEER AND ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
 - ROUTING OF GAS, ELECTRIC, TELEPHONE AND OTHER CABLE SERVICES (IF SHOWN) ARE APPROXIMATE AND SUBJECT TO MODIFICATION BY THE RESPECTIVE UTILITY COMPANY AND/OR DEVELOPER. THE CONTRACTOR SHALL COORDINATE THE FINAL UTILITY SERVICE LOCATION WITH EACH UTILITY COMPANY PRIOR TO CONSTRUCTION.
 - 4" PVC STORM FOR ARCHITECTURAL WALL TO BE A MINIMUM OF 12" DEEP AND HAVE A MINIMUM SLOPE OF 1.0% DIRECT CONNECTION MADE TO 6" PVC STORM SEWER WITH 6"x4" TEE. 4" PVC STORM TO CROSS ABOVE ARCHITECTURAL WALL FOOTING.
 - ALL METHODS OF CONSTRUCTION AND MATERIALS MUST CONFORM TO THE MOST RECENT VERSION (DATED PRIOR TO THE APPROVAL DATE OF THIS PLAN SET) OF "A MANUAL OF PRACTICE FOR THE DESIGN OF PUBLIC AND PRIVATE IMPROVEMENTS" AS PUBLISHED BY THE VILLAGE OF ARLINGTON HEIGHTS ENGINEERING DEPARTMENT. THE WATERMAIN SHOULD BE ZINC COATED D.I.P. AND SHOULD BE WRAPPED IN "V-BIO" POLY ETHYLENE WRAPPING.

- (2) SANITARY STRUCTURE NUMBER
(11) STORM STRUCTURE NUMBER
(5) WATERMAIN STRUCTURE NUMBER

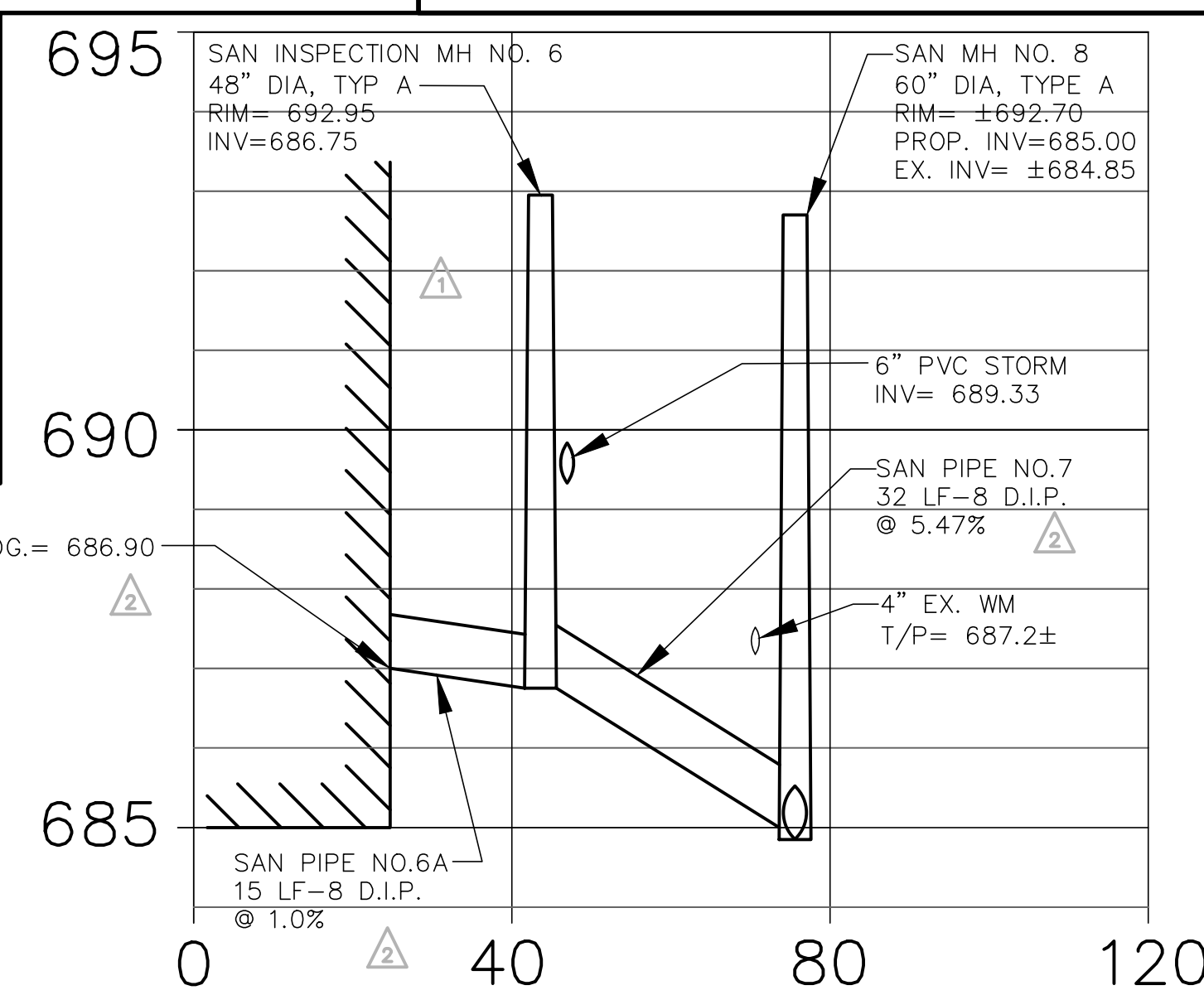
STORM SEWER DRAINAGE STRUCTURE LEGEND	
EXISTING	PROPOSED

UTILITY STRUCTURE SCHEDULE	
SANITARY SEWER STRUCTURES	
(1) EX SAN M.H. RIM= 691.91 INV= 684.56 (8" S) INV= 684.25 (24" W) INV= 684.21 (24" E)	(2) EX SAN M.H. RIM= 691.94 INV= 686.99 (8" NE) INV= 687.04 (8" SE) INV= 686.84 (8" NW) INV= 684.39 (24" W) INV= 684.29 (24" E)
(3) EX SAN M.H. RIM= 692.02 INV= 686.12 (12" S)	(4) EX SAN M.H. RIM= 693.95 INV= 689.85 (8" SE) INV= 685.75 (8" S) INV= 689.43 (8" SW) INV= 689.55 (8" NW) INV= 687.25 (8" N) INV= 690.00 (8" NE) INV= 685.60 (24" W) INV= 685.40 (24" E)

STORM SEWER STRUCTURES	
(1) EX STM C.B. RIM= 691.76 INV= 690.26 (8" NW)	(2) EX STM M.H. RIM= 691.88 INV= 687.08 (24" N) INV= 689.30 (8" E) INV= 687.03 (24" S)
(3) EX STM M.H. RIM= 691.49 INV= 686.67 (24" SE) INV= 686.09 (8" SW) INV= 686.59 (24" N)	(4) EX STM M.H. RIM= 691.33 INV= 686.73 (24" NW) INV= 686.53 (24" SE)
(5) EX STM C.B. RIM= 691.07 INV= 688.97 (24" SW) INV= 688.91 (24" S)	(6) EX STM M.H. RIM= 691.83 INV= 687.03 (24" E) INV= 686.83 (24" NW)
(7) EX STM INLET RIM= 691.26 INV= 688.40 (8" NW)	(8) EX STM M.H. RIM= 691.55 INV= 688.50 (8" SE) INV= 688.30 (8" NW)
(9) EX STM INLET RIM= 691.34 INV= 688.54 (8" NE)	(10) EX STM M.H. RIM= 691.53 INV= 688.51 (8" NE)
(11) EX STM INLET RIM= 690.97 INV= 688.27 (8" E)	(12) EX STM M.H. RIM= 691.48 INV= 688.03 (8" W,SE)
(13) EX STM INLET RIM= 692.87 INV= 689.97 (8" N)	(14) EX STM C.B. RIM= 693.24 INV= 690.04 (8" SE) INV= 689.84 (8" NW)
(15) EX STM INLET RIM= 693.28 INV= 690.48 (8" NE)	(16) EX STM C.B. RIM= 693.50 INV= 690.40 (8" SW) INV= 690.20 (8" NE)
(17) EX STM INLET RIM= 693.30 INV= 691.05 (8" S)	(18) EX STM M.H. RIM= 693.68 WATER FILLED T/ WATER= 690.03
(19) EX STM M.H. RIM= 693.70	(20) EX STM INLET RIM= 693.44 END OF PIPE SEALED
(21) EX STM C.B. RIM= 691.68 UNABLE TO OPEN INV= 688.88 (8" SE)	(22) EX STM C.B. RIM= 691.50 UNABLE TO OPEN INV= 688.85 (8" S)
(23) EX STM C.B. RIM= 691.52 WATER FILLED T/ WATER= 687.67	(24) 23 LF - 18" RCP CL IV @ 0.0%
(25) 48" DIA. C.B., TYPE A RIM= 694.80 INV= 686.00	(26) 8 LF - 18" RCP CL IV @ 0.0%
(27) SPECIAL RESTRICTOR STRUCTURE, SEE DETAIL 72" DIA, TYP. C RIM= 694.00 INV= 686.00 *SEE CHECK VALVE DETAIL, INSTALLED ON DOWNSTREAM PIPE	(28) 31 LF - 18" DIP, CL52 @ 0.81%

WATERMAIN STRUCTURES	
(1) EX VALVE VAULT RIM= 692.67 T/P= 688.02	(2) EX WATER M.H. RIM= 691.18 WATER FILLED T/ WATER= 689.18
(3) EX VALVE VAULT RIM= 693.91	(4) EX CLEANOUT RIM= 693.53 T/P= 688.38
(5) EX CLEANOUT RIM= 693.55 T/P= 688.35	(6) 8" VALVE IN 60" VAULT PRESSURE CONNECTION TO EXISTING 10" WM. RIM= 693.80
(7) 8" DUCTILE IRON WM. CL 52 WITH 6" SERVICE VALVE & BOX (DOMESTIC SUPPLY LINE) RIM= 693.80	(8) 8" DUCTILE IRON WM. CL 52 WITH 6" SERVICE VALVE & BOX (DOMESTIC SUPPLY LINE) RIM= 693.80

SANITARY SEWER PROFILE
H: 1"=20'
V: 1"=2'



REVISIONS

1.	08/16/17	VILLAGE REVISIONS	ZRN
2.	09/08/17	VILLAGE REVISIONS	TLM

DATE

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PROJECT NO.

29112716

DATE

07/10/17

SCALE

1"=20'

PROJ. MGR.

RWG

PROJ. ASSOC.

MRM

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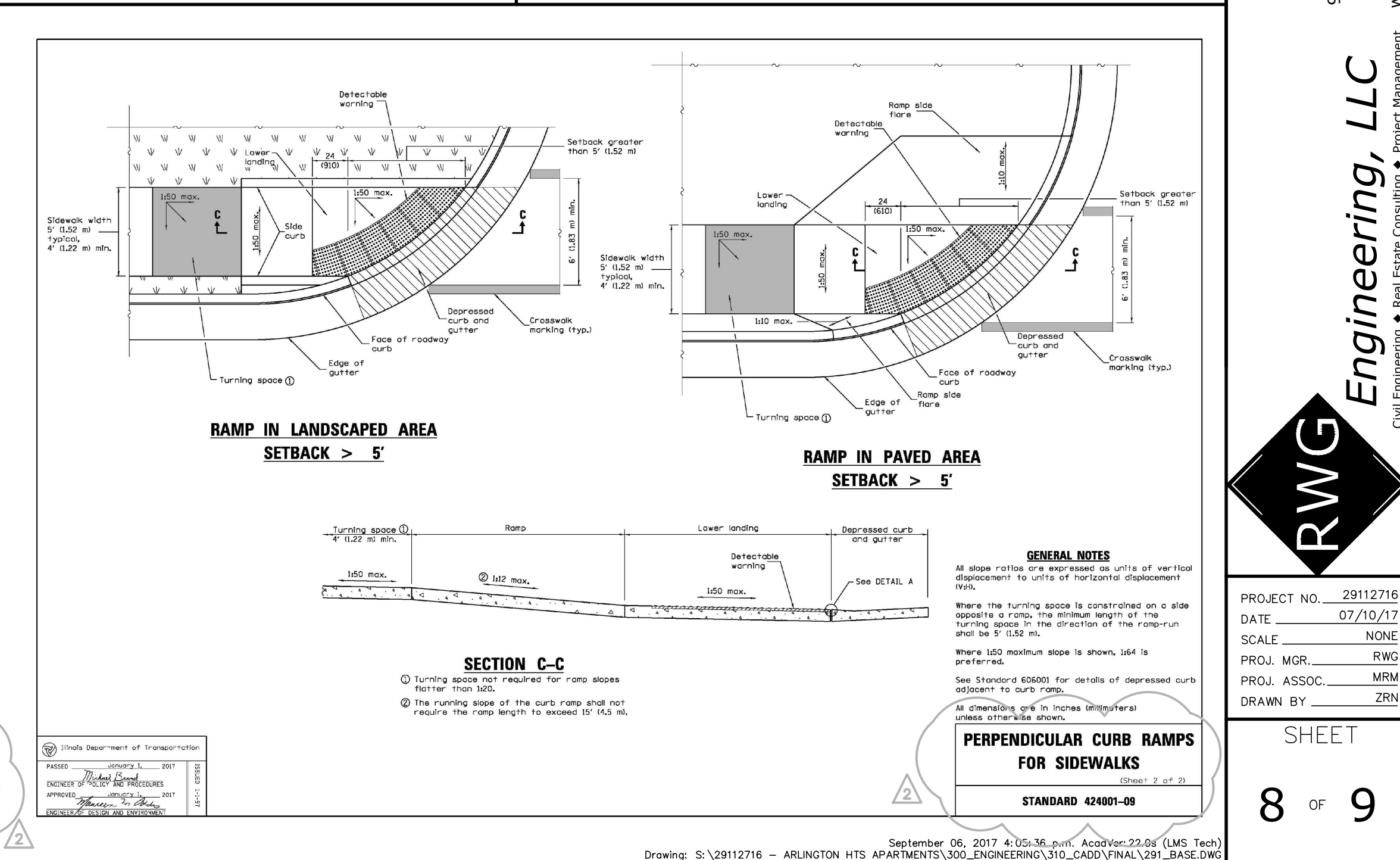
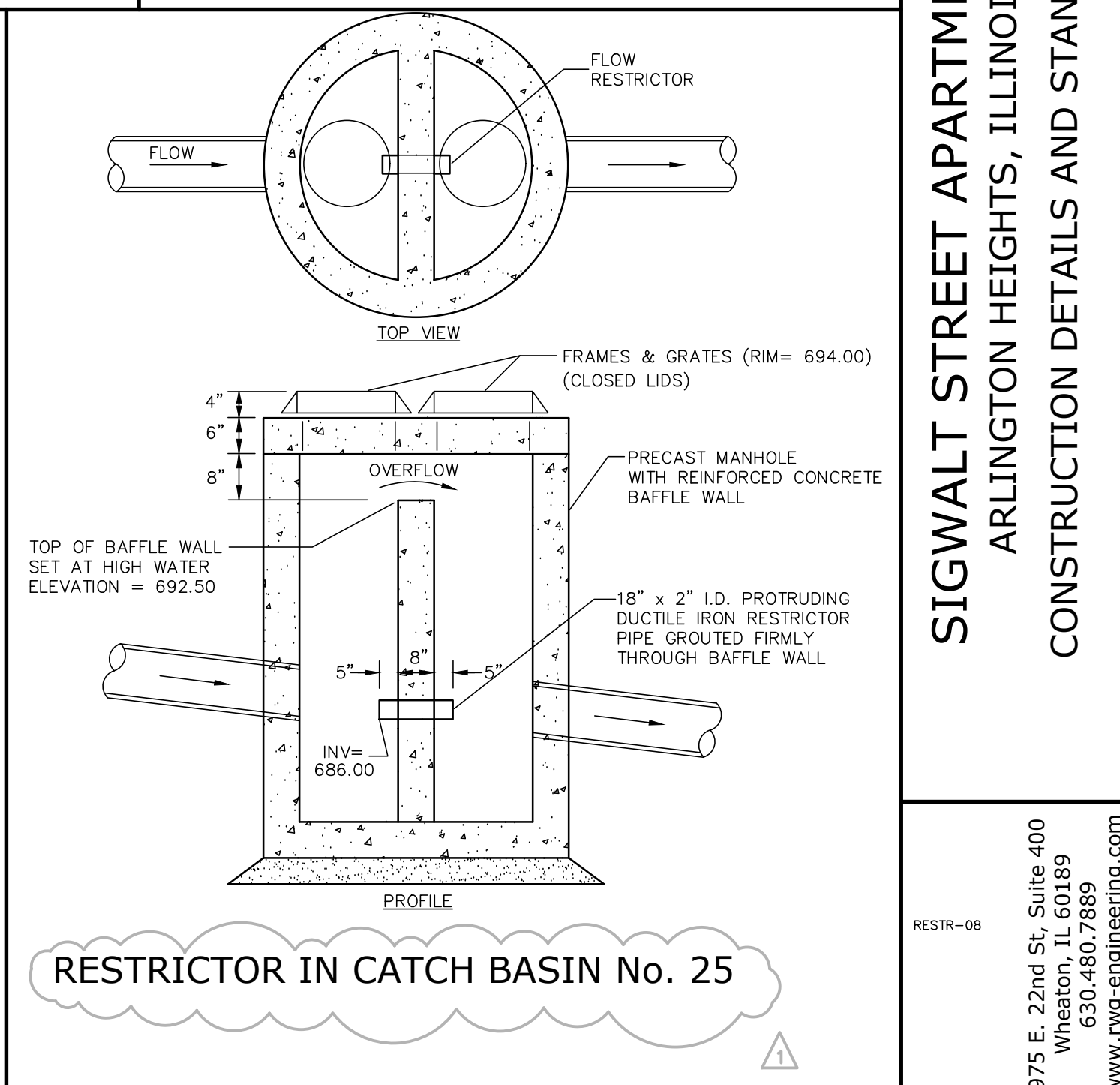
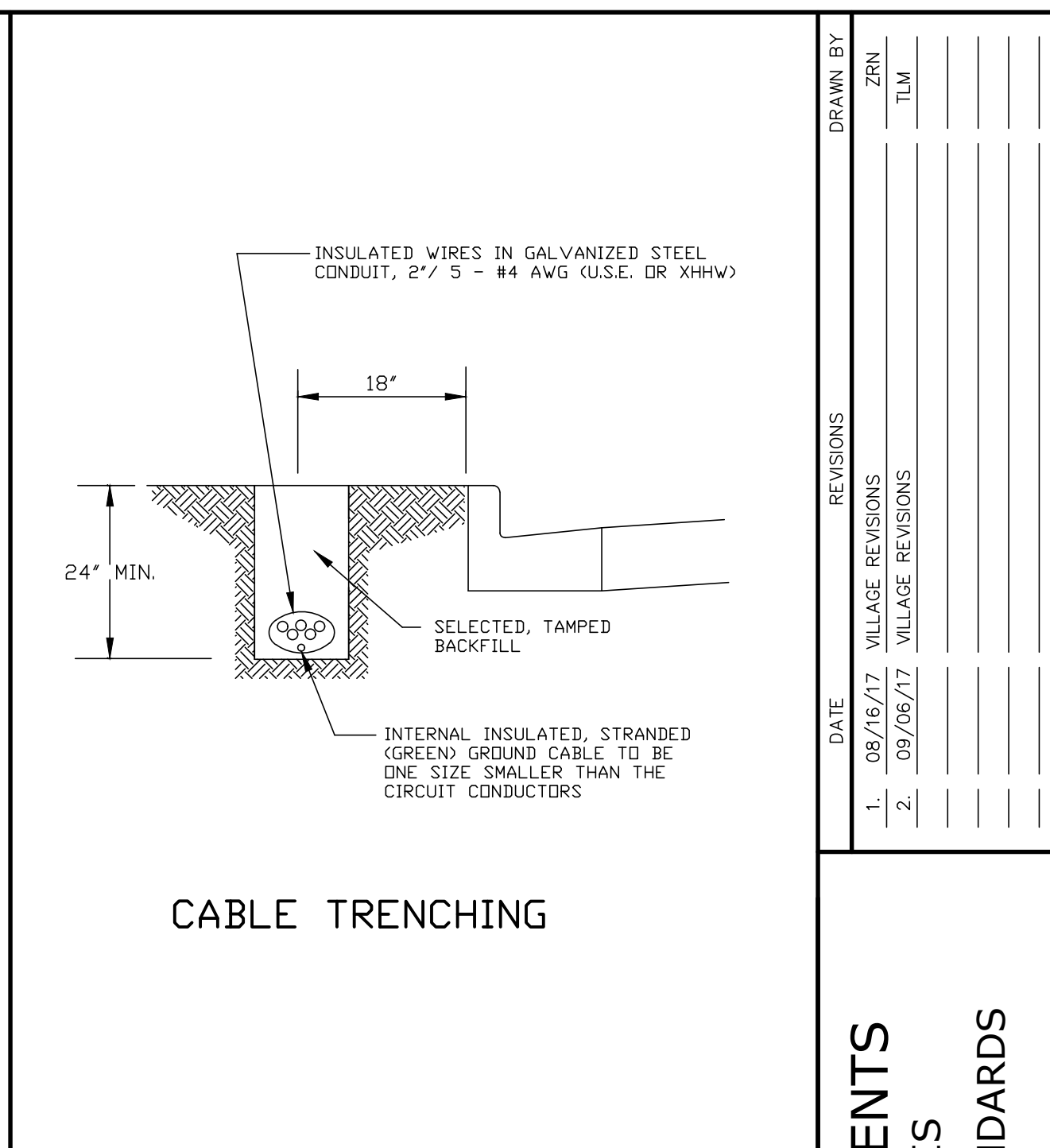
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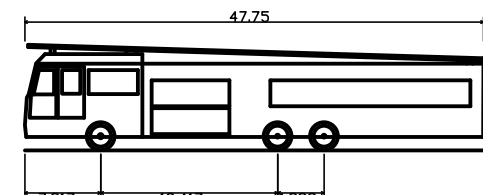
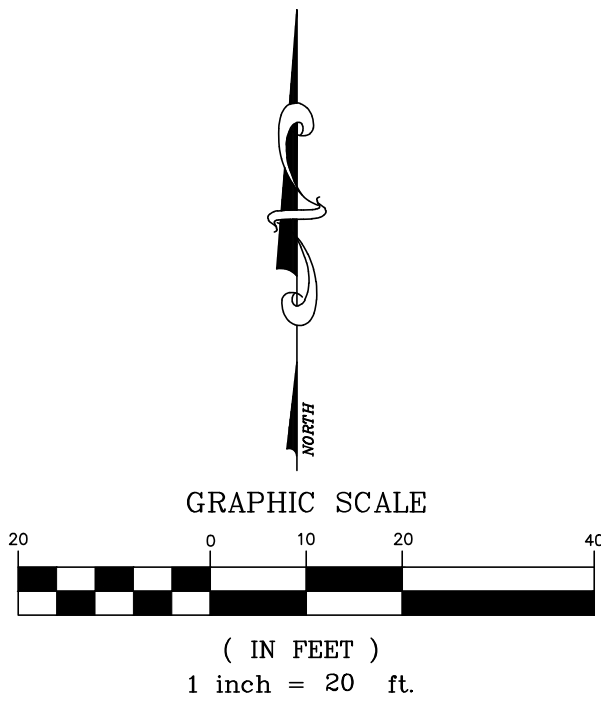
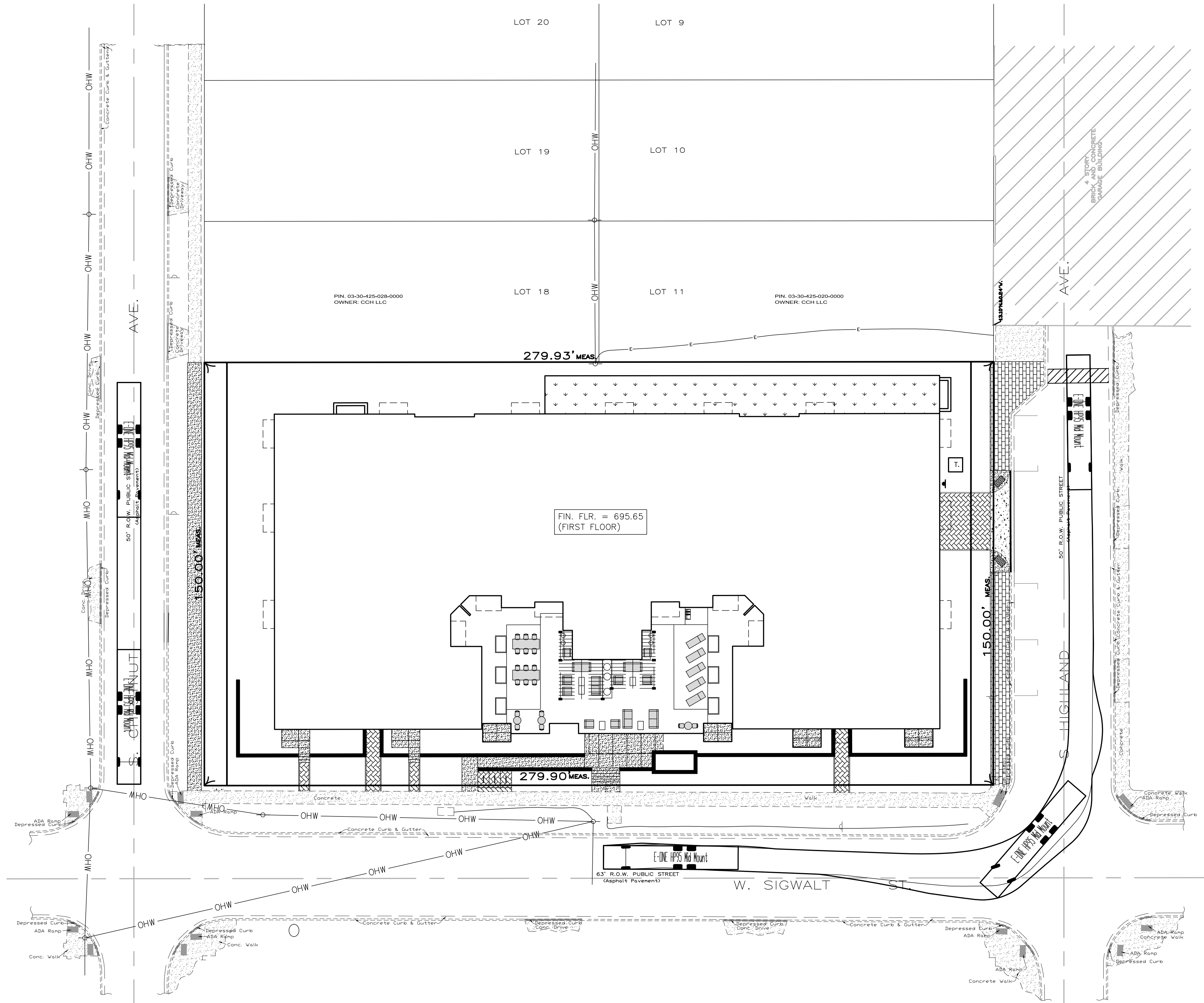
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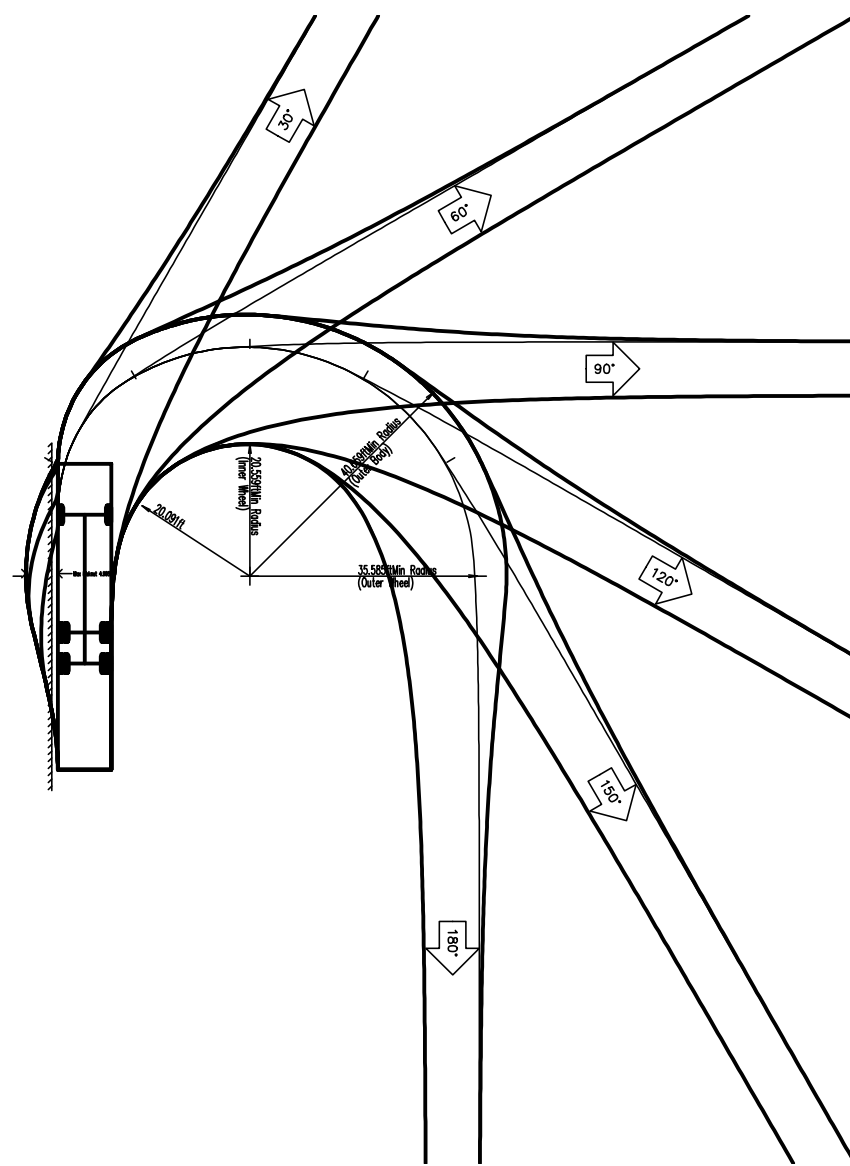


45 S. CHESTNUT SUBDIVISION

OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S SUBDIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



E-ONE HP95 Mid Mount
Overall Length 47.75ft
Overall Width 9.33ft
Overall Body Height 11.00ft
Min Body Ground Clearance 9.33ft
Track Width 8.53ft
Lock-to-lock time 6.00s
Max Wheel Angle 45.00°



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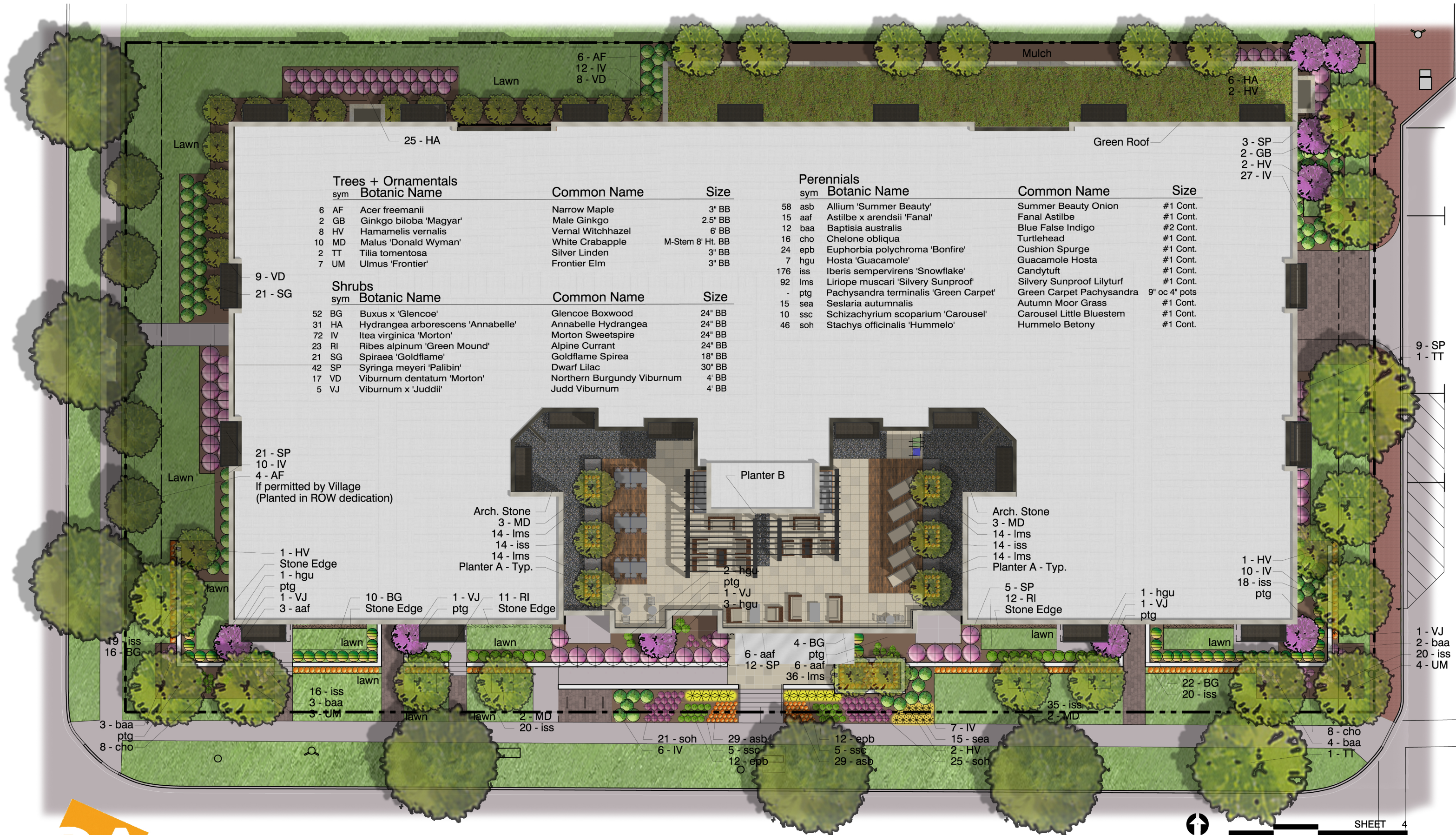
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1 OF 1



Trees + Ornamentals

sym	Botanic Name	Common Name	Size
6 AF	Acer freemanii	Narrow Maple	3" BB
2 GB	Ginkgo biloba 'Magyar'	Male Ginkgo	2.5" BB
8 HV	Hamamelis vernalis	Vernal Witchhazel	6" BB
10 MD	Malus 'Donald Wyman'	White Crabapple	M-Stem 8' Ht. BB
2 TT	Tilia tomentosa	Silver Linden	3" BB
7 UM	Ulmus 'Frontier'	Frontier Elm	3" BB

Shrubs

sym	Botanic Name	Common Name	Size
52 BG	Buxus x 'Glencoe'	Glencoe Boxwood	24" BB
31 HA	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	24" BB
72 IV	Itea virginica 'Morton'	Morton Sweetpire	24" BB
23 RI	Ribes alpinum 'Green Mound'	Alpine Currant	24" BB
21 SG	Spiraea 'Goldflame'	Goldflame Spirea	18" BB
42 SP	Syringa meyeri 'Palibin'	Dwarf Lilac	30" BB
17 VD	Viburnum dentatum 'Morton'	Northern Burgundy Viburnum	4" BB
5 VJ	Viburnum x 'Juddii'	Judd Viburnum	4" BB

Perennials

sym	Botanic Name	Common Name	Size
58 asb	Allium 'Summer Beauty'	Summer Beauty Onion	#1 Cont.
15 aaf	Astilbe x arendsii 'Fanal'	Fanal Astilbe	#1 Cont.
12 baa	Baptisia australis	Blue False Indigo	#2 Cont.
16 cho	Chelone obliqua	Turtlehead	#1 Cont.
24 epb	Euphorbia polychroma 'Bonfire'	Cushion Spurge	#1 Cont.
7 hgu	Hosta 'Guacamole'	Guacamole Hosta	#1 Cont.
176 iss	Iberis sempervirens 'Snowflake'	Candytuft	#1 Cont.
92 lms	Liriope muscari 'Silvery Sunproof'	Silvery Sunproof Lilyturf	#1 Cont.
- ptg	Pachysandra terminalis 'Green Carpet'	Green Carpet Pachysandra	9" oc 4" pots
15 sea	Seslaria autumnalis	Autumn Moor Grass	#1 Cont.
10 ssc	Schizachyrium scoparium 'Carousel'	Carousel Little Bluestem	#1 Cont.
46 soh	Stachys officinalis 'Hummelo'	Hummelo Betony	#1 Cont.



Sigwalt Apartments
Arlington Heights, IL

Landscape Plan



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NORTHWEST INDIANA

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CENTRAL ILLINOIS

BETTY BOGIE LONG
(1932-2005)

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JOYCE A. MARQUEZ
MARGARITA LOPEZ
MICHAEL W. WINGADER
JENNIFER A. LONG
GARY J. WAGER
STEPHANIE L. DOYLE
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PATRICIA A. JETTE
DONALD M. LIVINGSTON

August 1, 2017

Mr. Matt Katsaros
CA Ventures
130 E. Randolph Street, Suite 2100
Chicago, IL 60601

RE: Sigwalt Apartments, 45 S. Chestnut, Arlington Heights, IL

Dear Mr. Katsaros:

In April 2017, we completed a market study regarding the above-referenced proposed rental apartment development. This report is incorporated by reference in this letter.

At that time of the report, the project was proposed to include 86 units with a mix of 44 one bedroom units (762 SF average) and 42 two bedroom units (1,058 SF average), with an average unit size of 907 SF. Recently, revisions were made to the development plan. The current plan calls for 88 units with a mix of 38 one bedroom units (758 SF average) and 50 two bedroom units (1,107 SF average), with an average unit size of 956 SF.

Overall, the current development scheme is in line with market demand and our overall conclusions in the report are applicable to the current design plan.

Respectfully,

Appraisal Research Counselors



Gail Lissner, CRE, SRA, Vice President

3-22376

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PROFESSIONAL SERVICE SINCE 1968

Market Study

For the

**Proposed Rental Apartment Building
Sigwalt Apartments
Northeast Corner of Sigwalt Street and Chestnut Avenue
Arlington Heights, Cook County, Illinois**

As of

March 2017

For

Mr. Matt Katsaros
CA Ventures
130 E. Randolph Street, Suite 2100
Chicago, IL 60601

Prepared By

Appraisal Research Counselors
400 East Randolph Street, Suite 715
Chicago, Illinois 60601

Appraisal Research Counselors®

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April 10, 2017

Mr. Matt Katsaros
CA Ventures
130 E. Randolph Street, Suite 2100
Chicago, IL 60601

**RE: Proposed rental apartment building located at the northeast corner
of Sigwalt Street and Chestnut Avenue, Arlington Heights, IL**

Dear Mr. Katsaros:

In accordance with your request, we have prepared a market study regarding the above-referenced proposed rental apartment complex.

Information for this report was researched with property inspections and conversations with brokers, developers, lenders, investors, managers, and leasing agents involved in the Suburban Chicago apartment market.

Should you have any questions about this report or desire further consultations as you decide to move forward, please do not hesitate to call us directly.

Appraisal Research Counselors



Gail Lissner, CRE, SRA, Vice President

3-22376

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CERTIFICATION

We certify that, to the best of our knowledge and belief: The statements of fact contained in this report are true and correct. The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions (**see following page**), and are our personal, unbiased professional analyses, opinions and conclusions. We have no present or prospective interest in the property that is the subject of this report, and we have no personal interest or bias with respect to the parties involved.

Our compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event. The appraisal assignment was not based on a requested minimum valuation, a specific valuation, or the approval of a loan. We are experienced and competent in appraising this property type.

To the best of our knowledge and belief, the reported analyses, opinions and conclusions were developed, and this report has been prepared, in conformity with the requirements of (1) the minimum appraisal standards effective June 7, 1994 under Title XI of the Financial Institutions Reform, Recovery and Enforcement Act (FIRREA) of 1989, (2) the Uniform Standards of Professional Appraisal Practice (USPAP), and (3) the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.

The use of this report is subject to the requirements of the Appraisal Institute relating to its review by duly authorized representatives. As of the date of this report, Eugene W. Stunard, MAI, Ron DeVries, MAI, FRICS Gail Lissner, CRE, SRA, James K. Kutill, MAI, Steven J. Kelley, MAI, Ronald W. Casper, MAI, Jacob M. Hussien, SRA, Peter H. Gloodt, MAI, Erwin C. Wirth, SRA and Alex Jaunius, MAI have completed the continuing education program for Designated Members of the Appraisal Institute. No one provided significant real property appraisal assistance to the person(s) signing this certification. As of the date of this report, Jennifer A. Long has completed the required Standards and Ethics Education Requirements for Candidates of the Appraisal Institute.

**Jennifer A. Long inspected the site and the preliminary drawings for the proposed development.
Gail Lissner, CRE, SRA reviewed the preliminary drawings for the proposed development.**

We have not provided appraisal services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.

The professional contribution to the analyses, opinions and conclusions contained in this report is hereby acknowledged.



Gail Lissner, CRE, SRA, Vice President
Illinois Certified General Real Estate Appraiser No. 553.001842
Expires 09/30/17



Jennifer A. Long, Senior Appraiser
Illinois Certified General Real Estate Appraiser No. 553.001911
Expires 09/30/17

ASSUMPTIONS AND LIMITING CONDITIONS

The following assumptions and limiting conditions apply to our market study:

Extraordinary Assumptions/Hypothetical Conditions

Our market study is subject to the following which may have affected the assignment results:

- None.

General

The Certification, and all analyses, opinions and conclusions are expressly subject to the following stipulations:

- No responsibility is assumed for matters of a legal nature.
- It is assumed that title is marketable and that the descriptive legal information furnished is correct.
- Except as noted, the property is assumed in accordance with applicable local, state and federal ordinances, regulations and laws.
- The physical condition of the real estate described herein was based on visual inspection, except as noted.
- It is assumed that there are no hidden or unapparent conditions that would render the property more or less valuable. Hidden or unapparent conditions include but are not limited to soundness of members, equipment, soil conditions or environmental contamination. No responsibility is assumed for such conditions, their effects or for arranging engineering studies that may be required to discover them.
- Any plots, diagrams or drawings presented are only to facilitate and aid the reader and are not meant to be used in matters of survey or for any other purpose.
- Any distribution of value applies only as presented or discussed. Value distributions include but are not limited to leased fee and leasehold and land and building allocations.
- Portions of this report should not be relied upon except in the context of the whole.
- All analyses, opinions and conclusions assume responsible ownership and competent management.
- No persons signing or identified as contributing to this report shall be required to give testimony or appear in court by reason of this report with reference to the property herein described, unless prior arrangements have been made.
- As used herein, report is defined to include both the written version and information contained in our files.
- Neither all nor any part of the contents of this report (especially any conclusions, the identity of persons signing or contributing to this report or the firm with which they are connected, or any reference to the Appraisal Institute or to the MAI or SRA designation) shall be disseminated to the public through advertising media, public relations media, news media, sales media or any other public means of communication without prior written consent and approval.
- We, however, hereby consent to your referencing this report in your company's financial statements or other required statements, provided that: 1) prior to making such reference in any publication, including any filings with the Securities and Exchange Commission or other governmental agency, we are allowed to review the same so as to insure the accuracy and adequacy of such reference to our report; 2) in our sole discretion such reference is not untrue or misleading and is accurate and adequate for the purposes intended and in light of the circumstances under which it is made; and 3) any reference to such report include the following language:

"In addition to setting forth our analyses, opinions and conclusions, the report contains a description of the property that is the subject of this assignment; a statement of the various facts, assumptions and conditions upon which the analyses and opinions were based; the conclusions and certain limiting conditions which relate to the report. The portions of the report referred to herein are qualified in their entirety by reference to the complete report, which will be made available upon written request, to any person who has a proper purpose in reviewing the same. The report or portions of the report should not be relied upon except in the context of the whole. The terms of our engagement are such that we have no obligation to update or revise the report or our analyses, opinions and conclusions in any manner because of events or transactions occurring subsequent to the date of the report."
- The Americans with Disabilities Act ("ADA") became effective January 26, 1992. We have not made a specific compliance survey and analysis of this property to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the property, together with a detailed analysis of the requirements of the ADA, could reveal that the property is not in compliance with one or more of the requirements of the Act. If so, this fact could have a negative effect upon the value of the property. Since we have no direct evidence relating to this issue, we did not consider non-compliance with the requirements of the ADA in estimating the value of the property, unless otherwise stated in the scope of this report.

SCOPE OF WORK

Client/Intended User(s)

The client identified on the certification page is the intended user of this report.

Use of the Consulting Report

This report is prepared for exclusive use by the addressee for internal analysis and planning purposes.

Purpose of the Consulting Assignment

The purpose of this report is to provide:

- A summary description of the proposed development
- Definition of the market area
- Discussion of current demographics, employment, economics, and apartment market statistics
- Identification of competitive properties including occupancy performance and overall rental rates
- Identification of potential new apartment supply and likelihood of being built and delivered
- Suggestions on proposed unit mix, unit sizes, finishes and amenities for the proposed development
- Conclusion on market rent for the subject units in 2017 dollars and at delivery
- Conclusions regarding absorption forecast for subject units at delivery

Effective Date

The effective date of the analysis and conclusions is March 2017.

Sources of Data / Extent of Research

An inspection of the neighborhood was completed along with a review of the preliminary site plan for the development.

The following data sources were researched:

- Inspection of the site
- Visual inspection of the immediate neighborhood
- Ongoing discussions with brokers, developers, lenders and investors active in the suburban Chicago rental market
- Inspection of the competing rental buildings in the market and discussions with management and leasing agents
- Previous assignments where information was not confidential

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EXECUTIVE SUMMARY AND CONCLUSIONS



Rendering of Proposed Building

Location: Sigwalt Apartments – The north side of Sigwalt Street and the east side of Chestnut Avenue, Arlington Heights, Cook County, Illinois

Concept: The subject is a proposed rental development that will include a 5-story, elevator building with 86 residential units and 94 parking spaces. It will be built on a vacant lot in Arlington Heights, a northwest suburban community which is approximately 25 miles from Downtown Chicago. We were provided with drawings dated January 18, 2016 identifying the unit type, square foot and location within the building but lacking the unit layouts. The architect is HKM Architects & Planners, Inc. The following is the current development mix:

Unit Type	Developer Unit Mix				
	No. Units	Percentage	SF Range	Avg SF	Total SF
1BR	44	51%	715-880	762	33,528
2BR	42	49%	934-1,290	1,058	44,436
Total	86	100%	715-1,290	907	77,964

Conclusion: Based upon our review of the market, the unit mix and sizes appear well suited for the market.

Market rents in current dollars have been projected to average approximately \$2.36 psf in 2017 dollars (as of March 2017), with rents trending upward at an annual rate of 2%, indicating rents of \$2.46 psf at occupancy in 2019. The rent projection is on a net effective basis.

With 86 units, we have also projected the lease-up of the property within 7 to 9 months (10 to 12 units per month).

We understand that the developer may have the opportunity to expand the development size by acquiring a neighboring parcel. Should the development size increase, our rent

and absorption projections would change depending on the amenities that would be offered.

Appraisal Research Counselors' Conclusions:

Property Location: The subject property is located in Arlington Heights, a community of approximately 76,000 persons located northwest of O'Hare Airport in the northwest suburbs of Chicago. The location is 25 miles from Chicago's central business district ("The Loop") and 15 miles from O'Hare Airport. Specifically, the subject is located just outside of the downtown core area and is bordered by single-family on the west and south and commercial uses, a parking garage and high-rise condominium buildings to the east and north. The village is bordered by Buffalo Grove on the north, Wheeling, Prospect Heights and Mount Prospect on the east, Elk Grove Village on the south and Rolling Meadows and Palatine on the west. Interstate 90 runs along portions of the southern border while Illinois Route 53 extends along portions of the western border. It is also served by the Metra Union Pacific/Northwest Line which has stops at Arlington Park and downtown Arlington Heights to Ogilvie Transportation Center. The Arlington Heights stop is within walking distance of the subject. The location is also within walking distance of the many restaurants and retailers located within downtown Arlington Heights.

The average household income is estimated at \$112,734 with a median household income of \$84,640, according to 2017 estimates by Nielsen. Within the past 12 months, according to MRED LLC, the 817 detached single family home sales in Arlington Heights have averaged \$405,508, with a median house price of \$370,000. Home sales ranged between \$140,000 and \$1,200,000.

Accessibility to transportation is a key advantage, with Illinois Route 53 spanning portions of the village's western edge. There is a full interchange at Euclid Avenue, located approximately 3 miles west. Cars are the main mode of transportation in the suburbs, but there are also two Metra stations, including one which is less than a 10 minute walk from the subject site.

Woodfield Mall, one of the largest malls in the county is five miles south. This is a premier shopping center and destination for both locals and tourists. Anchor tenants include Macy's, Nordstrom, Lord & Taylor, JC Penny and Sears. There are approximately 300 stores. Ikea, one of two stores in the Chicagoland area, is also located in Schaumburg. To the south of the mall is the Streets of Woodfield which includes a 20-screen movie theater as well as additional retailers including Carson's and a Legoland Discovery Center. Being situated close to Woodfield Mall is considered to be an excellent amenity for the subject property.

There has been limited large-scale rental development in the Northwest suburbs. One other rental building opened in Arlington Heights in 2014. One Arlington has 214 units and is an adaptive reuse of a former hotel. The building includes a mix of studio, one and two bedroom units with an average size of 953 SF. Rents as of the 4th Quarter 2016 range between \$1,144 and \$1,976 per month for studios, \$1,502 and \$2,000 per month for one bedrooms and \$2,228 and \$3,296 per month for two bedrooms with an average of \$2.01 PSF, net effective rent. The building stabilized in early 2016 and is 95.8% occupied as of April 2017. The lease-up equated to an absorption of 9.6 units per month. Due to the adaptive reuse of the building, some of the layouts are larger than typical of new construction. The building also offers a variety of amenities typically not available in comparable rental buildings including a recording studio and a craft/do-it-yourself room.

There are two additional buildings under construction in northwest Cook County including North 680 in Schaumburg and Buckingham Place in Des Plaines. Both of these locations lack the downtown accessibility and walkability similar to the subject.

Housing Inventory: Appraisal Research Counselors has been tracking apartment development in the suburbs for over 40 years. In total, 22,776 units were added to the market between 1996 and 2016 for an average of 1,085 units per year. Northwest Cook County, which is the subject property's submarket, has had incredibly little new apartment construction during this 21 year period, with only 574 units delivered. Combined with the number of condo conversions that occurred in the market, the supply of rental units has actually seen a notable decline since 1996, although there has been an increase in new development activity since 2013. There are an additional 3,240 units under construction as of the 4th quarter 2016 and planned for delivery in 2017 and 2018. 462 units of the 3,240 units are located in the Northwest Cook County market. There are an additional 1,612 units in various stages of planning for Northwest Cook County.

Renter Profile: The subject property is situated in a submarket which has experienced limited new rental apartment construction in recent years. Very little apartment development occurred in the overall Chicago suburban market between 2004 and 2012. Only within the last two years has new product come onto the market in the Northwest Cook submarket. These new developments include One Arlington in Arlington Heights and Northgate Crossing in Wheeling. Additionally, there are two projects currently under construction. North 680 is located in Schaumburg and Buckingham Place is located in Des Plaines. Thus, persons who are employed in the Northwest Suburbs had limited new Class A apartment options until very recently. Persons desiring a luxury apartment within close proximity of employment within Schaumburg or Rosemont would need to travel significant distances to find a newly constructed, Class A rental apartment development. We note that while Des Plaines' Kingston Pointe and River 595 are located in Northwest Cook, these buildings were originally planned as condominiums.

The subject's location within downtown Arlington Heights would be appealing to both persons with or without use of a car. There is a grocery store within walking distance. The Metra station is also within walking distance. There are numerous restaurants in downtown Arlington Heights. Thus, the location would appeal the elderly empty nesters who would want a walkable suburban downtown location.

It is anticipated that the renter profile will be comprised of persons who work in the area, commute via train or I-90, I-290, or I-294 or couples who work in different parts of the metropolitan area and require a location which is centralized for their individual commutes. With the proximity to the O'Hare and Schaumburg office markets, and the multitude of other employment opportunities available via the highway network, this is a rather central location for a person working in the northwest suburban market.

We also view the demand for this location to be from persons who have a connection to Arlington Heights. It is also a location which could also appeal to persons in transition – i.e. moving locally or transferees, persons in the process of obtaining a divorce, divorced parents, or active grandparents relocating to be closer to their adult children and grandchildren and desiring a new construction rental apartment.

Competition Overview:

The subject will compete with other developments also located within the Northwest Cook submarket and more specifically those located within Arlington Heights and the surrounding communities including Schaumburg, Wheeling and the North Shore communities of Glenview and Deerfield. The competition is driven mostly by location rather than age of the complex although we have included some newer developments in the North Shore market as alternatives. However, the developments which are in the Northwest Cook market and new/renovated will be most competitive with the subject's new construction units.

Seventeen properties comprising of 3,421 units were identified as providing potential competition to the subject units. Of the 17 properties, two are older buildings which have been renovated and are located within Downtown Arlington Heights.

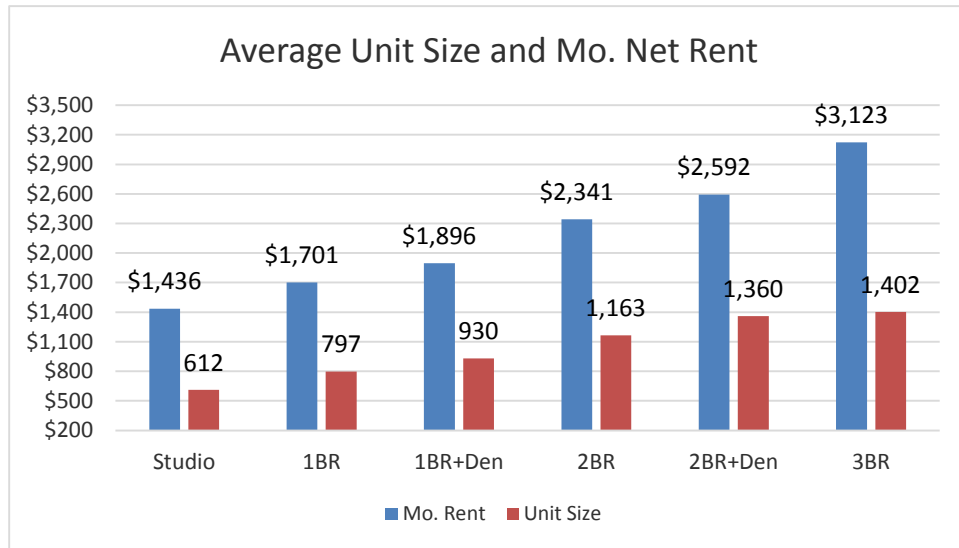
The following is a summary of the competitive properties:

Rental Survey Summary

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MD No.	Name	Address	Suburb	Total Units	Date Built	Avg Size (SF)	Quoted Rent PSF	Net Rent PSF	Occup.
Subject	45 S. Chestnut	45 S. Chestnut	Arlington Heights	86	Proposed	907		\$2.36	
1	Aloft at Glen Town Center	1991 Tower Drive	Glenview	181	2004	1,141	\$2.12	\$2.12	97.2%
2	Amli Deerfield	1525 Lake Cook Rd	Deerfield	240	2015	941	\$2.31	\$1.93	In lease-up
3	Deerfield Village Centre	625 Deerfield Road	Deerfield	56	2000	1,059	\$1.98	\$1.81	85.7%
4	Dunton Tower	55 South Vail	Arlington Heights	216	1986	902	\$1.70	\$1.70	90.7%
5	Elmhurst 255	255 N. Addison Ave	Elmhurst	190	2016	956	\$2.57	\$2.37	In lease-up
6	Hancock Square	200 North Arlington Hts Rd	Arlington Heights	409	1988	849	\$2.00	\$2.00	96.3%
7	Kingston Pointe	1646 River St	Des Plaines	144	2009	1,203	\$1.69	\$1.69	93.1%
8	Midtown Square	998 Church St	Glenview	138	2014	920	\$2.43	\$2.43	85.5%
9	Northgate Crossing	250 Northgate Pkwy	Wheeling	288	2016	924	\$1.85	\$1.85	In lease-up
10	Northshore 770	770 Skokie Blvd	Northbrook	347	2016	992	\$2.63	\$2.43	In lease-up
11	One Arlington	3400 W. Stonegate Blvd	Arlington Heights	214	2014	936	\$2.01	\$2.01	95.8%
12	Park 205	205 W. Touhy	Park Ridge	115	2015	975	\$2.44	\$2.44	93.0%
13	Reserve at Glenview	195 N. Waukegan Rd	Glenview	239	2015	1,013	\$2.30	\$2.03	In lease-up
14	River 595	595 S. River Rd	Des Plaines	60	2011	1,397	\$1.66	\$1.41	90.0%
15	Tapestry Glenview	2550 Waterview Dr	Glenview	290	2014	887	\$2.22	\$2.14	92.1%
16	The Parker	500 N. Northwest Hwy	Park Ridge	46	2016	1,206	\$2.07	\$2.07	95.7%
17	Woodview	15 Parkway North Blvd	Deerfield	248	2015	965	\$2.43	\$2.04	87.1%
Total/Weighted Average				3,421		969	\$2.19	\$2.08	71.8%

Unit Type	# of Units	%	Avg. SF	Quoted		Effective	
				Avg. Rent	Rent PSF	Avg. Rent	Rent PSF
Studio	183	5%	612	\$1,477	\$2.41	\$1,436	\$2.35
1BR	1,460	43%	797	\$1,786	\$2.24	\$1,701	\$2.13
1BR+Den	287	8%	930	\$1,972	\$2.12	\$1,896	\$2.04
2BR	1,306	38%	1,163	\$2,460	\$2.11	\$2,341	\$2.01
2BR+Den	132	4%	1,360	\$2,891	\$2.13	\$2,592	\$1.91
3BR	53	2%	1,402	\$3,253	\$2.32	\$3,123	\$2.23
Weighted Avg.	3,421	100%	969	\$2,107	\$2.19	\$2,004	\$2.08



Of the 17 properties, 12 are stabilized and 5 are in lease-up.

Dunton Tower and Hancock Square have the most comparable locations compared to the subject. Both are located within downtown Arlington Heights and offer similar proximity and accessibility to the nearby amenities. However, these properties were built in the late 1980s and while renovated are not able to command the same rent premiums as the new construction product available.

Deerfield Village Centre, Elmhurst 255, Kingston Pointe, River 595, Midtown Square, and Park 205 are also located within their towns' downtown areas and offer similar proximity and accessibility to restaurant and retail amenities as well as a Metra station. The Reserve at Glenview is not located within the downtown area but is adjacent to a Mariano's grocery store and offers a walkable location to the Metra station. Aloft at Glen Town Center offers excellent proximity to shopping and restaurants but is nearly one mile from the Metra station. Amlis Deerfield is not close to a train station and is situated along a major commercial thoroughfare. Thus, this is not a pedestrian friendly location. Northshore 770 is located next to a Mariano's grocery store and while accessibility to the Edens Expressway is excellent, it is not within walking distance of a Metra station. This is similar to Tapestry Glenview which is also next to a Mariano's but lacks the walkable Metra access. Northgate Crossing which is located in Wheeling is within walking distance to a Metra station, but the location lacks the ambience of a downtown location. The Parker in Park Ridge is located just outside of the downtown area but is within 3/4 mile of the Metra station. One Arlington is also located in the western section of Arlington Heights. This location is outside of the downtown core and approximately three miles west near Route 53. The location is within a 10 minute walk of a secondary (non-downtown) Metra station but the location lacks the walkable amenities within downtown Arlington Heights.

Kingston Pointe, River 595 and The Parker offer more limited amenities. Kingston Pointe and River 595 were originally designed as condominiums while The Parker is a smaller property which tends to offer more limited amenities. Most of the newer developments include swimming pools. Aloft at Glen Town Center, Deerfield Village Centre, Midtown Square, and One Arlington as well as the three buildings previously discussed do not offer a swimming pool. Some of these were built prior to the most recent wave a development in the early 2000s or contain fewer units. It is more common to find a smaller building without a pool. With a larger development, a pool would be a very desirable

and marketable feature to residents. Many of the buildings include clubrooms with lounge areas or game areas and kitchens. These are popular amenities.

Overall, the rents at Dunton Tower, Hancock Square, Kingston Pointe and River 595 will represent the lower end of the market due to their age. Kingston Pointe and River 595 also have more limited amenities and will subsequently also be lower. The unit sizes at both of these developments are larger than typical since they were developed as condominiums which results in rents on a per square foot basis well below the subject.

Elmhurst 255, Northshore 770, Midtown Square and Park 205 represent the upper end of the market range. These developments are recently constructed, have excellent locations and offer the latest finishes and good amenities. With only 86 units, the subject will be limited on the potential rent premiums with the more modest amenity package resulting from the smaller building size.

Garage parking is available at all the competitive projects. Parking is located within common garages at all the developments except for Northgate Crossing and The Parker. Northgate Crossing has individual garages built into the first floor of each building while the Parker has detached garages. The parking rates at Northgate Crossing are higher than the rest of the projects given the private garages. Both Hancock Square and Dunton Tower have lease agreements with the Village of Arlington Heights for parking spaces within an adjacent public garage. Leasing agents at both of these developments indicated demand is less than 1:1. Additionally, given their locations, the leasing agent at Hancock Square noted that all the surrounding streets have hourly parking resulting in any resident having a car needing a parking space. The Hancock Square leasing agent indicated they have a total of 445 parking spaces for the 409 units indicating a parking ratio of 1.1:1. The leasing agent noted that approximately 15 tenants don't have cars and thus don't require a space and that there are plenty of spaces if tenants required a second or even third space. The leasing agent at Dunton Tower reported that approximately 60-70% of the residents lease parking and according to him there has never been an issue of lack of parking for their residents.

At One Arlington there are 313 garage spaces located on two parking levels. While there is some surface parking onsite, this is for visitors. Thus, tenants desiring parking will need to lease it. The leasing agent reporting that nearly all the tenants take at least one space with approximately half of the tenants requiring a second space.

Elmhurst 255 is currently in lease-up. The building has an approximate 2:1 parking ratio. The leasing agent described the street parking as "tough". She indicated that approximately 90% have elected to rent spaces in the garage while the remaining use the street. She indicated that of the 108 leases they have signed to-date (through March 21, 2017), 103 parking spaces are rented. She also indicated that most of the two-bedroom units have only rented one parking space.

Midtown Square in Glenview also has a downtown location which is within walking distance to the Metra and retailers/restaurants. For the 138 units, there are only a total of 86 garage parking spaces (a parking ratio of .6:1). The garage spaces are an additional charge and the leasing agent reporting there are maybe a handful of available spaces. There are also surface spaces which are free and are shared with the commercial tenants/customers. The leasing agent did not know how many surface spaces there are but did report there have been some complaints from tenants during high customer traffic times associated with the yoga studio tenant on-site.

Occupancies are steady in the developments competitive with the subject property, with occupancies throughout the Chicago suburbs averaging over 95% and occupancies in the competing, stabilized survey properties ranging from 85.5% to 97.2%.

Critique of the Unit Mix & Layouts: The property is proposed with one and two bedroom unit types with sizes of 715 to 1,290 with an average of 907 SF. Overall, the building provides a more limited unit mix, but there are a variety of unit sizes within each type. The interior unit layouts were not provided; however we suggest that all the two bedroom units include at least two bathrooms including one attached to the master bedroom. Split bedroom arrangements are also very popular providing some privacy for each bedroom.

Open kitchen, living and dining rooms are desirable features and typical in newly constructed buildings. A kitchen island can double as additional eating or work space eliminating the need for a separate dining room. These are particularly desirable in the smaller layouts.

We suggest that the unit layouts include walk-in closets in at least the master bedroom and good closet space throughout the remaining bedrooms and near the unit entry.

Critique of the Unit Finishes: The unit finishes were reported to be consistent with Class A luxury developments. We agree with the level of finish and recommend the following finishes:

Kitchens: a contemporary cabinet, stainless steel appliances, granite or quartz counter tops, tile backsplash and undermount sink.

In-unit washer dryer: A washer and dryer in each unit, a necessity in the market. Typically, this will be a full-size, side by side or stacked unit.

Flooring: The current trend for the entry, kitchen, and living room flooring is some sort of wood finish, whether hardwood or a laminate/vinyl plan flooring (faux wood) that has the appearance of wood. Bedrooms are typically carpeted although we are also seeing a recent trend towards using the same flooring throughout the entire unit, including the bedrooms.

Baths: Bath finishes should be upgraded ceramic tile/stone floor and tub/shower surrounds with contemporary finishes, which is what is standard in the market. Mirrors, vanities, and accessories etc. should be good quality and good design.

Balconies: Balconies are a standard amenity in nearly all suburban developments. We suggest balconies for all units.

HVAC: HVAC, water, sewer, and trash costs will be passed on to the residents.

Ceiling: Ceilings should have drywall finishes and be 9' in height. A 10' ceiling height is not necessary.

Overall, these finishes will meet the expectations of luxury renters in the market.

Recommendations for the Common Area Amenities:

The amenities are reported to include a fitness center, clubroom and outdoor deck. The outdoor deck will include a fire table, pergola, grilling area and seating areas. Given the smaller size of the proposed development this list appears to be typical of smaller buildings.

Leasing staff at rental properties comment that business centers tend to be highly desired by tenants. Given the smaller size of the subject building, the business center could be incorporated into the clubroom with outlets available for tenants to work at tables throughout the space.

Indoor parking should also be provided, although it does not need to be a heated garage. While within downtown Arlington Heights, it is expected that most tenants will own a car. These spaces should be rented at an additional charge per month. The charge will ultimately depend on the number of spaces that are constructed. The architectural plans indicate 94 parking spaces or a ratio of 1.09 spaces per residential unit. This appears to be over adequate based on conversations with leasing agents at the other two downtown Arlington Heights properties. Dunton Tower estimated that only 60%-70% of the residents lease parking while Hancock Square commented that only 15 of the residents do not lease parking and that there is plenty of additional parking spaces should tenants desire a second space. The leasing agent at Hancock Square noted that the limited hourly parking necessitates residents leasing a parking space. Conversations with other leasing agents at other buildings indicate demand of approximately 1:1 to 1.5:1. The upper end of the range is for One Arlington which is outside of a downtown location; however. The parking count is also a function of the unit mix and demographics of the tenants. A mix more heavily weighted to two-bedroom units will most likely require a higher parking ratio since many of these will be leased by couples or roommates versus a one-bedroom which has a greater percentage of single occupants. The age of the residents will also affect the demand. We expect demand from young professionals as well as empty nesters. Of the empty nesters, we expect less demand from seniors/elderly who are less likely to own car. We would anticipate that parking demand could average approximately 1.0 to 1.25 spaces per unit, indicating that the proposed parking facilities may be slightly light given the subject property's location and unit mix. However, with the availability of a large city parking garage adjacent to the proposed property, it is anticipated that any potential overflow parking demand could be accommodated in this other garage and that the on-site parking, as currently designed, will be adequate.

An additional charge of \$75 is suggested for the garage spaces.

Recommended Units and Rents (average): Based upon our survey of rental properties which provide alternatives to the subject units, we have recommended average rental rates on a per unit per month basis which equate to approximately **\$2.36 psf in current dollars (as of March 2017)**. The actual rents on a chunk (per unit) basis is really what is focused on by renters in the market, and the monthly per unit rents which are projected below reflect the amenities, finishes, and new construction features of the proposed units.

We are projecting rent annual increases of 2% over the next two years, or rents of approximately **\$2.46 psf at the time of projected occupancy in 2019**. This is consistent with the past year history for the Class A suburban market which experienced a 6.7% year over year increase. The entire suburban market (Class A, B & C) showed a 3.7% year over year increase and a 7.8% increase over the past two year period. We expect rent growth to continue trending upward in the near term for the

overall suburban market due to demand fundamentals, occupancy levels and limited new supply in most markets.

Unit Type	Developer Unit Mix					ARC Suggested Rent (current 2017 dollars)		
	No. Units	Percentage	SF Range	Avg SF	Total SF	Avg Rent	PSF	Total Rent
1BR	44	51%	715-880	762	33,528	\$1,825	\$2.40	\$80,300
2BR	42	49%	934-1,290	1,058	44,436	\$2,475	\$2.34	\$103,950
Total	86	100%	715-1,290	907	77,964	\$2,142	\$2.36	\$184,250

It is also assumed that the utility charges will be paid by the residents, as is typical of newer properties in the overall market. Parking has also been estimated at **\$75 per month** which is consistent with most of the buildings in the market. It is expected that these projections will be further refined as a development plan for the subject site is formulated.

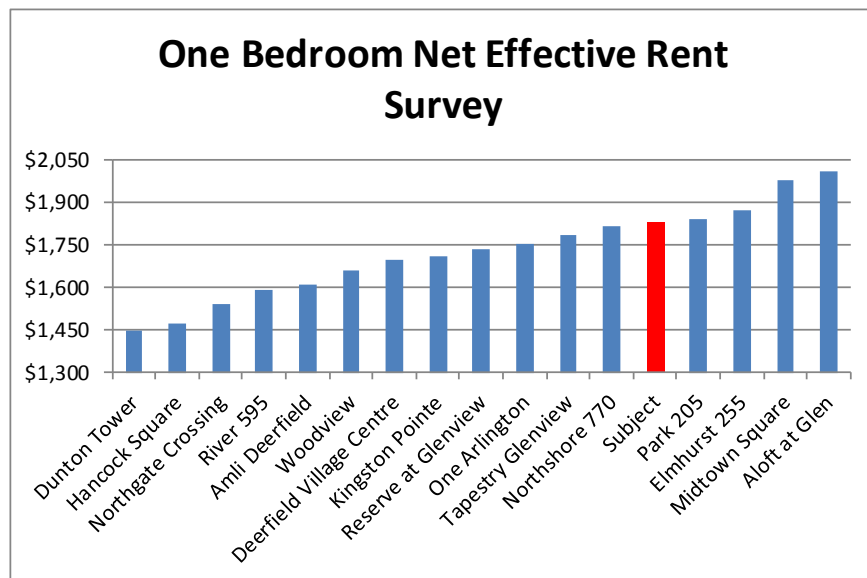
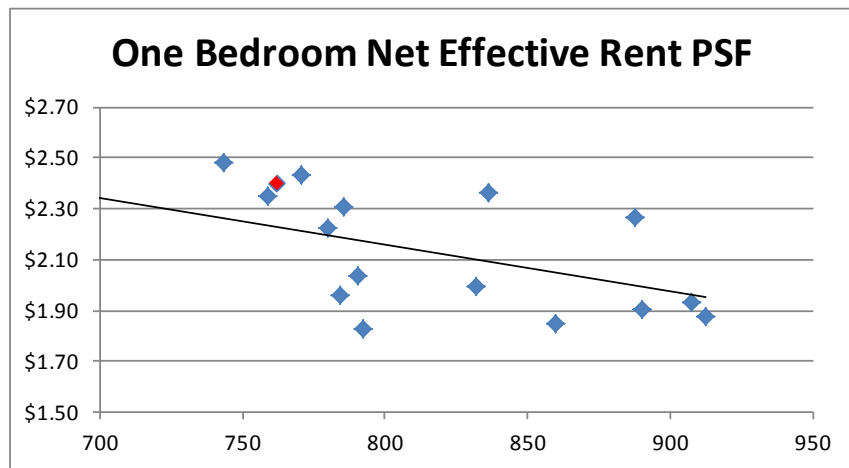
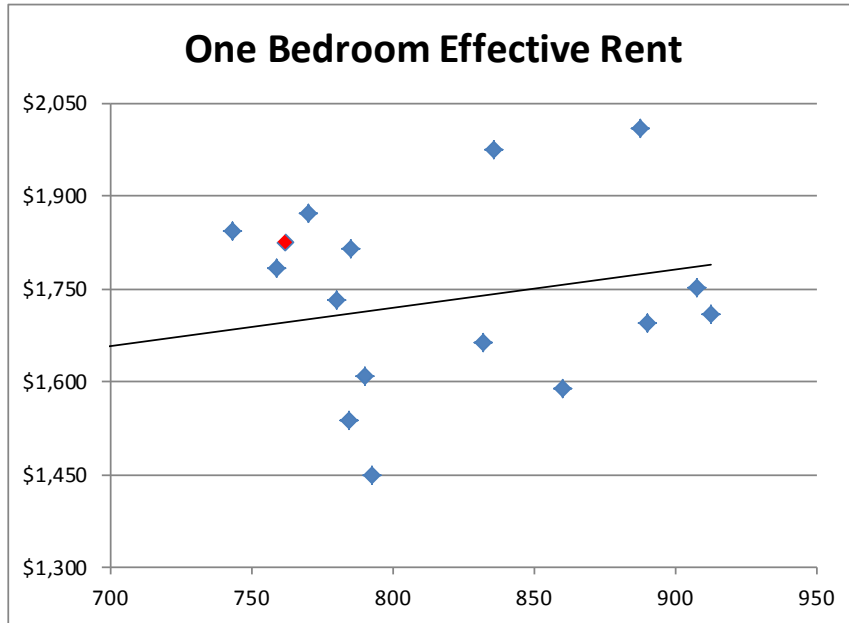
Estimated Absorption: The subject units will be facing limited direct new construction competition. There are two projects under construction, North 680 and Buckingham Place. North 680 is located in Schaumburg on Algonquin near Quentin Road. This 192-unit development will include one and two bedroom units including two-bedroom townhomes with private garages built into the first floor of the buildings. Pre-leasing is underway. It is across from Motorola's former Schaumburg campus. While the location has excellent access to the interstates and Schaumburg office campuses, it lacks the downtown location. In Des Plaines, Buckingham Place is under construction on the former Littlefuse site at 800 E. Northwest Highway. Construction began on this 5-story, 270-unit development in December 2016. The location is outside of the downtown boundaries and lacks the downtown appeal. While there are other units in the pipeline for future development, no other projects are currently under construction.

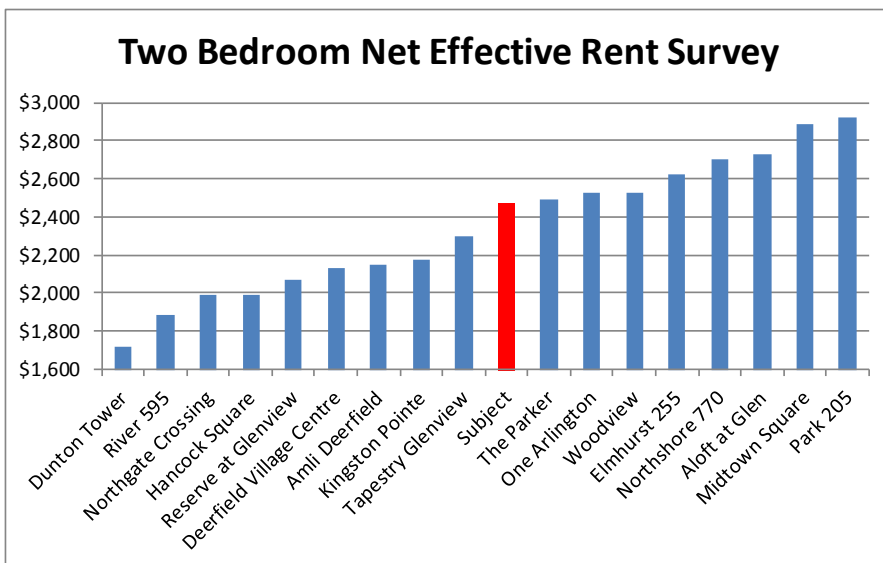
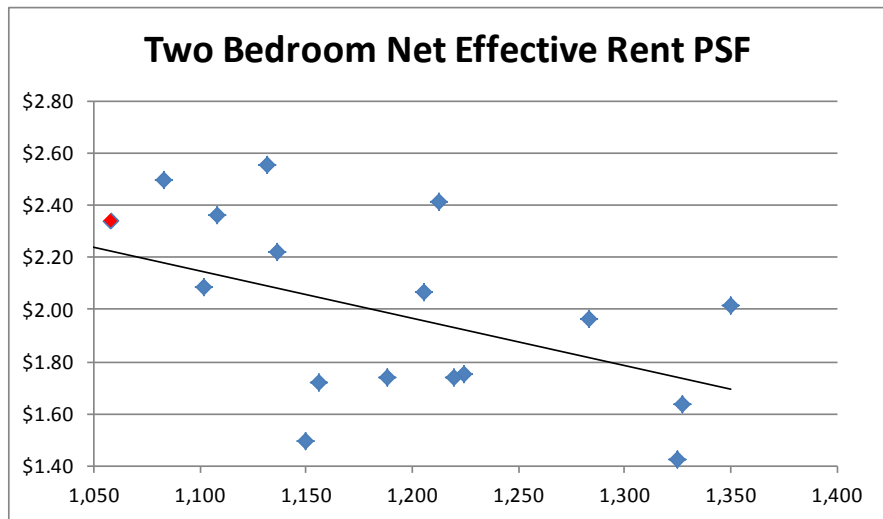
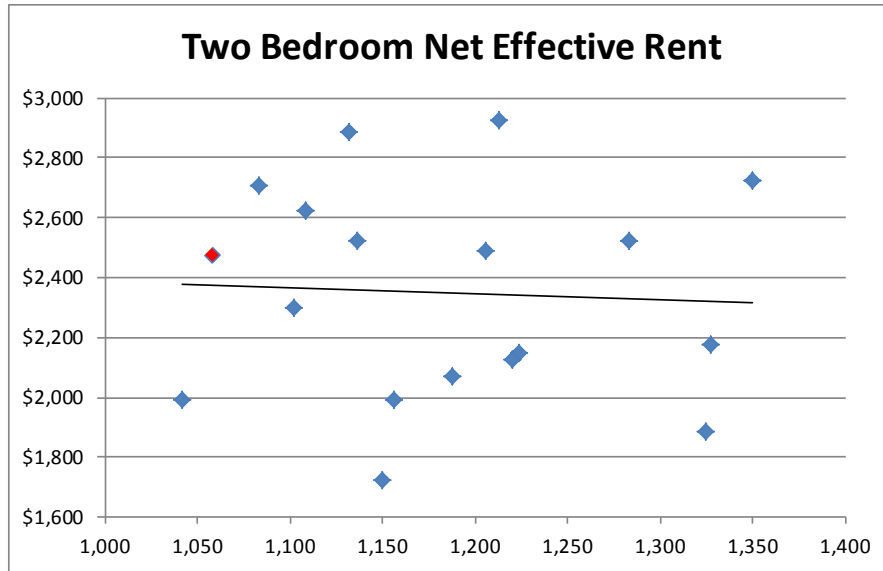
Northgate Crossing in Wheeling is the only other Northwest Cook property currently in lease-up. This property is expected to at stabilized levels when the subject would deliver.

Amlie Deerfield, Elmhurst 255, Northshore 770, and Reserve at Glenview are also currently in lease-up. These projects are also expected to be close to or at stabilized levels by the time the subject starts leasing units.

Overall, we have projected the lease-up of the property at a pace of 10 to 12 units per month, achieving stabilized occupancy within approximately 7 to 9 months for an 86-unit development.

The following graphs show our rent and size conclusions in relation to the comparables. The subject is shown in **Red**.



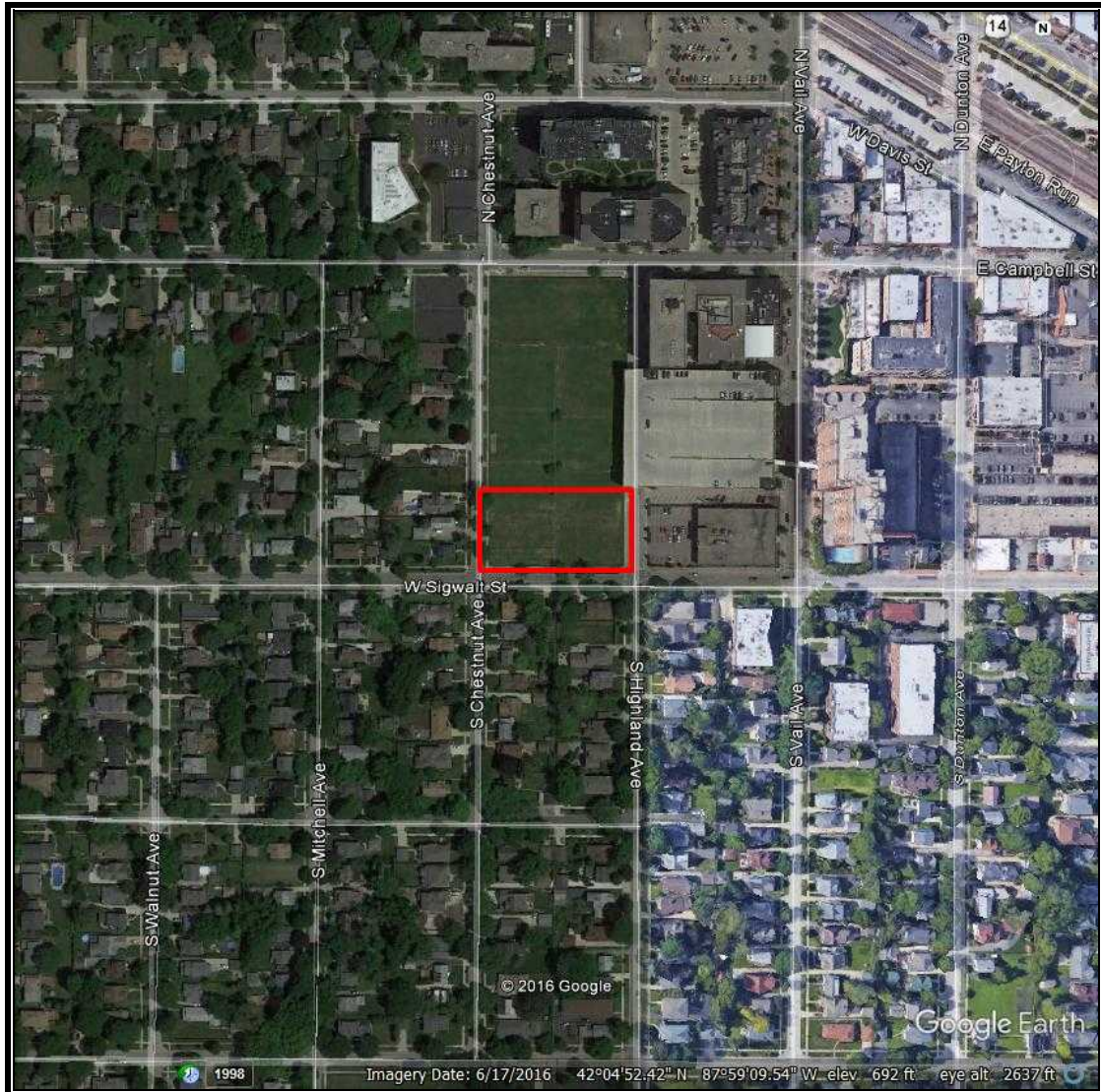




Location Map



Downtown Arlington Heights Map

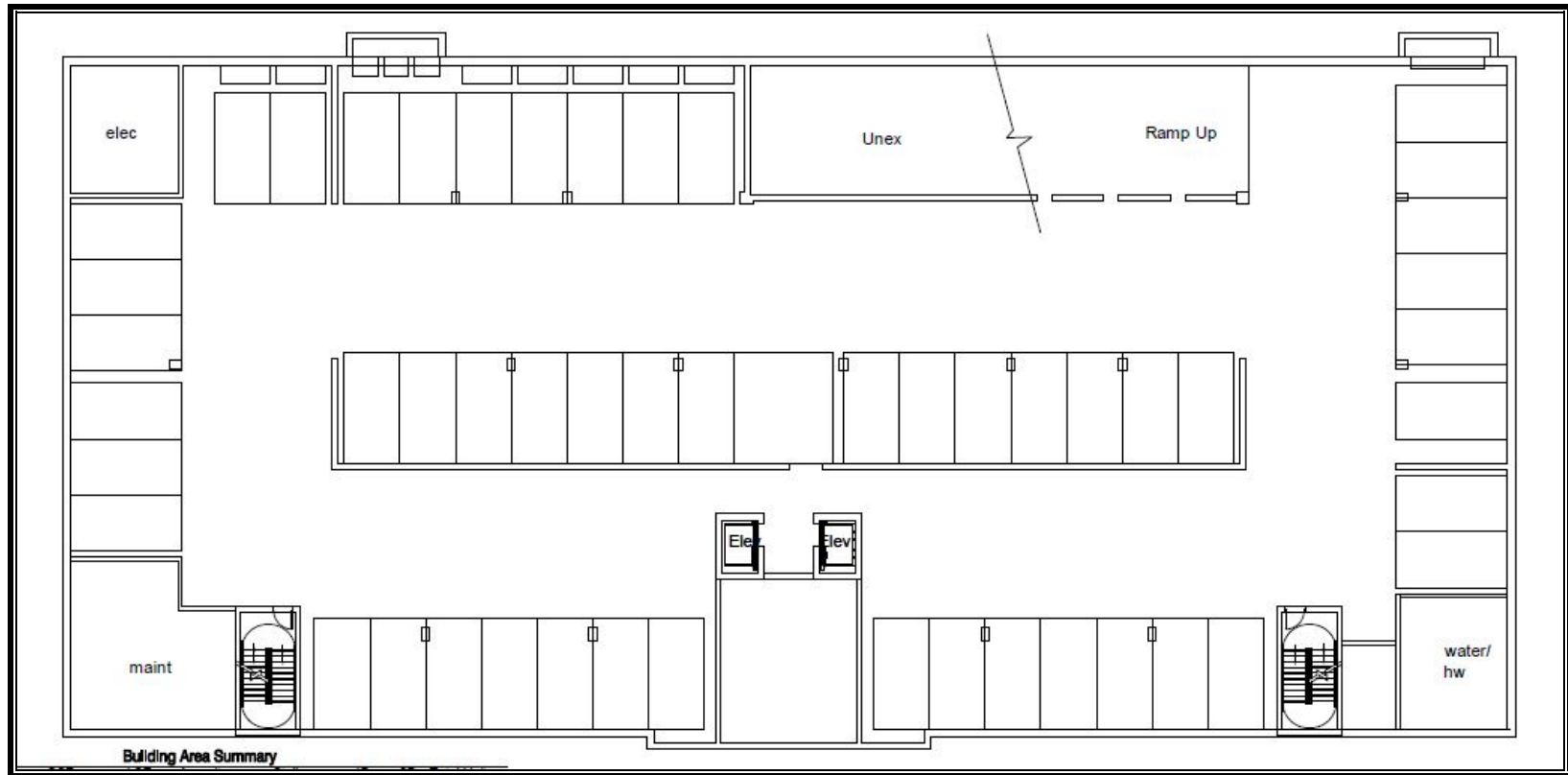


Neighborhood Map

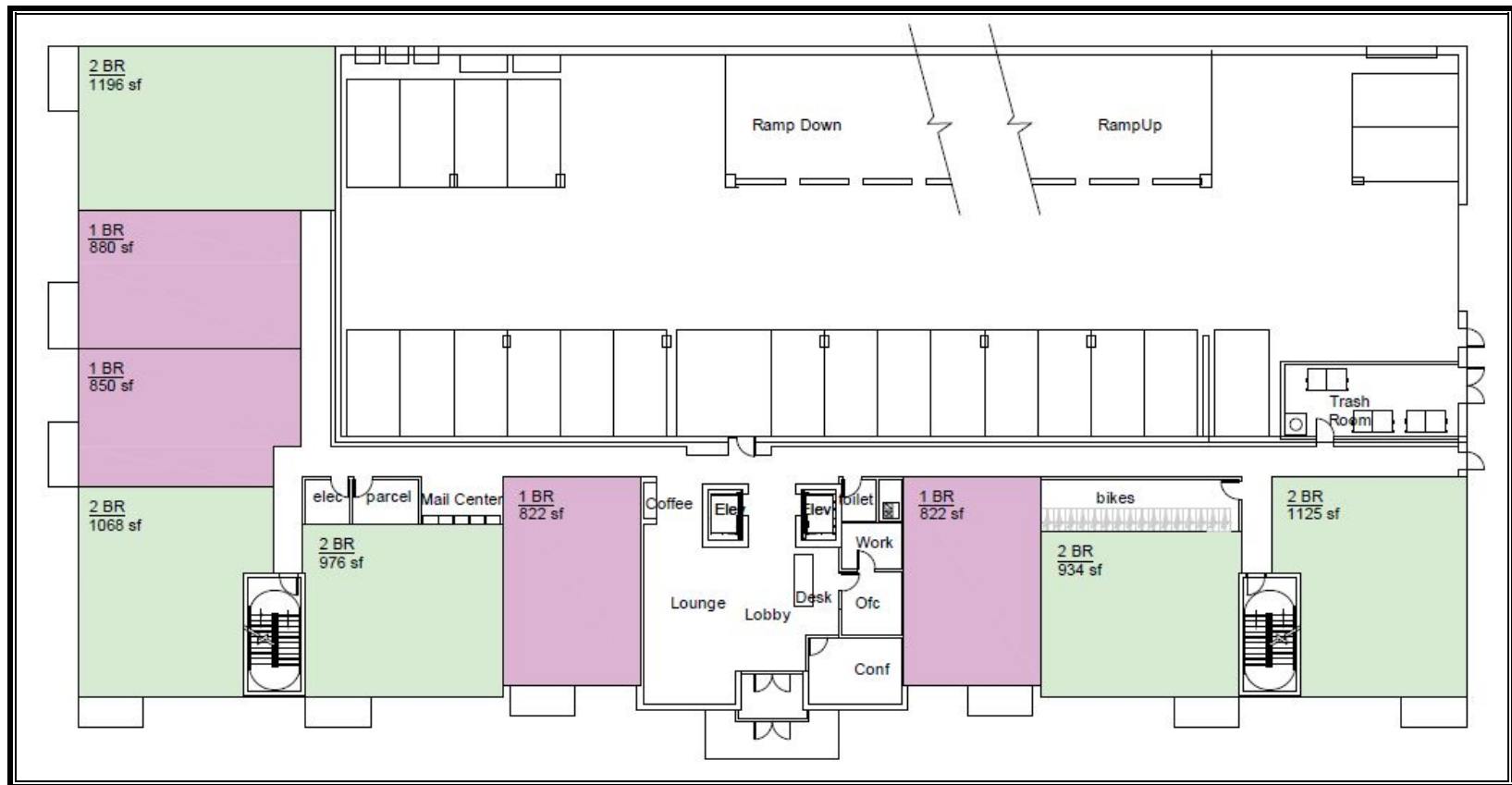


Rendering of Sigwalt Apartments

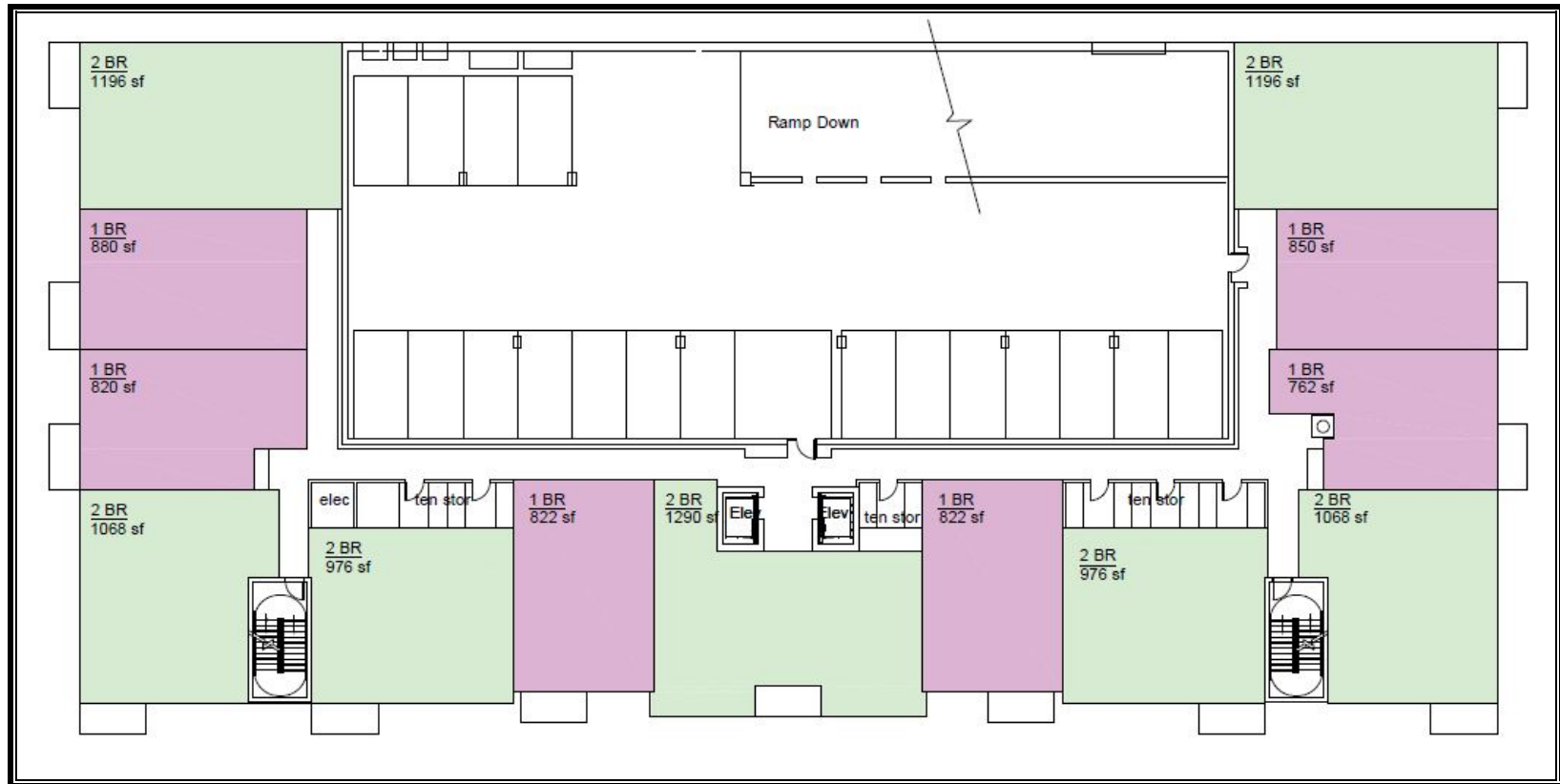
The following are floorplans dated January 18, 2016 completed by HKM Architects and Planners, Inc.



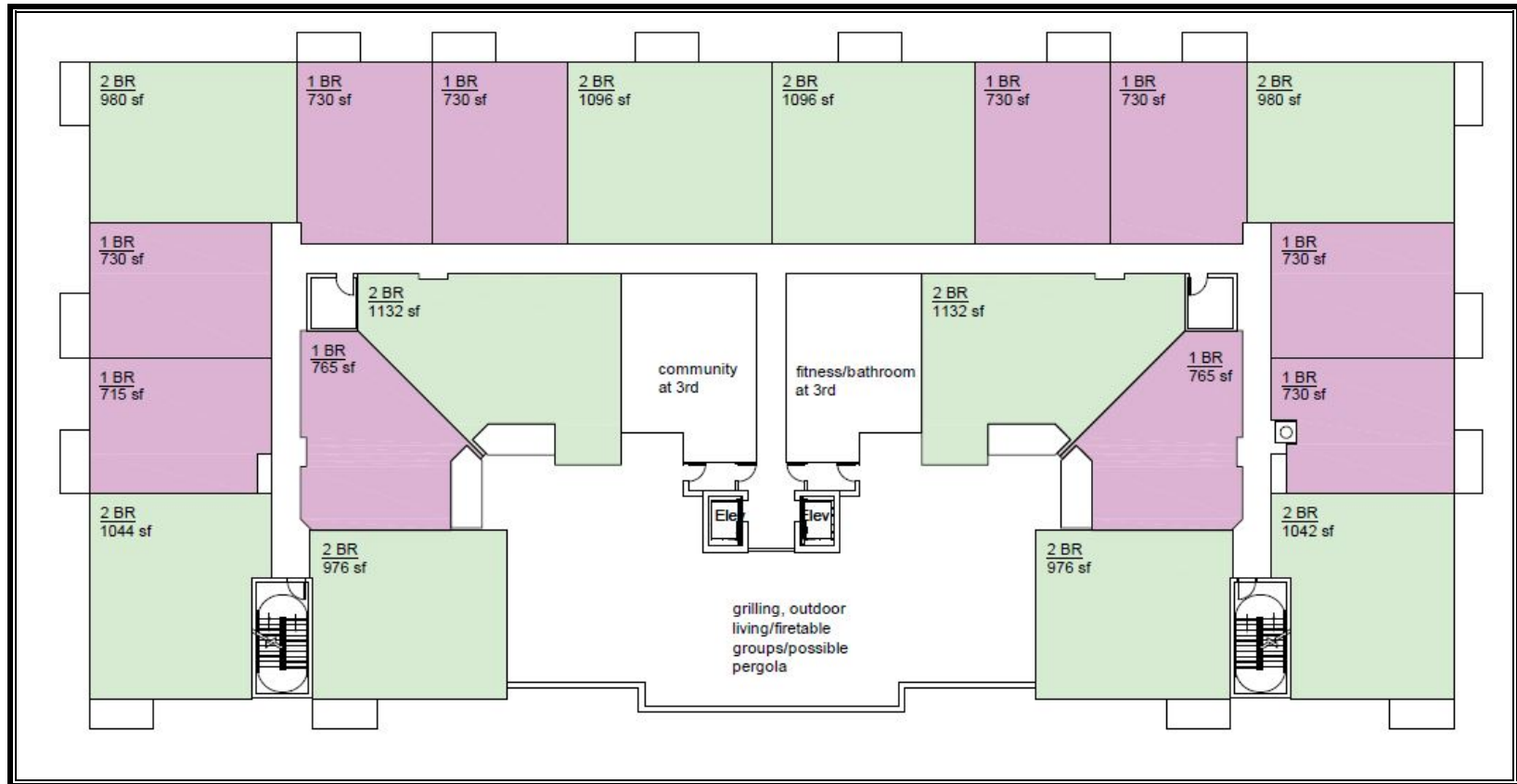
Basement



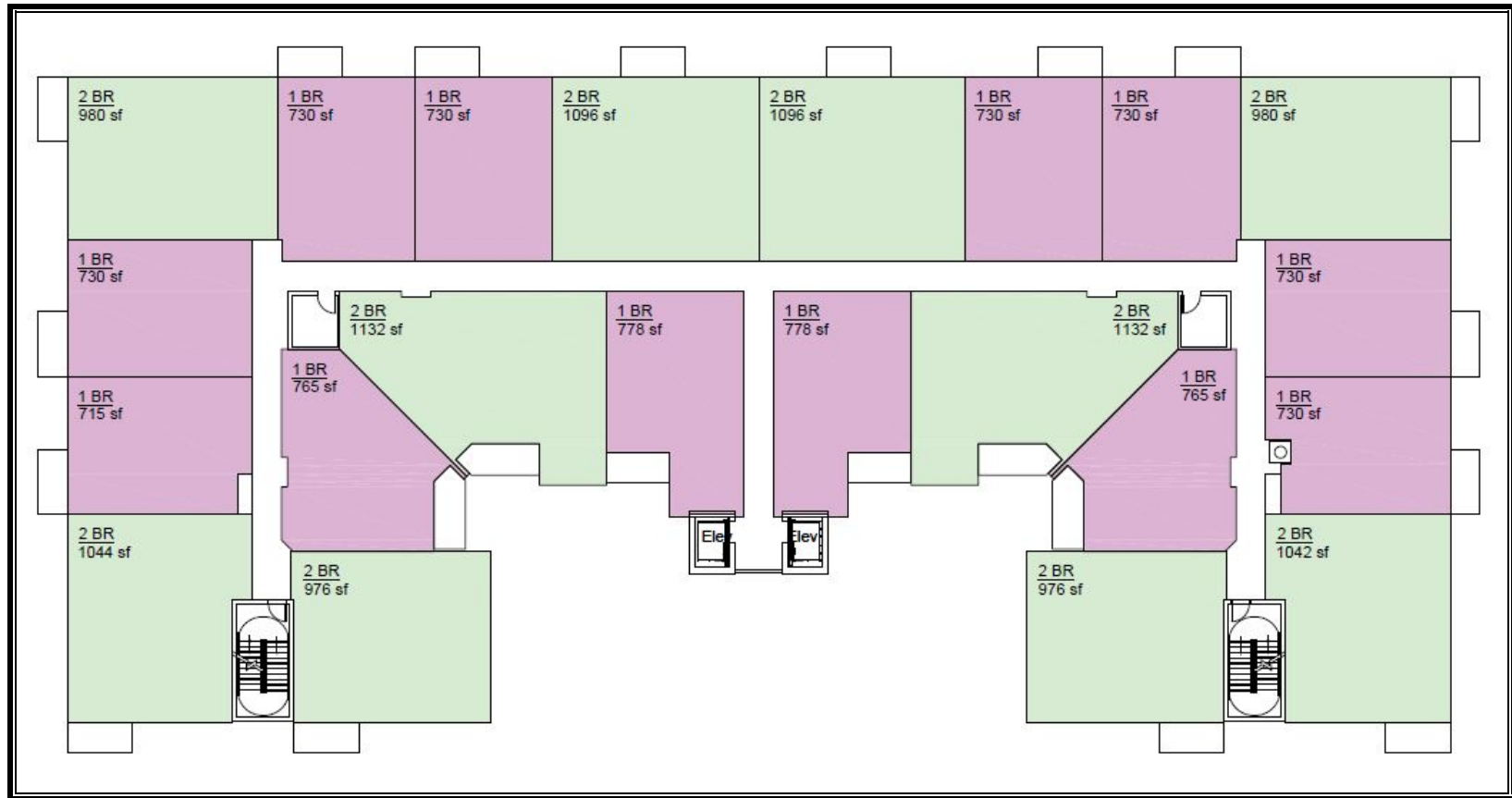
1st Floor Plan



2nd Floor Plan



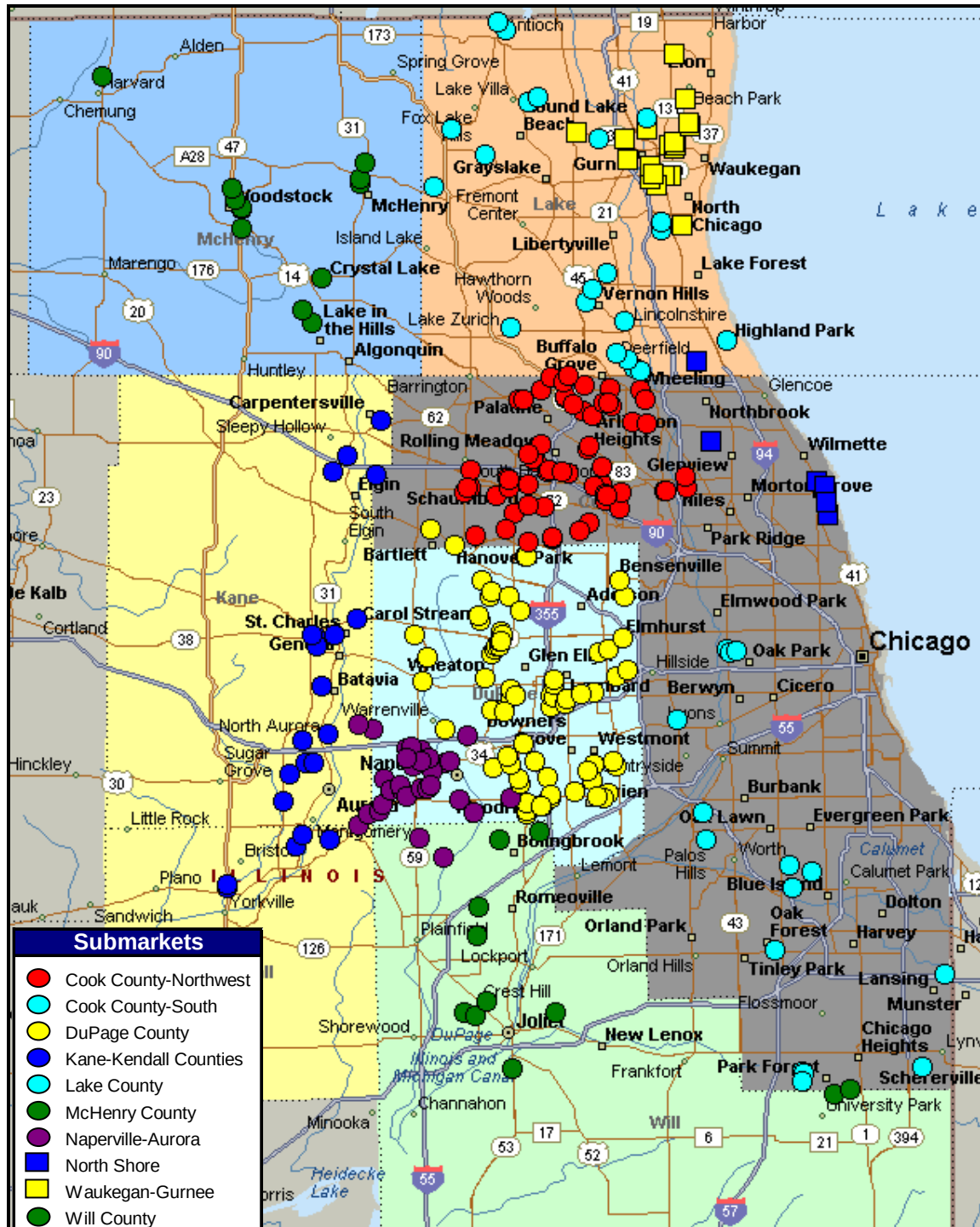
3rd Floor Plan (including amenities)



4th & 5th Floor Plans

SUBURBAN CHICAGO APARTMENT MARKET OVERVIEW

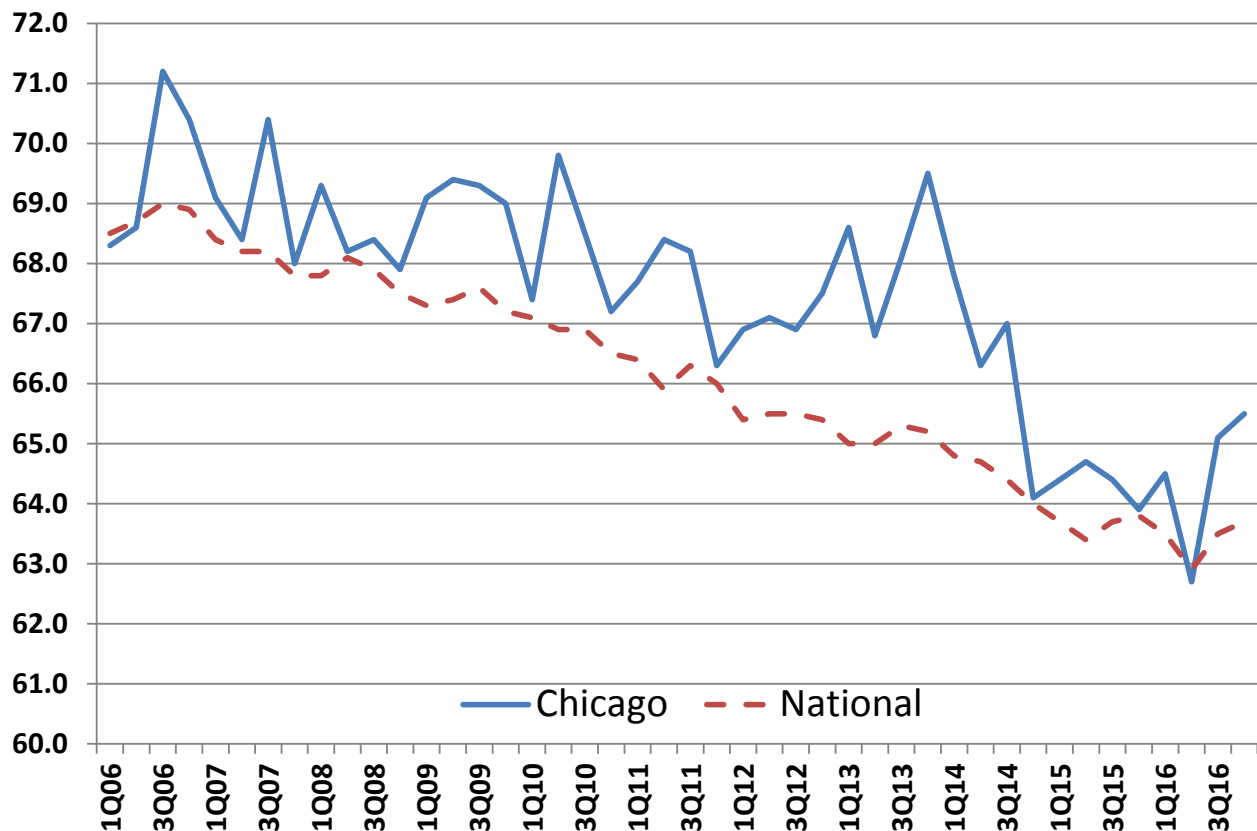
Market area defined. The Suburban Chicago market is defined as including Cook, Lake, McHenry, Kane, Kendall, DuPage and Will counties. Properties located within the city of Chicago are of course excluded from the survey.



Survey property profile. Our database for the Suburban Chicago market area includes 300+ complexes with a total of over 90,000 dwelling units indicating an average development size of just over 300 units. Our survey includes virtually every major apartment community developed since 1995 plus older developments (primarily post-1970) throughout the MSA. The data was gathered by direct contact with on-site staff.

Demand drivers. As the economy rallied in 2004-2007, demand for apartments increased. Recessionary pressures caused a market decline in 4q07 through 2q09; however, performance improved dramatically thereafter. Rental demand is being driven by instability in the for-sale housing market, the inability to obtain a mortgage due lack of down payment, debt to income ratios (including the impact of student loans) and/or credit issues. Homeownership rates throughout the region had been on a decline through year end 2011 but rose through 2013 – seemingly pointing to a turn in the market. With rising interest rates and a perception of rising values, there was a push for buyers to “get off the fence” and ownership increased through 2013. With the Dodd Frank lending rules starting in January 2014, obtaining a loan has become even more difficult due to increased underwriting requirements. Nationally, the rate continues to show a decline but with an upward bump in 3Q16. Each percentage point change equates to roughly 30,000 households in the Chicago MSA.

Homeownership Rate – Chicago MSA vs. National



The market remains in flux but with a steady downward trend in ownership.

Revised BLS numbers for the Chicago MSA indicate positive employment growth; however, this has slowed in 2016:

Employment Change	
Year	Annual Change
2007	37,417
2008	(28,425)
2009	(237,575)
2010	(44,842)
2011	59,250
2012	71,208
2013	68,275
2014	66,417
2015	78,008
2016	59,167

The unemployment rate for the Chicago MSA is 5.3 percent (National, 4.6 percent) as of November 2016. The national unemployment rate for 25+ year olds with a bachelor's degree has been holding proximate to 2.3 percent. While the MSA unemployment rate declined notably since early 2014 from a high of almost 9 percent, details behind the data suggest a much higher unemployment rate when discouraged workers and part time employment are factored into the equation.

Rent Trends & Concessions. Median net rent per square foot is at \$1.39 which is up 3.7 percent from a year ago and accompanied by stability in occupancy. One bedroom units have a median net rent of \$1,135 per month while two bedrooms are at \$1,357. Compared to two years ago, net rent growth has amounted to a positive 7.8 percent. We expect rent growth to continue trending upward in the near term for the overall suburban market due to demand fundamentals, occupancy levels and limited new supply in most markets.

Concessions are a marketing tool used to react to current demand without the need for continually adjusting "market" rents. The percent of complexes offering concessions is roughly 20 which is fairly steady over the last several quarters. The amount of the concession, currently offered at just less than one month per lease year, has been flat over the past two years. Concessions are expected to remain in the market over the next year.

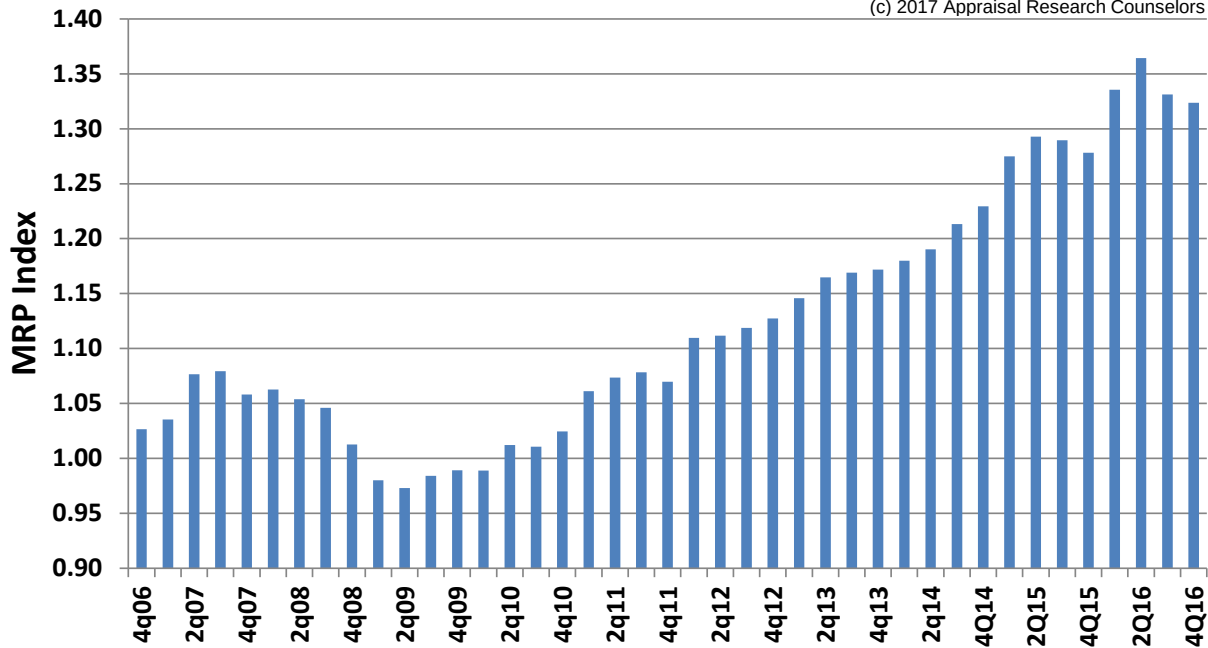
Occupancy. Physical occupancy is at 95.3 percent for the entire market – down 10bps from a year ago and flat compared to two years ago. At over 95 percent occupancy, the suburban market overall is considered "full" indicating pricing will continue to escalate in spite of the modest amount of new supply being added. We expect occupancy to remain steady in the near term with owners continuing to push rents in spite of the downward trend over the past two quarters.

Market Revenue Performance. Market revenue performance is a function of the product of net rent and occupancy.

Market Revenue Performance

Net Rent PSF x Occupancy

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Market revenue performance for the overall suburban market remains strong. The modest downward trend through 4q15 was reversed in 1Q16 and put “back on trend”. The last two quarters show a slight pull back due primarily to occupancy.

New construction/Communities in Lease-up. Recent deliveries currently in lease-up are noted below.

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Multi-Family Development in Lease Up - Suburban Chicago (by Submarket)

Property	Submarket	City	Developer	Status	Units	Delivered
Northgate Crossing	Cook NW	Wheeling	Reva	Leasing	300	2016
Walnut Ridge	McHenry	Woodstock	Cunat	Leasing	108	2016
Reserve at Glenview	North Shore	Glenview	Focus/Atlantic	Leasing	238	2015
AMLI Deerfield	North Shore	Deerfield	AMLI	Leasing	240	2015
Northshore 770	North Shore	Northbrook	Morningside	Leasing	347	2016
The Main	North Shore	Evanston	O'Donnell	Leasing	112	2016
Residences of Orland Park Crossing	South Cook	Orland Park	Reva	Leasing	231	2016
Vantage Oak Park	South Cook	Oak Park	LSI/Golub/Wood	Leasing	270	2016
Wheaton Courthouse Square	DuPage	Wheaton	Focus	Leasing	149	2016
Elmhurst 255	DuPage	Elmhurst	Morningside	Leasing	192	2016
Apex 41	DuPage	Lombard	Glenstar	Leasing	181	2016
Station Boulevard	Aurora - Naperville	Aurora	Goel/TCCI	Leasing	417	2016
Metro 59	Aurora - Naperville	Aurora	Next Gen/Avgeris	Leasing	232	2016
Springs at Weber Rd/Weber & Renwick	Will	Romeoville	Continental Properties	Leasing	292	2016

There are also a number of projects under construction throughout the MSA. Details are presented in the Submarket and the Housing Supply sections.

Several of the projects we are tracking are mid-rise buildings on in-fill sites rather than traditional walk up complexes. These have been favored in redeveloping downtown areas where transit oriented

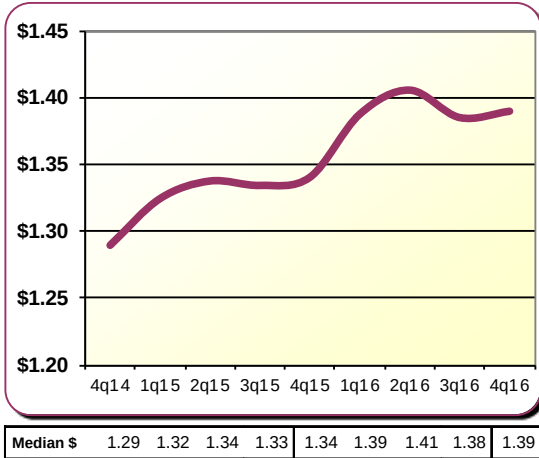
development is needed but the all in costs of construction of over \$250 per square foot or about \$275,000 per unit (wrap product) require fairly high rent levels for project feasibility. Walk up product cost is in the \$120,000-\$135,000 per unit range (not including soft costs or land).

In response to the inability to add new product to the market, owners are undertaking renovation projects in order to capitalize on demand for higher end product. Renovations often include replacing cabinetry, counters, fixtures and floor coverings.

All Suburban Apartments - 4q16

Showing median trend lines

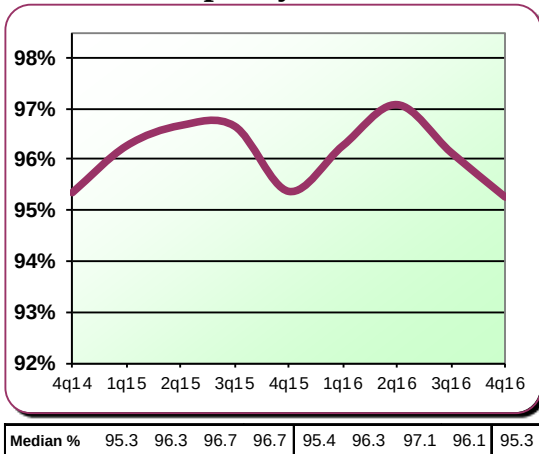
Net Rent PSF - \$1.39



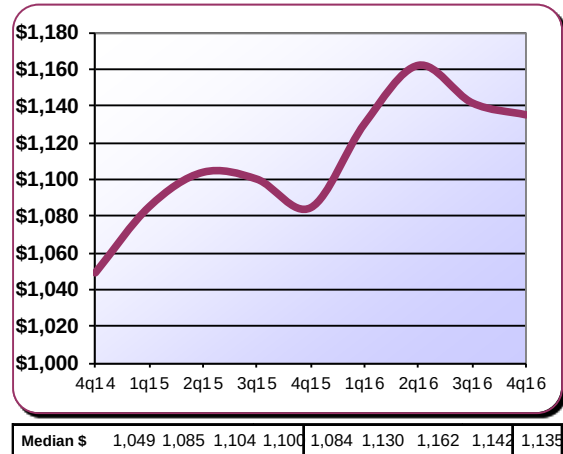
Snapshot & Trends

Suburban Metro		
Complexes	309	
Units	94,767	
SF/unit	902	
Yr Built	1985	
Net PSF	\$1.39	→
Occupancy	95.3%	↘
Pct W/concessions	20.7%	→
Concession Amt	7.7%	→
One Bdrm/Mo	\$1,135	→
Two Bdrm/Mo	\$1,357	↗

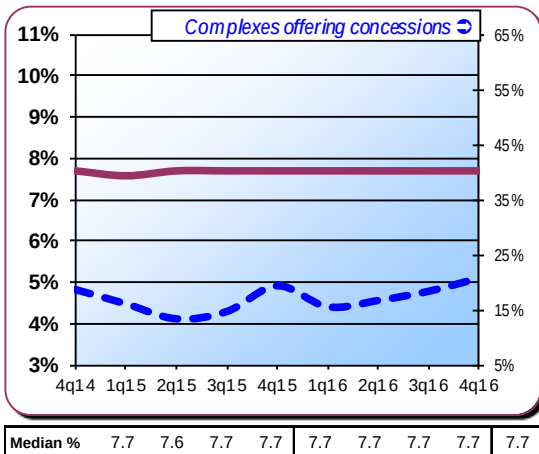
Occupancy - 95.3%



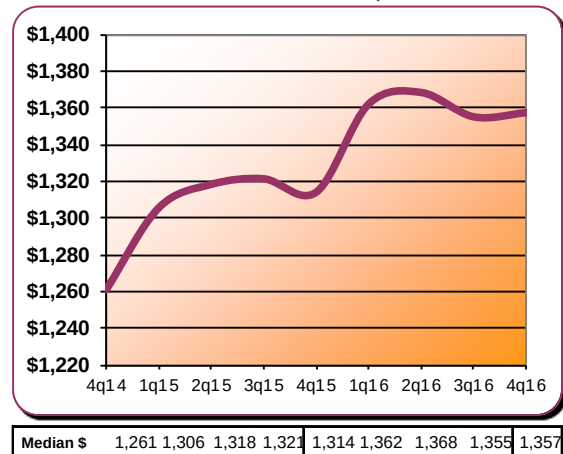
Net One Bdrm - \$1,135/mo



Concessions - 7.7% when offered



Net Two Bdrm - \$1,357/mo



Performance by Property Class

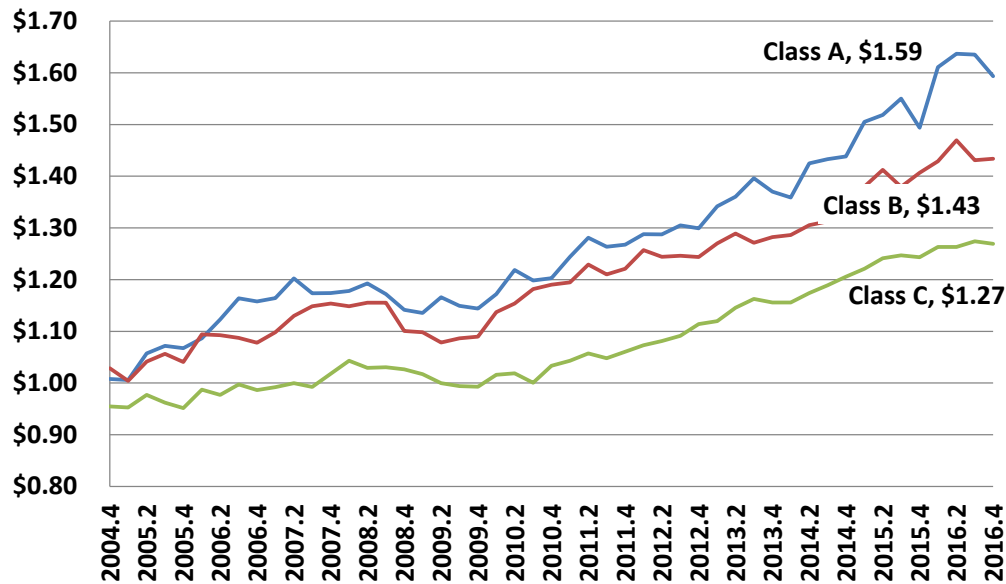
The suburban survey dataset includes has the following characteristics:

	Class A	Class B	Class C
Distribution	23%	36%	41%
Median Year Built	2004	1987	1972
Median Unit Size (sf)	979	888	839
Average Complex Size	260	341	311

Property Classes are generally defined as follow:

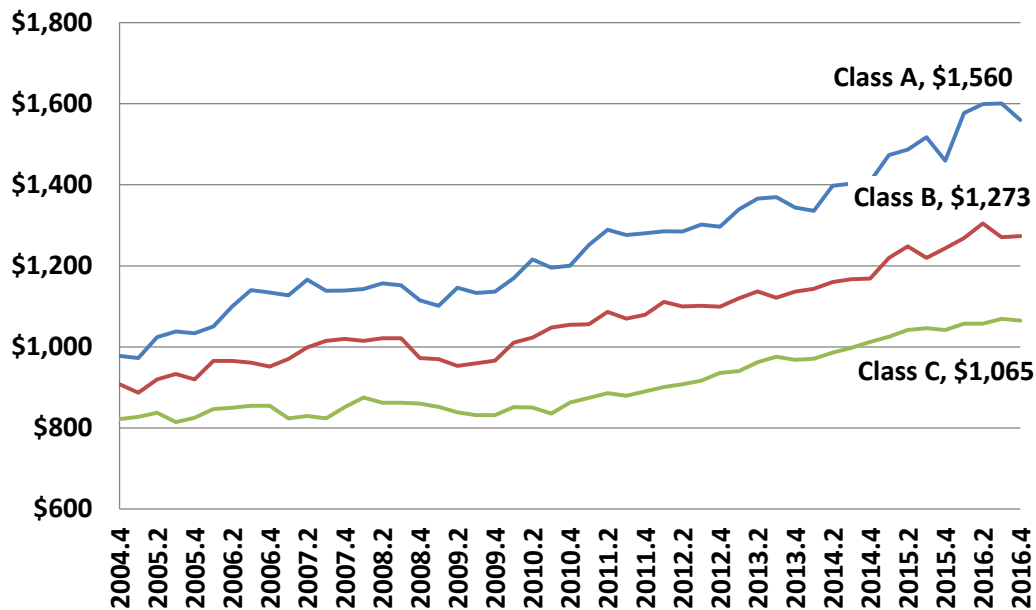
- Class A - Newer properties that have generally been constructed since the early 1990s. Amenities often include open layout floor plans, 9 foot ceilings, in-unit washer and dryer, high quality cabinetry and potentially granite counters and stainless steel appliances. Some communities have direct entry garages. The complex typically has a clubhouse, fitness center and swimming pool.
- Class B - Typically constructed in the 1980s but may include older product that has been significantly renovated. Amenities often include open layout floor plans, 8 foot ceilings, in-unit washer and dryer, good quality cabinetry and laminate counters. The complex typically has a clubhouse, fitness center and swimming pool.
- Class C - Typically constructed in the 1970s with limited renovations, if any. Units typically have older style floor plans (such as galley style, closed kitchens), average quality cabinetry and laminate counters. The complex may have a clubhouse and swimming pool but the quality is generally average. Laundry facilities are typically limited to a laundry room in the complex.

Net Rent PSF by Property Class

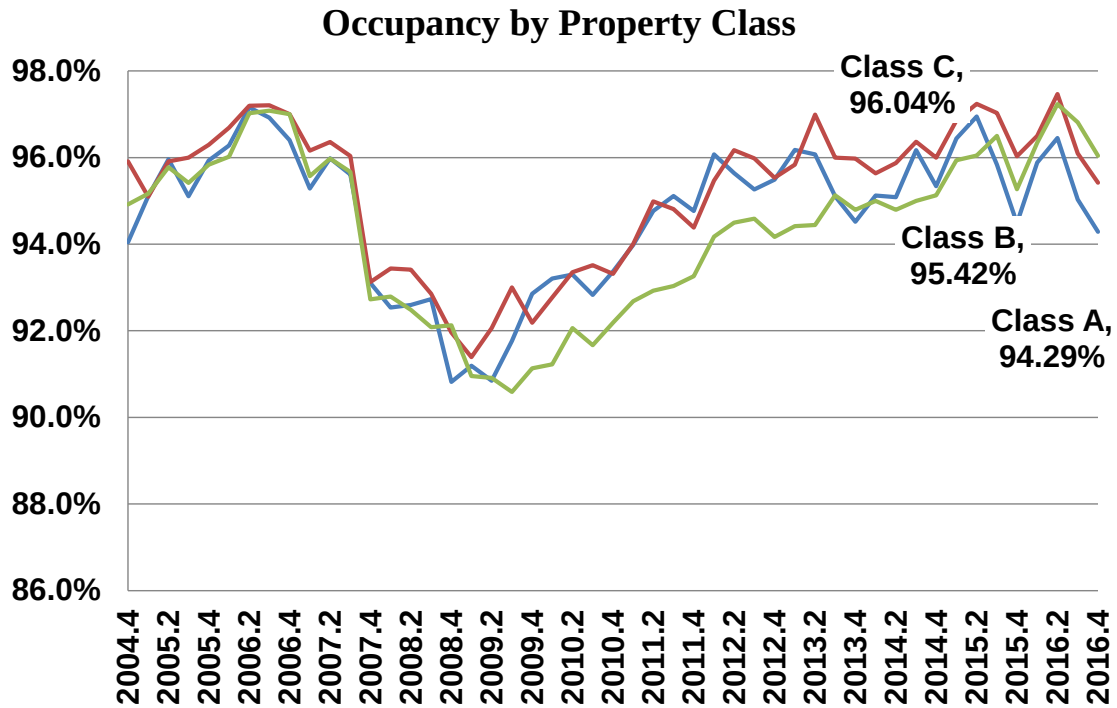


There was a clear bifurcation in performance by property class in 2010 with gains in net rent achieved primarily in the Class A and B markets while Class C properties lagged. The Class C market turned in 2011 with product gaining momentum primarily due to the rising cost of A and B product. On a year over year basis, rents psf increased 6.7%, 1.9% and 2.1% for A, B and C product respectively. The monthly “chunk” rent spread is shown below. Class A product chunk pricing averages a 22.5% premium over B and B product is 19.6% over C.

Monthly Rent by Property Class



After tracking fairly consistent for years, a 100 basis point spread in occupancy between A/B versus C product emerged in 2010 and continued through 2q13. Starting in 3q13 the spread moved back to traditional patterns. Occupancy for all classes declined in 4q15 in part due to seasonality of the rental market but strengthened in 1q16. The 3q16 numbers showed another dip in the market which continued into 4q16.



Summary of Rent, Occupancy & Concession Trends by Submarket

The following trends by submarket are based on our quarterly survey of over 90,000 units.

Net Rent PSF by Submarket

Submarket	4q12	1q13	2q13	3q13	4q13	1q14	2q14	3Q14	4Q14	1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	Y/Y Chng	2 Yr Chng
Cook NW	\$1.27	\$1.26	\$1.29	\$1.30	\$1.31	\$1.32	\$1.33	\$1.35	\$1.36	\$1.38	\$1.41	\$1.43	\$1.41	\$1.46	\$1.49	\$1.46	\$1.46	3.5%	7.2%
Cook South	\$1.13	\$1.13	\$1.14	\$1.17	\$1.17	\$1.17	\$1.17	\$1.20	\$1.21	\$1.21	\$1.23	\$1.23	\$1.19	\$1.22	\$1.27	\$1.27	\$1.25	5.7%	3.8%
DuPage	\$1.18	\$1.19	\$1.22	\$1.23	\$1.23	\$1.24	\$1.26	\$1.25	\$1.28	\$1.31	\$1.32	\$1.31	\$1.31	\$1.34	\$1.37	\$1.37	\$1.36	3.7%	6.3%
Kane/Kendall	\$1.12	\$1.12	\$1.14	\$1.16	\$1.16	\$1.15	\$1.17	\$1.17	\$1.18	\$1.20	\$1.22	\$1.22	\$1.23	\$1.26	\$1.27	\$1.29	\$1.27	2.7%	6.9%
Lake	\$1.17	\$1.25	\$1.24	\$1.30	\$1.32	\$1.31	\$1.34	\$1.39	\$1.36	\$1.40	\$1.49	\$1.46	\$1.45	\$1.44	\$1.48	\$1.47	\$1.43	-1.7%	4.7%
McHenry	\$0.99	\$1.04	\$1.01	\$1.07	\$1.01	\$1.01	\$1.03	\$1.01	\$1.04	\$1.08	\$1.08	\$1.07	\$1.09	\$1.12	\$1.13	\$1.13	\$1.13	3.3%	8.9%
Naperville/Aurora	\$1.24	\$1.24	\$1.27	\$1.26	\$1.26	\$1.26	\$1.28	\$1.29	\$1.30	\$1.35	\$1.35	\$1.35	\$1.38	\$1.41	\$1.44	\$1.41	\$1.43	3.3%	10.0%
North Shore	\$2.13	\$2.13	\$2.07	\$2.22	\$2.11	\$2.06	\$2.20	\$2.19	\$2.19	\$2.16	\$2.16	\$2.17	\$2.13	\$2.18	\$2.19	\$2.27	\$2.22	4.6%	1.8%
Waukegan/Gurnee	\$1.00	\$0.98	\$1.01	\$1.05	\$1.06	\$1.08	\$1.03	\$1.09	\$1.05	\$1.05	\$1.04	\$1.07	\$1.06	\$1.10	\$1.12	\$1.12	\$1.09	2.6%	3.8%
Will	\$1.09	\$1.10	\$1.14	\$1.16	\$1.15	\$1.14	\$1.15	\$1.15	\$1.20	\$1.22	\$1.25	\$1.27	\$1.20	\$1.23	\$1.23	\$1.28	\$1.28	7.2%	7.0%
All Suburban	\$1.19	\$1.21	\$1.22	\$1.23	\$1.23	\$1.24	\$1.25	\$1.27	\$1.29	\$1.32	\$1.34	\$1.33	\$1.34	\$1.39	\$1.41	\$1.38	\$1.39	3.7%	7.8%

Note: Quarterly net rent values are rounded for display purposes but not for Yr/Yr Change calculations.

One Bedroom Median Rent by Submarket

Submarket	4q12	1q13	2q13	3q13	4q13	1q14	2q14	3Q14	4Q14	1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	Y/Y Chng	2 Yr Chng
Cook NW	\$983	\$987	\$1,007	\$1,016	\$1,052	\$1,035	\$1,086	\$1,093	\$1,098	\$1,125	\$1,131	\$1,127	\$1,131	\$1,183	\$1,207	\$1,150	\$1,187	4.9%	8.2%
Cook South	\$810	\$810	\$810	\$810	\$830	\$843	\$877	\$877	\$872	\$893	\$908	\$908	\$919	\$930	\$1,010	\$990	\$955	3.9%	9.5%
DuPage	\$913	\$954	\$980	\$975	\$975	\$972	\$1,020	\$1,027	\$1,013	\$1,039	\$1,059	\$1,037	\$1,036	\$1,089	\$1,105	\$1,100	\$1,086	4.8%	7.2%
Kane/Kendall	\$833	\$851	\$838	\$863	\$875	\$879	\$908	\$908	\$930	\$908	\$885	\$885	\$910	\$967	\$930	\$942	\$949	4.2%	2.0%
Lake	\$1,045	\$1,077	\$1,086	\$1,020	\$1,043	\$1,138	\$1,132	\$1,177	\$1,155	\$1,142	\$1,153	\$1,134	\$1,143	\$1,148	\$1,199	\$1,182	\$1,115	-2.4%	-3.5%
McHenry	\$790	\$790	\$790	\$829	\$793	\$813	\$804	\$794	\$818	\$831	\$835	\$835	\$866	\$877	\$885	\$885	\$885	2.2%	8.3%
Naperville/Aurora	\$1,039	\$1,056	\$1,082	\$1,081	\$1,077	\$1,094	\$1,136	\$1,123	\$1,151	\$1,162	\$1,203	\$1,203	\$1,188	\$1,251	\$1,249	\$1,240	\$1,259	6.0%	9.3%
North Shore	\$1,812	\$1,813	\$1,799	\$1,750	\$1,739	\$1,754	\$1,829	\$1,752	\$1,725	\$1,782	\$1,776	\$1,728	\$1,701	\$1,754	\$1,842	\$1,858	\$1,828	7.5%	6.0%
Waukegan/Gurnee	\$733	\$702	\$790	\$763	\$795	\$840	\$823	\$843	\$839	\$854	\$812	\$825	\$823	\$820	\$845	\$812	\$790	-4.0%	-5.8%
Will	\$799	\$834	\$900	\$900	\$795	\$803	\$804	\$887	\$970	\$935	\$978	\$993	\$965	\$1,015	\$1,015	\$1,035	\$1,008	4.4%	3.9%
All Suburban	\$950	\$958	\$984	\$991	\$998	\$998	\$1,033	\$1,040	\$1,049	\$1,085	\$1,104	\$1,100	\$1,084	\$1,131	\$1,162	\$1,142	\$1,135	4.7%	8.2%

Note: Quarterly net rent values are rounded for display purposes but not for Yr/Yr Change calculations.

Two Bedroom Median Rent by Submarket

Submarket	4q12	1q13	2q13	3q13	4q13	1q14	2q14	3Q14	4Q14	1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	Y/Y Chng	2 Yr Chng
Cook NW	\$1,212	\$1,231	\$1,255	\$1,255	\$1,280	\$1,271	\$1,281	\$1,275	\$1,278	\$1,334	\$1,343	\$1,340	\$1,348	\$1,394	\$1,408	\$1,375	\$1,390	3.1%	8.8%
Cook South	\$1,067	\$1,050	\$1,060	\$1,148	\$1,148	\$1,143	\$1,143	\$1,148	\$1,148	\$1,158	\$1,168	\$1,168	\$1,168	\$1,193	\$1,210	\$1,210	\$1,202	3.0%	4.7%
DuPage	\$1,208	\$1,220	\$1,263	\$1,260	\$1,245	\$1,228	\$1,276	\$1,230	\$1,278	\$1,293	\$1,278	\$1,309	\$1,305	\$1,340	\$1,374	\$1,355	\$1,315	0.8%	2.9%
Kane/Kendall	\$995	\$1,017	\$1,058	\$1,096	\$1,075	\$1,102	\$1,089	\$1,116	\$1,184	\$1,185	\$1,225	\$1,250	\$1,183	\$1,270	\$1,363	\$1,246	\$1,246	5.3%	5.2%
Lake	\$1,256	\$1,206	\$1,186	\$1,184	\$1,206	\$1,298	\$1,273	\$1,308	\$1,416	\$1,292	\$1,441	\$1,405	\$1,406	\$1,420	\$1,412	\$1,381	\$1,396	-0.7%	-1.4%
McHenry	\$902	\$926	\$946	\$956	\$933	\$963	\$963	\$963	\$942	\$958	\$980	\$980	\$988	\$1,010	\$1,003	\$990	\$995	0.8%	5.6%
Naperville/Aurora	\$1,251	\$1,278	\$1,310	\$1,286	\$1,281	\$1,325	\$1,344	\$1,321	\$1,330	\$1,389	\$1,408	\$1,407	\$1,418	\$1,429	\$1,445	\$1,432	\$1,435	1.2%	7.9%
North Shore	\$2,480	\$2,500	\$2,419	\$2,529	\$2,466	\$2,550	\$2,657	\$2,405	\$2,518	\$2,603	\$2,625	\$2,522	\$2,441	\$2,603	\$2,533	\$2,481	\$2,446	0.2%	-2.8%
Waukegan/Gurnee	\$926	\$918	\$930	\$918	\$938	\$968	\$988	\$1,007	\$1,015	\$988	\$990	\$988	\$1,003	\$1,008	\$1,035	\$1,040	\$1,000	-0.2%	-1.5%
Will	\$981	\$953	\$1,027	\$1,029	\$1,001	\$1,051	\$986	\$993	\$1,034	\$1,080	\$1,099	\$1,155	\$1,099	\$1,125	\$1,116	\$1,180	\$1,185	7.8%	14.6%
All Suburban	\$1,157	\$1,188	\$1,200	\$1,214	\$1,221	\$1,225	\$1,225	\$1,230	\$1,261	\$1,306	\$1,318	\$1,321	\$1,314	\$1,364	\$1,368	\$1,355	\$1,357	3.3%	7.6%

Note: Quarterly net rent values are rounded for display purposes but not for Yr/Yr Change calculations.

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Occupancy by Submarket

Submarket	4q12	1q13	2q13	3q13	4q13	1q14	2q14	3Q14	4Q14	1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	Y/Y Chng	2 Yr Chng
Cook NW	95.5	95.6	96.4	96.1	95.5	95.8	95.5	96.6	95.8	96.9	96.9	97.3	95.1	96.0	97.2	96.0	95.4	0.4%	-0.4%
Cook South	95.1	93.9	94.3	93.0	93.8	94.5	94.5	95.3	95.0	95.1	96.4	96.5	95.5	96.1	96.9	96.9	95.9	0.4%	0.9%
DuPage	94.2	95.0	95.7	95.5	95.0	94.8	95.1	95.8	95.3	96.1	96.3	96.6	95.3	96.7	97.2	96.1	95.7	0.5%	0.5%
Kane/Kendall	94.0	94.8	94.6	93.9	93.8	95.0	94.6	95.2	95.0	96.3	95.7	95.8	96.0	96.7	97.6	96.4	95.2	-0.8%	0.2%
Lake	96.9	96.9	96.1	95.1	97.6	97.7	96.3	96.9	96.9	97.7	98.3	98.0	96.6	97.0	97.5	96.9	95.5	-1.2%	-1.5%
McHenry	94.0	93.8	92.1	96.6	95.4	95.4	95.5	95.3	95.3	96.1	96.4	96.1	95.4	96.2	97.9	96.1	95.6	0.2%	0.3%
Naperville/Aurora	95.7	96.9	97.3	94.6	96.0	95.5	95.8	96.0	96.1	97.1	97.6	96.9	96.0	96.4	97.1	95.1	95.0	-1.1%	-1.2%
North Shore	94.8	95.4	94.7	96.4	94.1	94.6	91.9	94.8	95.3	96.8	96.4	96.1	94.2	95.4	95.7	95.4	93.8	-0.5%	-1.7%
Waukegan/Gurnee	94.5	93.9	94.0	96.5	95.5	96.4	95.3	95.4	94.6	95.6	95.8	96.0	95.2	96.5	96.6	96.8	96.9	1.7%	2.4%
Will	94.5	93.1	94.4	94.9	93.5	94.2	95.4	95.4	94.7	95.4	95.6	96.4	94.1	95.4	96.1	96.5	95.5	1.5%	0.8%
All Suburban	94.9	95.1	95.6	95.2	95.1	95.4	95.2	95.9	95.3	96.3	96.7	96.7	95.4	96.3	97.1	96.1	95.3	-0.1%	-0.1%

Note: Quarterly occupancy values are rounded for display purposes but not for Yr/Yr Change calculations.

Concessions by Submarket

Submarket	4q12	1q13	2q13	3q13	4q13	1q14	2q14	3Q14	4Q14	1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	Y/Y Chng
Cook NW	7.7	7.7	8.0	5.5	5.5	5.5	4.0	4.5	5.4	6.1	6.0	2.5	5.9	7.7	6.2	6.3	7.7	31.3%
Cook South	8.3	8.3	8.3	4.2	8.3	8.0	8.0	5.9	6.1	5.9	4.8	7.7	5.0	7.7	8.0	7.7	8.0	59.6%
DuPage	7.7	7.7	7.7	7.7	7.7	7.7	7.7	8.3	7.7	7.7	7.7	7.7	7.7	8.0	8.3	7.7	7.7	0.0%
Kane/Kendall	7.7	7.7	7.7	5.0	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	6.7	7.7	0.0%
Lake	8.3	8.3	8.3	8.3	8.3	8.3	8.3	7.2	7.2	8.3	5.6	2.8	8.0	7.1	7.2	8.3	7.6	-4.7%
McHenry	7.9	8.0	8.1	7.7	5.7	8.5	8.3	6.2	5.0	6.0	0.0	0.0	0.0	5.1	0.0	0.0	0.0	n/a
Naperville/Aurora	4.5	8.7	6.7	4.2	8.7	7.8	8.3	1.7	8.6	4.2	7.5	8.0	5.5	3.5	4.3	6.0	8.3	51.0%
North Shore	0.0	4.4	5.2	4.5	6.4	4.8	8.3	8.3	6.0	4.2	8.3	4.7	8.3	8.3	8.3	8.2	8.0	-3.8%
Waukegan/Gurnee	8.3	7.7	8.3	4.3	8.3	8.3	5.6	8.3	8.3	8.3	8.3	8.3	7.3	5.5	8.3	6.0	7.5	2.2%
Will	4.2	4.2	4.2	8.3	8.3	6.3	7.0	4.2	6.3	4.2	8.3	8.0	8.3	2.5	5.6	3.7	3.0	-64.0%
All Suburban	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.6	7.7	7.7	7.7	7.7	7.7	7.7	7.7	0.0%

Note: Numbers shown are percentages - 1 month free rent on 12 month lease equals 8.3%.

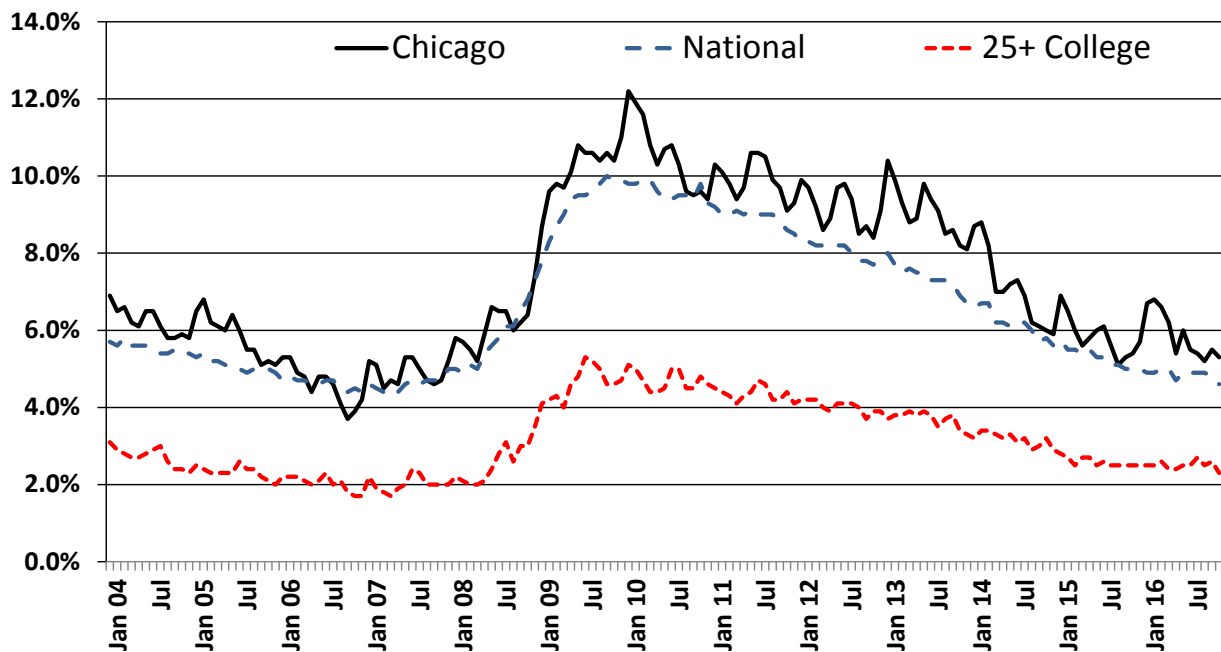
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Demand Generators

The apartment market is influenced by a number of factors including employment, homeownership trends and a desire to maintain flexibility.

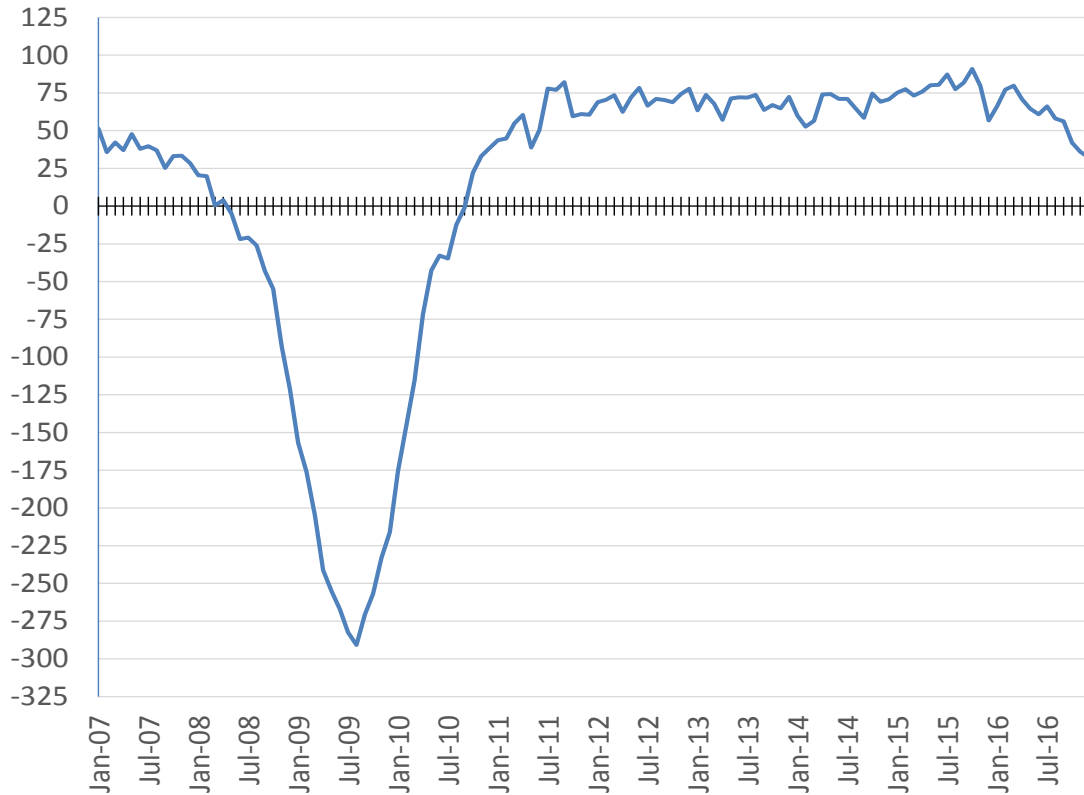
The unemployment rate for the Chicago MSA is 5.3 percent (National, 4.6 percent) as of November 2016. The national unemployment rate for 25+ year olds with a bachelor's degree has been holding proximate to 2.3 percent. While the MSA unemployment rate declined notably since early 2014 from a high of almost 9 percent, details behind the data suggest a much higher unemployment rate when discouraged workers and part time employment are factored into the equation.

Chicago vs. National Unemployment Rate – BLS Data



The Chicago market generated an annual average of 75,000 new jobs from 1992-2000 – a trough to peak period. Employment declined from 2000-2003 with peak post-recession employment achieved in 2007 which did not even match the 2000 employment level. Economy.com forecasts indicate a return to 2000 employment levels will not occur until at least 2020 – 20 years later.

By looking at the month over month comparisons to prior year employment, the trends in employment become more evident. The rate of growth in employment has declined precipitously over the past year.



Chicago MSA Employment - Non Farm (000s)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2006	4397.8	4411.7	4445.1	4492.2	4529.9	4572.7	4544.3	4547.6	4553.9	4555.2	4570.3	4573.1
2007	4449.2	4447.5	4487.3	4529.2	4577.6	4610.6	4584.0	4584.5	4579.2	4588.4	4603.7	4601.6
2008	4469.7	4467.3	4487.8	4533.1	4572.4	4588.8	4563.2	4558.4	4536.1	4533.6	4511.2	4480.1
2009	4313.0	4291.2	4282.8	4291.9	4317.4	4321.7	4280.8	4267.6	4265.5	4276.7	4278.1	4264.1
2010	4137.4	4146.0	4167.3	4220.2	4274.8	4288.9	4246.1	4255.2	4264.3	4298.8	4311.2	4302.5
2011	4181.1	4190.8	4222.2	4280.6	4313.6	4339.2	4324.0	4332.2	4346.4	4358.4	4372.2	4363.0
2012	4250.0	4261.2	4295.8	4343.1	4385.6	4417.5	4390.6	4403.3	4416.7	4427.2	4446.5	4440.7
2013	4313.5	4334.9	4363.7	4400.3	4456.9	4489.6	4462.5	4477.0	4480.5	4494.2	4511.3	4513.1
2014	4373.5	4387.6	4420.2	4474.2	4531.1	4560.6	4533.5	4541.8	4539.0	4568.7	4580.4	4583.9
2015	4448.6	4465.0	4493.5	4550.1	4611.2	4641.0	4620.8	4619.3	4620.8	4659.6	4660.1	4640.6
2016	4514.9	4542.2	4573.3	4620.9	4675.7	4701.8	4686.9	4677.3	4677.0	4701.6	4696.2	4672.8

Revised BLS numbers indicate a deceleration in employment growth as follows:

Employment Change	
Year	Annual Change
2007	37,417
2008	(28,425)
2009	(237,575)
2010	(44,842)
2011	59,250
2012	71,208
2013	68,275
2014	66,417
2015	78,008
2016	59,167

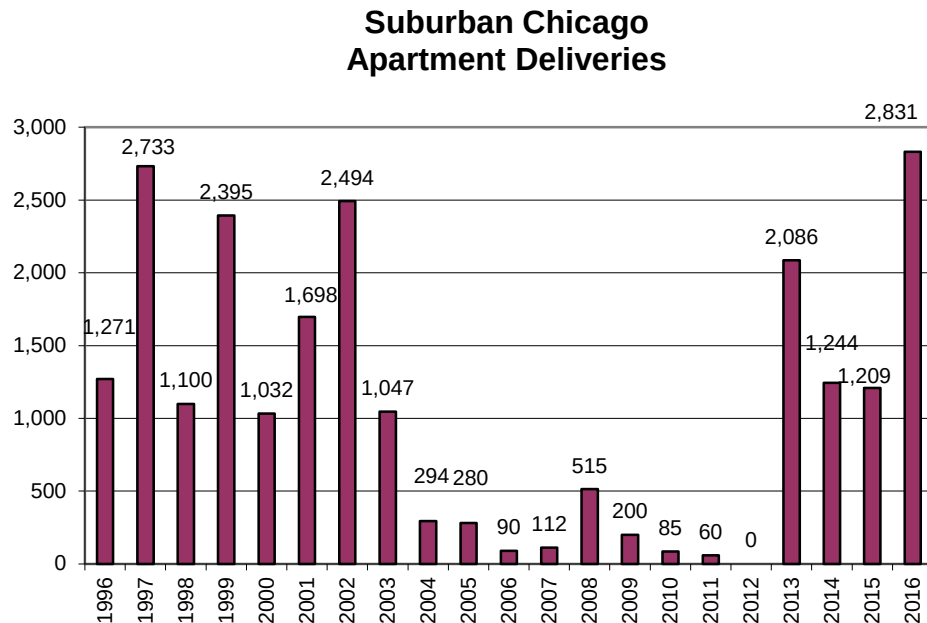
The rental market is most heavily influenced by demographic trends in the 25-35 age cohort. This age group is less concerned about owning a home than maintaining flexibility for potential job related moves. The prospect of tying up funds for a down payment on a home and then worrying about the ability to “cash out” for a move in a timely manner (not to mention getting whole relative to the initial purchase) have weighed on the for-sale market. Renting provides options. While price levels of for sale product have been increasing, it has been overall at a modest rate. There has been pressure on interest rates which will motivate some to act on homeownership. There are few compelling reasons to act now on the purchase of a residence.

From a household formation standpoint, there is pent up demand in the 25-34 year old cohort as many in this category remain living with parents.

SUBURBAN MULTI-FAMILY HOUSING DEVELOPMENT: 1996-2017 & 2018 PROJECTED

1996-2017 Development Trends

Appraisal Research Counselors has been tracking apartment development in the suburbs for over 40 years. In total, 22,776 units (through 2016 YTD) will have been brought to the market since 1996 for an average of 1,085 units per year.



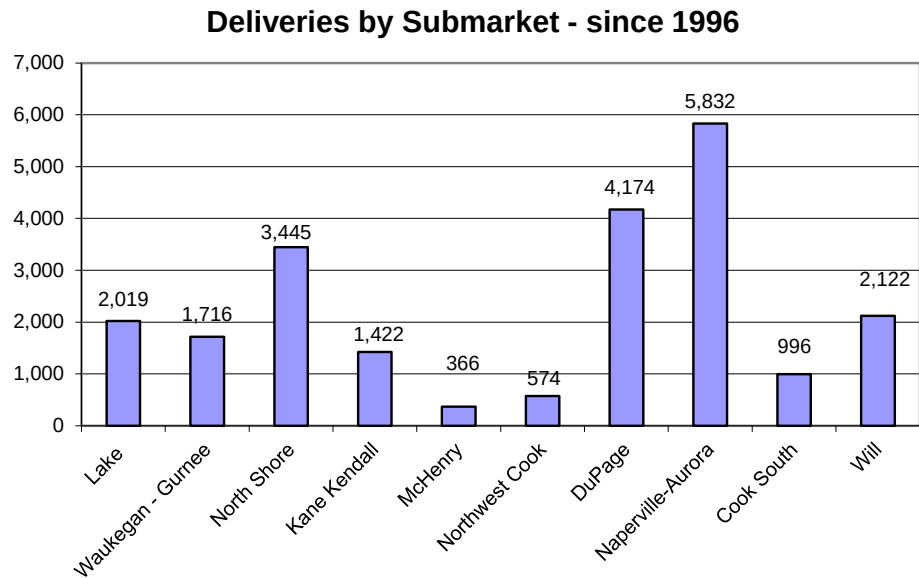
Peak years of deliveries were back in the late 1990s and then climbing again through the early 2000s. Over the past ten years however, incredibly little product had been added to the market. This was driven by a few factors including:

- Poor economics due to job losses in the region creating vacancies and concessions, though performance has improved since late 2009
- Lower interest rate and low down payment environment driving demand for new condo unit construction which generated more immediate returns; however, the new construction condo market is now stalled.
- Resistance of communities to allow for new rental developments
- Few well located sites left in the region suitable for large scale development
- Rent levels not high enough to support construction costs at locations where sites can be acquired

With many communities welcoming rental development, combined with feasible rent levels supporting construction, development is once again occurring throughout the region with more units being delivered in 2016 than in any year in the past 20 years.

Deliveries by Submarket

Most of the construction that has occurred since 1996 has been in DuPage County – specifically, the Aurora- Naperville submarket. Following is a delivery distribution by submarket.



The Naperville – Aurora market (a separate submarket within DuPage County) was followed by the DuPage market. These submarkets, while initially hurt by the amount of supply coming online over a relatively short period of time, are poised to remain in a strong long term position given the proximity to the suburban employment centers along the I-88 corridor.

The North Shore market has added 2,565 units since 2013. Given the size of the submarket, this has been a substantial increase in the base with absorption in the newer product slowing notably in the latter half of 2015. Concessions are prevalent in the market.

The remaining submarkets have added relatively few units. Of particular note is the fact that only 574 units were added to the Northwest Cook submarket. This market has a high concentration of Class B and C buildings with pent up demand for Class A product.

New Projects Which Began Offering Occupancy in 2013, 2014, 2015 and 2016

All of the nine properties which delivered units in 2013 and all five projects which delivered in 2014 are now stabilized. There were five additional projects that delivered in 2015. Four were in the north shore and one in Northwest Cook County. Two of the four projects located in the North Shore are still in lease-up. In addition, 12 projects have delivered in 2016 of which only one is located in Northwest Cook County.

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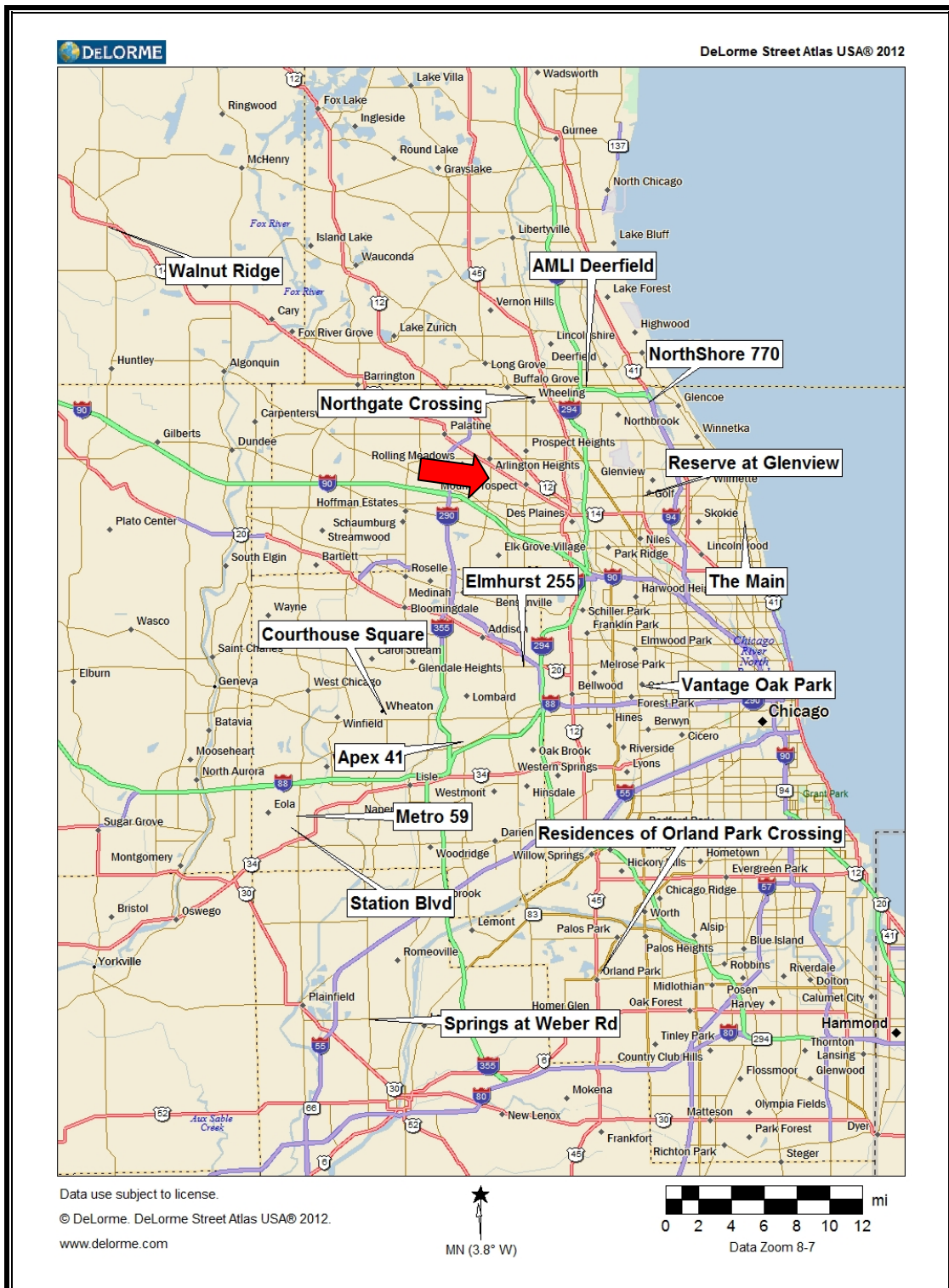
Multi-Family Development Stabilized - Suburban Chicago - Delivered since 2013

Property	Submarket	City	Developer	Status	Units	Delivered
1717	North Shore	Evanston	Focus/Atlantic	Stabilized	175	2013
AMLI Evanston	North Shore	Evanston	AMLI	Stabilized	214	2013
Central Station Apts	North Shore	Evanston	Dodge/M&R	Stabilized	80	2013
Ninety7Fifty on the Park	South Cook	Orland Park	Flaherty	Stabilized	295	2013
Randall Highlands	Kane	North Aurora	Next Gen/Marquette	Stabilized	146	2013
Algonquin Square	Kane	Algonquin	Plesko/Marquette	Stabilized	220	2013
The Springs at 127th	Will	Plainfield	Continental Properties	Stabilized	340	2013
Avant at the Arboretum	DuPage	Lisle	Opus/TA	Stabilized	310	2013
Wheaton 121	DuPage	Wheaton	Morningside	Stabilized	306	2013
Midtown Square	North Shore	Glenview	High Street/Trammel Crow	Stabilized	138	2014
E2	North Shore	Evanston	Fifield/King	Stabilized	356	2015
One Arlington	Cook NW	Arlington Heights	Stoneleigh	Stabilized	214	2014
Tapestry Naperville	Aurora - Naperville	Naperville	Lennar	Stabilized	298	2014
The Oaks of Vernon Hills	Lake	Vernon Hills	Reva	Stabilized	336	2014
Park 205	North Shore	Park Ridge	High Street/Trammel Crow	Stabilized	115	2015
Woodview	North Shore	Deerfield	Ravine Park/Conor Commer	Stabilized	260	2015
Tapestry Glenview	North Shore	Glenview	Lennar	Stabilized	290	2014

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Multi-Family Development in Lease Up - Suburban Chicago (by Submarket)

Property	Submarket	City	Developer	Status	Units	Delivered
Northgate Crossing	Cook NW	Wheeling	Reva	Leasing	300	2016
Walnut Ridge	McHenry	Woodstock	Cunat	Leasing	108	2016
Reserve at Glenview	North Shore	Glenview	Focus/Atlantic	Leasing	238	2015
AMLI Deerfield	North Shore	Deerfield	AMLI	Leasing	240	2015
Northshore 770	North Shore	Northbrook	Morningside	Leasing	347	2016
The Main	North Shore	Evanston	O'Donnell	Leasing	112	2016
Residences of Orland Park Crossing	South Cook	Orland Park	Reva	Leasing	231	2016
Vantage Oak Park	South Cook	Oak Park	LSI/Golub/Wood	Leasing	270	2016
Wheaton Courthouse Square	DuPage	Wheaton	Focus	Leasing	149	2016
Elmhurst 255	DuPage	Elmhurst	Morningside	Leasing	192	2016
Apex 41	DuPage	Lombard	Glenstar	Leasing	181	2016
Station Boulevard	Aurora - Naperville	Aurora	Goel/TCCI	Leasing	417	2016
Metro 59	Aurora - Naperville	Aurora	Next Gen/Avgeris	Leasing	232	2016
Springs at Weber Rd/Weber & Renwick	Will	Romeoville	Continental Properties	Leasing	292	2016



New Project Map: 2014, 2015, and 2016 Deliveries in Lease-up

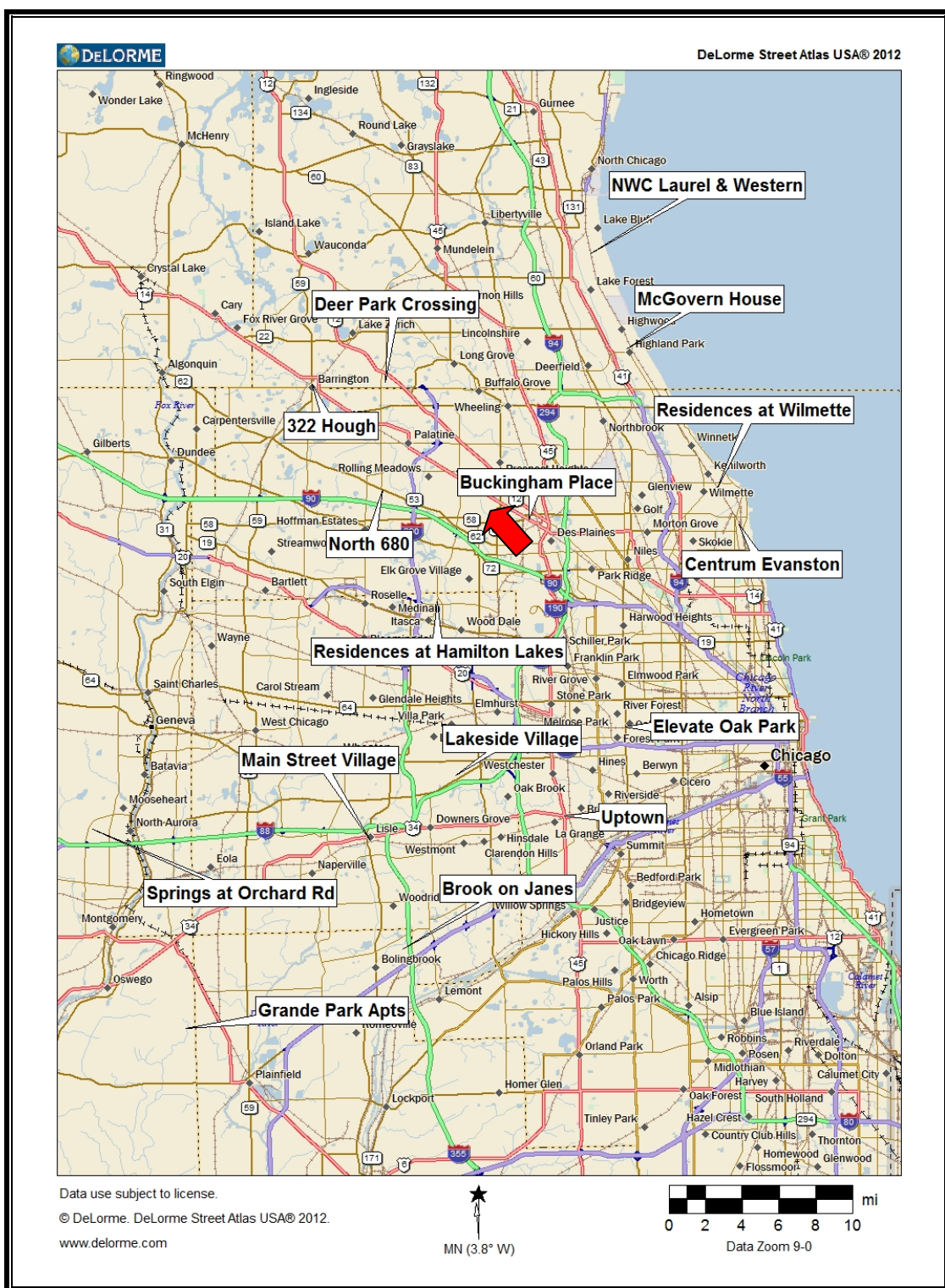
New Projects Currently Under Construction for Delivery in 2017/2018

The following projects are currently under construction, with occupancy expected to begin in 2017/2018.

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Under Construction

Property	Submarket	City	Developer	Status	Units
Centrum Evanston/Davis & Maple	North Shore	Evanston	Centrum	Construction	101
McGovern House/Central & McGovern	North Shore	Highland Park	Merdinger	Construction	73
The Residences at Wilmette/611 Green Bay	North Shore	Wilmette	M&R	Construction	75
NWC Laurel & Western	North Shore	Lake Forest	Focus	Construction	111
Deer Park Crossing/Field Pkwy	Lake	Deer Park	Reva	Construction	236
322 Hough	Lake	Barrington	Monroe Residential	Construction	64
North 680/680 E Algonquin	Cook NW	Schaumburg	UrbanStreet	Construction	192
Buckingham Place/Littlefuse site/800 E NW Hwy Cook NW	Cook NW	Des Plaines	Dearborn-Buckingham	Construction	270
Springs at Orchard Rd	Kane	North Aurora	Continental Properties	Construction	300
Main Street Village/Main St & Burlington	DuPage	Lisle	Marquette	Construction	201
Lakeside Village/200 Royce	DuPage	Oak Brook Terr	Interforum	Construction	315
The Residences at Hamilton Lakes	DuPage	Itasca	M&R/Hamilton	Construction	297
Elevate Oak Park/Colt Site - Lk/Wstgt/Nrth	South Cook	Oak Park	Clark Street/Lennar	Construction	271
Uptown - YMCA site/Ogden&LaGrange	South Cook	LaGrange	Opus	Construction	254
The Brook on Janes/S of Promenade	Will	Bolingbrook	Lennar	Construction	280
Grande Park Apts/SWC 127th & Ridge	Will	Plainfield	Wilmette RE	Construction	200



Projects Under Construction (2016/2017 Deliveries)

Pipeline of Proposed Projects

We are tracking a number of development sites where new product is being proposed. Locations range from the North Shore markets out to Kane and the South Cook submarkets. A few sites have been approved for development by the local municipalities; however, several projects have not moved forward either due to rents not being high enough to support construction costs or the inability to obtain either the equity or a construction loan. Some projects classified as “confidential” are consulting assignments for which we have been retained but are not yet public.

There are numerous additional sites in the region proposed for multi-family with the following consisting of the most prominent projects.

Planning

Property	Submarket	City	Developer	Status	Units
NWC Davis & Chicago	North Shore	Evanston	Vermillion	Planning	TBD
Fell site/Elm & Lincoln	North Shore	Winnetka	Stonestreet/Trandel	Planning	40
1000 Skokie Blvd/Sunset Ridge	North Shore	Northbrook	Finger	Planning	338
87 Hundred/8700 Waukegan	North Shore	Morton Grove	Equibase/Heartland	Planning	184
Confidential	North Shore	Confidential	TBD	Planning	150-200
Metra/Village Hall site	Lake	Mundelein	Mega Realty	Planning	130
NEC Milwaukee & Town Line	Lake	Vernon Hills	Regency/Focus	Planning	260
404 Social/SWC Aptakistic & Pkwy/Regal site	Lake	Lincolnshire	ECD/Greenberg	Planning	302
Station Square/Trimm Property	Lake	Libertyville	Swanson	Planning	112
Wheeling Town Center/Dundee & Northgate	Cook NW	Wheeling	Urban R2	Planning	300
Bryn Mawr/Delphia/O'Hare	Cook NW/Chicago	Chicago	TBD	Planning	200/194
Marriott/Host site/8535 W Higgins	Chicago	Chicago	Glenstar	Planning	299
The Delamore/E of Barrington Rd S of Golf	Cook NW	Hoffman Estates	Vintage Design & Dev	Planning	600
Sim's Bowl site/1555-65 Ellinwood	Cook NW	Des Plaines	Opus	Planning	113
Stationers site/NWC Golf & E River Rd	Cook NW	Des Plaines	Lexington	Planning	236
NWC Rts 59 & 72	Cook NW	Hoffman Estates	Golden Goose	Planning	TBD
NWC Lake & Church	Cook NW	Hanover Park	Monroe Residential	Planning	127
45 S. Chestnut	Cook NW	Arlington Heights	CA Ventures	Planning	86
Confidential	Cook NW	Confidential	Confidential	Planning	150
Vistas of Mill Creek	Kane	Geneva	Shodeen	Planning	268
Prairie Centre/St Charles Mall site	Kane	St Charles	Shodeen	Planning	670
Prairie Winds/NS Bricher W of Randall Rd	Kane	St Charles	Big Rock	Planning	250
Watermark at the Grove//WS Randall	Kane	Elgin	Interstate Partners	Planning	276
Springs at South Elgin/Gyorr Rd & Stems	Kane	South Elgin	Continental Properties	Planning	300
Springs at Canterfield/ES Rt 31 N of I-90	Kane	West Dundee	Continental Properties	Planning	240
One N Washington/NWC Wash. & Wilson	Kane	Batavia	Shodeen	Planning	186
Randall Oaks/WS Randall N of Randall Comm	Kane	North Aurora	Shodeen	Planning	261
Rt 14 near Illinois	McHenry	Fox River Grove	Gart Partners	Planning	300
Woodmoor on Finley Road/fmr Ken-Loch	DuPage	Uninc/Lombard	Donven Homes	Planning	388
Yorktown	DuPage	Lombard	AIMCO	Planning	78
McChesney & Miller site	DuPage	Glen Ellyn	Springbank/Trandel	Planning	245
Giesche site/400 N Main	DuPage	Glen Ellyn	Opus	Planning	110
NWC Addison & First	DuPage	Elmhurst	Opus	Planning	160
Oak Brook Hilton site	DuPage	Westmont	Harp Group	Planning	250
Main & Maple	DuPage	Downers Grove	Trammel Crow	Planning	115
Yorktown Commons	DuPage	Lombard	Continuum	Planning	550
NWC Lake & Forest	South Cook	Oak Park	Albion	Planning	265
SEC Harlem & South Blvd	South Cook	Oak Park	Lincoln	Planning	250
Highlands of Lockport/143rd & 355	Will	Lockport	Equibase/Heartland	Planning	248
Lincoln Station/NS Rt 30 at Prairie & RR	Will	New Lenox	Gammonly	Planning	208
Normantown E of Brunswick	Will	Romeoville	Rose/S.R. Jacobsen	Planning	216
Highpoint Town Square	Will	Romeoville	HPTS	Planning	72

Conclusions

We are aware of several additional projects being planned throughout the metro area, focused on transit oriented development in downtown markets. Projects are generally under 250 units but face significant challenges for necessary rental rates for feasibility along with financing.

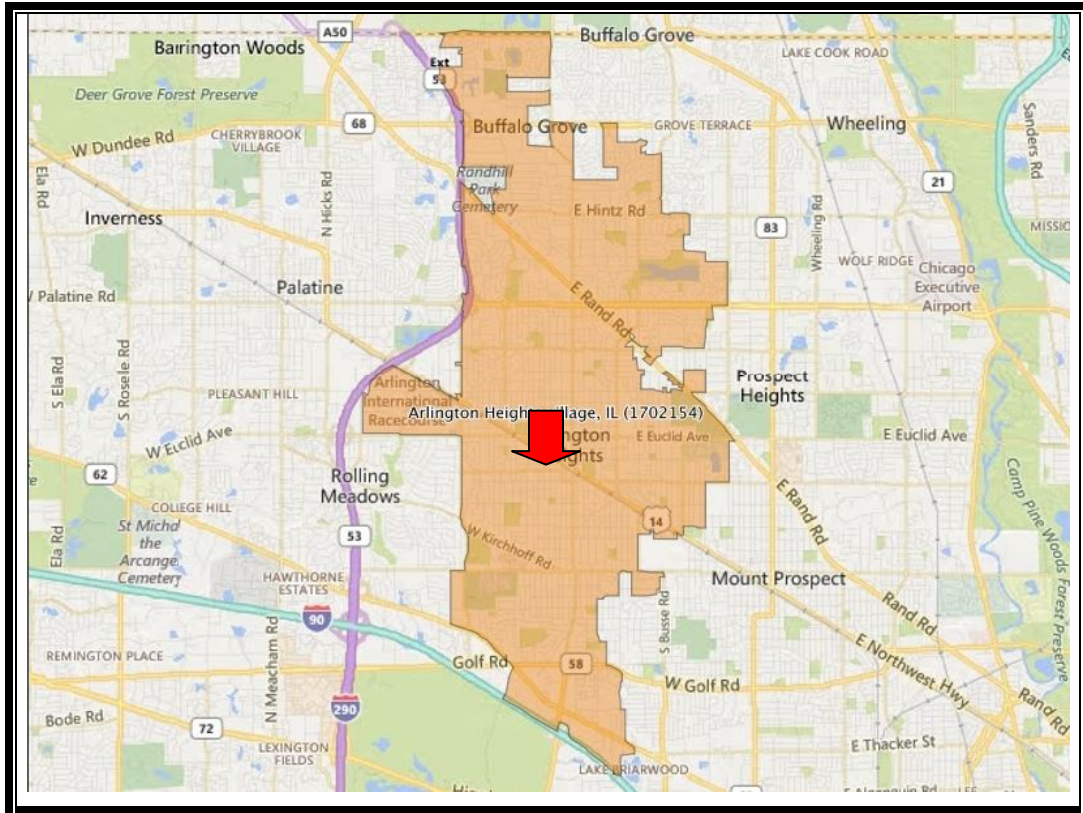
With an average delivery of roughly 1,000 units per year in the suburban market since 1996, the addition to overall supply has been minimal, particularly over the past 10 years. Combined with the number of condo conversions that occurred in the market, the supply of rental units has actually seen a notable decline. While certain submarkets are adequately supplied with rental units at this time, we believe opportunities exist to create additional rental product. The diverse employment base for the MSA and our direct surveys of buildings in the market indicates a strong long term picture for multi-family rental product.

Difficulties remain however in securing large enough sites suitable for development and obtaining the necessary zoning approvals in light of general community opposition to rental development. As shown, these factors are contributing to a shift in development to more high density sites – potentially in redeveloping downtown markets as transit oriented developments. The costs of construction remain high (\$250+/- psf) for these mid-rise structures (concrete construction) and while demand may certainly exist, the feasible rent levels will be catering to the upper end of the market. While adding supply of substance appears improbable at this point in the MSA overall, we note a significant increase in activity.

DEMOGRAPHIC TRENDS – 2017 STATISTICS

In researching the demographics of the target market area, we have provided Claritas data from the Nielsen Company for the demographics of the residents located within Mount Prospect.

We fully recognize that while the demographics provide insights into the existing population, demand for the subject units will come from both the immediate market area and from outside this market area.



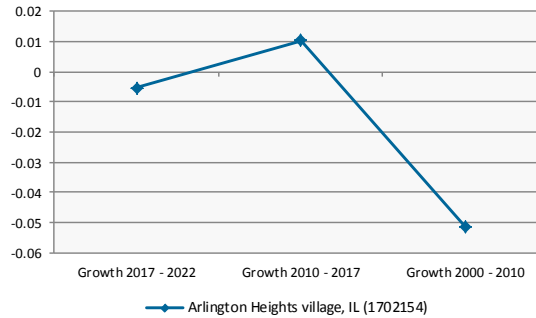
Mount Prospect Location Map

2017 Household Income by Age of Householder – Mount Prospect (Source: The Nielsen Company)

Description	Arlington Heights village, IL (1702154)								Total	Percentage
	Age 15 - 24	Age 25 - 34	Age 35 - 44	Age 45 - 54	Age 55 - 64	Age 65 - 74	Age 75 - 84	Age 85+		
Household Totals	647	3,495	4,884	6,185	6,670	4,742	3,014	1,829	31,466	
% of Total Households	2.06%	11.11%	15.52%	19.66%	21.20%	15.07%	9.58%	5.81%		
Income Less than \$15,000	73	151	119	212	315	259	336	326	1,791	5.69%
% Across Age Ranges	4.08%	8.43%	6.64%	11.84%	17.59%	14.46%	18.76%	18.20%		
% Within Age Range	11.28%	4.32%	2.44%	3.43%	4.72%	5.46%	11.15%	17.82%		
Income \$15,000 - \$24,999	80	135	102	141	196	382	502	394	1,932	6.14%
% Across Age Ranges	4.14%	6.99%	5.28%	7.30%	10.14%	19.77%	25.98%	20.39%		
% Within Age Range	12.36%	3.86%	2.09%	2.28%	2.94%	8.06%	16.66%	21.54%		
Income \$25,000 - \$34,999	46	272	192	197	288	395	390	261	2,041	6.49%
% Across Age Ranges	2.25%	13.33%	9.41%	9.65%	14.11%	19.35%	19.11%	12.79%		
% Within Age Range	7.11%	7.78%	3.93%	3.19%	4.32%	8.33%	12.94%	14.27%		
Income \$35,000 - \$49,999	81	416	379	391	481	668	504	246	3,166	10.06%
% Across Age Ranges	2.56%	13.14%	11.97%	12.35%	15.19%	21.10%	15.92%	7.77%		
% Within Age Range	12.52%	11.90%	7.76%	6.32%	7.21%	14.09%	16.72%	13.45%		
Income \$50,000 - \$74,999	121	703	676	907	1,053	913	510	270	5,153	16.38%
% Across Age Ranges	2.35%	13.64%	13.12%	17.60%	20.43%	17.72%	9.90%	5.24%		
% Within Age Range	18.70%	20.11%	13.84%	14.66%	15.79%	19.25%	16.92%	14.76%		
Income \$75,000 - \$99,999	185	537	656	815	892	731	317	146	4,279	13.60%
% Across Age Ranges	4.32%	12.55%	15.33%	19.05%	20.85%	17.08%	7.41%	3.41%		
% Within Age Range	28.59%	15.36%	13.43%	13.18%	13.37%	15.42%	10.52%	7.98%		
Income \$100,000 - \$124,999	30	462	737	699	697	479	152	87	3,343	10.62%
% Across Age Ranges	0.90%	13.82%	22.05%	20.91%	20.85%	14.33%	4.55%	2.60%		
% Within Age Range	4.64%	13.22%	15.09%	11.30%	10.45%	10.10%	5.04%	4.76%		
Income \$125,000 - \$149,999	19	259	423	627	638	351	126	53	2,496	7.93%
% Across Age Ranges	0.76%	10.38%	16.95%	25.12%	25.56%	14.06%	5.05%	2.12%		
% Within Age Range	2.94%	7.41%	8.66%	10.14%	9.57%	7.40%	4.18%	2.90%		
Income \$150,000 - \$199,999	7	337	836	888	844	257	87	22	3,278	10.42%
% Across Age Ranges	0.21%	10.28%	25.50%	27.09%	25.75%	7.84%	2.65%	0.67%		
% Within Age Range	1.08%	9.64%	17.12%	14.36%	12.65%	5.42%	2.89%	1.20%		
Income \$200,000 or more	5	223	764	1,308	1,266	307	90	24	3,987	12.67%
% Across Age Ranges	0.13%	5.59%	19.16%	32.81%	31.75%	7.70%	2.26%	0.60%		
% Within Age Range	0.77%	6.38%	15.64%	21.15%	18.98%	6.47%	2.99%	1.31%		
Median Household Income	\$58,988	\$78,282	\$110,787	\$115,361	\$103,945	\$68,264	\$43,304	\$32,452		

Demographics: Arlington Heights

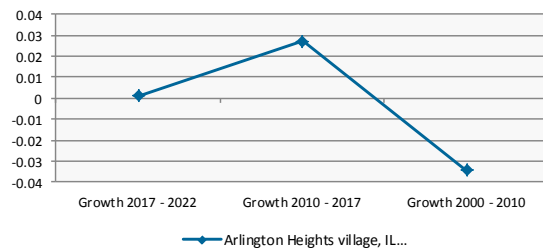
Description	Arlington Heights village, IL (1702154)	
	Total	%
Population		
2022 Projection	75,477	
2017 Estimate	75,881	
2010 Census	75,101	
2000 Census	79,163	



Growth 2017 - 2022	-0.53%
Growth 2010 - 2017	1.04%
Growth 2000 - 2010	-5.13%

2017 Est. Population by Age	75,881	
Age 0 - 4	4,084	5.38%
Age 5 - 9	4,181	5.51%
Age 10 - 14	4,514	5.95%
Age 15 - 17	2,841	3.74%
Age 18 - 20	2,586	3.41%
Age 21 - 24	3,486	4.59%
Age 25 - 34	8,239	10.86%
Age 35 - 44	8,945	11.79%
Age 45 - 54	10,983	14.47%
Age 55 - 64	11,438	15.07%
Age 65 - 74	7,640	10.07%
Age 75 - 84	4,366	5.75%
Age 85 and over	2,578	3.40%
Age 16 and over	62,165	81.92%
Age 18 and over	60,261	79.42%
Age 21 and over	57,675	76.01%
Age 65 and over	14,584	19.22%
2017 Est. Median Age	44.0	
2017 Est. Average Age	42.5	

Households		
2022 Projection	31,495	
2017 Estimate	31,466	
2010 Census	30,633	
2000 Census	31,721	



Growth 2017 - 2022	0.09%
Growth 2010 - 2017	2.72%
Growth 2000 - 2010	-3.43%

Description	Arlington Heights village, IL (1702154)	
	Total	%
Family Households		
2022 Projection	20,819	
2017 Estimate	20,816	
2010 Census	20,373	
2000 Census	21,324	

— Arlington Heights village, IL (1702154)

Growth 2017 - 2022	0.01%
Growth 2010 - 2017	2.17%
Growth 2000 - 2010	-4.46%

2017 Est. Households by Household Type	31,466	
Family Households	20,816	66.15%
Nonfamily Households	10,650	33.85%
2017 Est. Group Quarters Population	713	

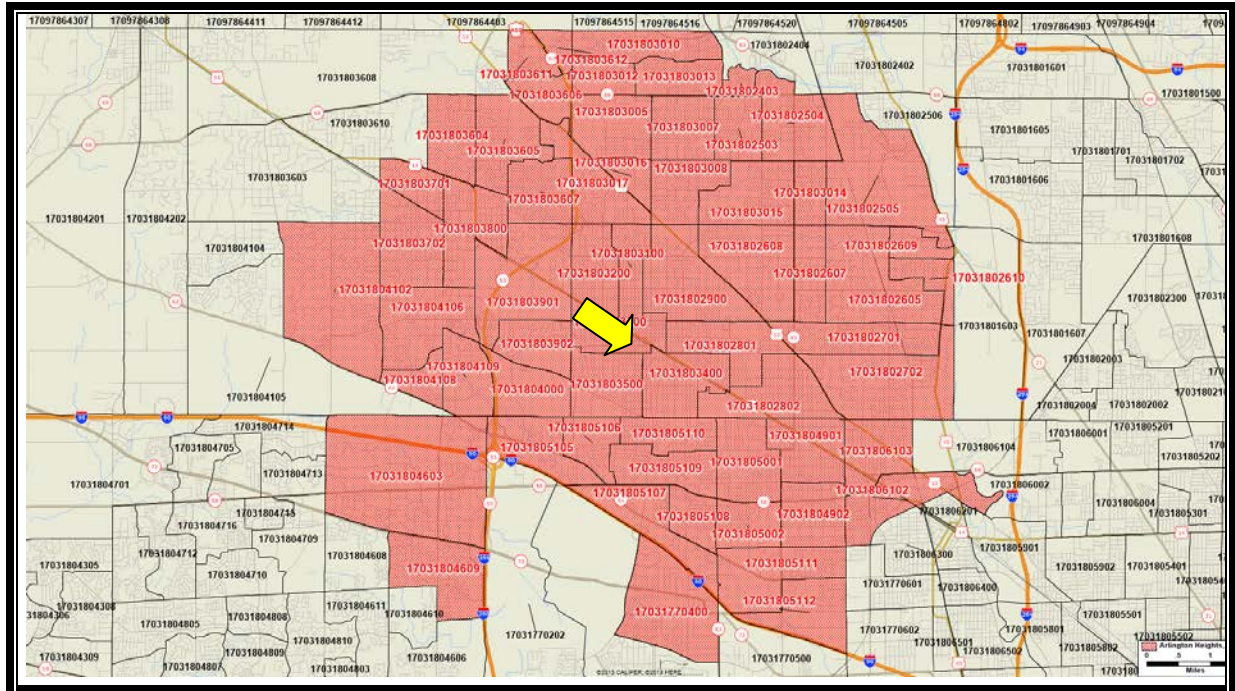
2017 Est. Households by Household Income	31,466	
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- Income < \$15,000
- Income \$15,000 - \$24,999
- Income \$25,000 - \$34,999
- Income \$35,000 - \$49,999
- Income \$50,000 - \$74,999
- Income \$75,000 - \$99,999
- Income \$100,000 - \$124,999
- Income \$125,000 - \$149,999
- Income \$150,000 - \$199,999
- Income \$200,000 - \$249,999
- Income \$250,000 - \$499,999
- Income \$500,000+

Income < \$15,000	1,791	5.69%
Income \$15,000 - \$24,999	1,932	6.14%
Income \$25,000 - \$34,999	2,041	6.49%
Income \$35,000 - \$49,999	3,166	10.06%
Income \$50,000 - \$74,999	5,153	16.38%
Income \$75,000 - \$99,999	4,279	13.60%
Income \$100,000 - \$124,999	3,343	10.62%
Income \$125,000 - \$149,999	2,496	7.93%
Income \$150,000 - \$199,999	3,278	10.42%
Income \$200,000 - \$249,999	1,612	5.12%
Income \$250,000 - \$499,999	1,785	5.67%
Income \$500,000+	590	1.88%
2017 Est. Average Household Income	\$112,734	
2017 Est. Median Household Income	\$84,640	

		Arlington Heights village, IL (1702154)	
Description		Total	%
2017 Est. Households by Household Size		31,466	
1-person 2-person 3-person 4-person 5-person 6-person 7-or-more-person			
1-person	9,581	30.45%	
2-person	10,180	32.35%	
3-person	4,846	15.40%	
4-person	4,465	14.19%	
5-person	1,751	5.56%	
6-person	504	1.60%	
7-or-more-person	139	0.44%	
2017 Est. Average Household Size	2.39		
2017 Est. Households by Number of Vehicles		31,466	
No Vehicles	1,881	5.98%	
1 Vehicle	10,315	32.78%	
2 Vehicles	14,385	45.72%	
3 Vehicles	3,750	11.92%	
4 Vehicles	980	3.11%	
5 or more Vehicles	155	0.49%	
2017 Est. Average Number of Vehicles	1.8		
2017 Est. Pop 16+ by Occupation Classification		38,984	
Blue Collar White Collar Service and Farm			
Blue Collar	5,048	12.95%	
White Collar	29,454	75.55%	
Service and Farm	4,482	11.50%	
2017 Est. Workers Age 16+ by Transp. to Work		38,327	
Drove Alone	31,173	81.33%	
Car Pooled	1,705	4.45%	
Public Transportation	2,513	6.56%	
Walked	512	1.34%	
Bicycle	118	0.31%	
Other Means	222	0.58%	
Worked at Home	2,084	5.44%	
2017 Est. Workers Age 16+ by Travel Time to Work			
Less than 15 Minutes	7,482		
15 - 29 Minutes	11,774		
30 - 44 Minutes	8,935		
45 - 59 Minutes	3,914		
60 or more Minutes	4,166		
2017 Est. Avg Travel Time to Work in Minutes	33.00		
2017 Est. Occupied Housing Units by Tenure		31,466	
Owner Occupied	24,272	77.14%	
Renter Occupied	7,194	22.86%	
2017 Owner Occ. HUs: Avg. Length of Residence	18.5		
2017 Renter Occ. HUs: Avg. Length of Residence	6.4		

Description	Arlington Heights village, IL (1702154)	
	Total	%
2017 Est. Owner-Occupied Housing Units by Value	24,272	
Value Less than \$20,000	466	1.92%
Value \$20,000 - \$39,999	181	0.75%
Value \$40,000 - \$59,999	167	0.69%
Value \$60,000 - \$79,999	353	1.45%
Value \$80,000 - \$99,999	664	2.74%
Value \$100,000 - \$149,999	1,598	6.58%
Value \$150,000 - \$199,999	1,469	6.05%
Value \$200,000 - \$299,999	4,852	19.99%
Value \$300,000 - \$399,999	5,309	21.87%
Value \$400,000 - \$499,999	4,624	19.05%
Value \$500,000 - \$749,999	3,253	13.40%
Value \$750,000 - \$999,999	903	3.72%
Value \$1,000,000 or more	433	1.78%
2017 Est. Median All Owner-Occupied Housing Value	\$344,943	
2017 Est. Housing Units by Units in Structure	33,501	
1 Unit Attached	2,299	6.86%
1 Unit Detached	18,912	56.45%
2 Units	173	0.52%
3 or 4 Units	979	2.92%
5 to 19 Units	4,223	12.61%
20 to 49 Units	2,987	8.92%
50 or More Units	3,928	11.73%
Mobile Home or Trailer	0	0.00%
Boat, RV, Van, etc.	0	0.00%
2017 Est. Housing Units by Year Structure Built	33,501	
Housing Units Built 2010 or later	477	1.42%
Housing Units Built 2000 to 2009	1,546	4.61%
Housing Units Built 1990 to 1999	3,102	9.26%
Housing Units Built 1980 to 1989	5,245	15.66%
Housing Units Built 1970 to 1979	7,876	23.51%
Housing Units Built 1960 to 1969	7,555	22.55%
Housing Units Built 1950 to 1959	5,449	16.27%
Housing Units Built 1940 to 1949	1,017	3.04%
Housing Unit Built 1939 or Earlier	1,234	3.68%
2017 Est. Median Year Structure Built	1972	



Ribbon Demographics Market Area Map

This is somewhat similar to the five mile radius ring, but encompasses a search by census tract.

Renter Household Demographics



HISTA 2.2 Summary Data

Arlington Heights, IL



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Claritas

Renter Households						
Age 15 to 54 Years						
Year 2017 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	675	169	163	78	54	1,139
\$10,000-20,000	517	313	363	227	264	1,684
\$20,000-30,000	935	472	634	487	298	2,826
\$30,000-40,000	1,192	485	351	294	307	2,629
\$40,000-50,000	1,030	659	543	293	388	2,913
\$50,000-60,000	1,175	590	398	312	87	2,562
\$60,000-75,000	920	1,111	647	290	357	3,325
\$75,000-100,000	832	1,333	581	322	363	3,431
\$100,000-125,000	799	853	162	286	151	2,251
\$125,000-150,000	195	336	183	200	81	995
\$150,000-200,000	141	96	94	80	91	502
\$200,000+	98	127	172	116	61	574
Total	8,509	6,544	4,291	2,985	2,502	24,831

Percent Renter Households						
Age 15 to 54 Years						
Year 2017 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	2.7%	0.7%	0.7%	0.3%	0.2%	4.6%
\$10,000-20,000	2.1%	1.3%	1.5%	0.9%	1.1%	6.8%
\$20,000-30,000	3.8%	1.9%	2.6%	2.0%	1.2%	11.4%
\$30,000-40,000	4.8%	2.0%	1.4%	1.2%	1.2%	10.6%
\$40,000-50,000	4.1%	2.7%	2.2%	1.2%	1.6%	11.7%
\$50,000-60,000	4.7%	2.4%	1.6%	1.3%	0.4%	10.3%
\$60,000-75,000	3.7%	4.5%	2.6%	1.2%	1.4%	13.4%
\$75,000-100,000	3.4%	5.4%	2.3%	1.3%	1.5%	13.8%
\$100,000-125,000	3.2%	3.4%	0.7%	1.2%	0.6%	9.1%
\$125,000-150,000	0.8%	1.4%	0.7%	0.8%	0.3%	4.0%
\$150,000-200,000	0.6%	0.4%	0.4%	0.3%	0.4%	2.0%
\$200,000+	0.4%	0.5%	0.7%	0.5%	0.2%	2.3%
Total	34.3%	26.4%	17.3%	12.0%	10.1%	100.0%

Renter Households						
Aged 55+ Years						
Year 2017 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	747	122	35	61	17	982
\$10,000-20,000	1,281	238	26	66	15	1,626
\$20,000-30,000	870	248	52	73	15	1,258
\$30,000-40,000	557	200	71	57	33	918
\$40,000-50,000	388	205	71	60	18	742
\$50,000-60,000	364	194	49	57	23	687
\$60,000-75,000	492	306	49	59	23	929
\$75,000-100,000	495	267	92	113	79	1,046
\$100,000-125,000	280	186	51	77	31	625
\$125,000-150,000	220	82	40	38	12	392
\$150,000-200,000	228	119	36	50	14	447
\$200,000+	206	77	47	27	10	367
Total	6,128	2,244	619	738	290	10,019

Percent Renter Households						
Aged 55+ Years						
Year 2017 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	7.5%	1.2%	0.3%	0.6%	0.2%	9.8%
\$10,000-20,000	12.8%	2.4%	0.3%	0.7%	0.1%	16.2%
\$20,000-30,000	8.7%	2.5%	0.5%	0.7%	0.1%	12.6%
\$30,000-40,000	5.6%	2.0%	0.7%	0.6%	0.3%	9.2%
\$40,000-50,000	3.9%	2.0%	0.7%	0.6%	0.2%	7.4%
\$50,000-60,000	3.6%	1.9%	0.5%	0.6%	0.2%	6.9%
\$60,000-75,000	4.9%	3.1%	0.5%	0.6%	0.2%	9.3%
\$75,000-100,000	4.9%	2.7%	0.9%	1.1%	0.8%	10.4%
\$100,000-125,000	2.8%	1.9%	0.5%	0.8%	0.3%	6.2%
\$125,000-150,000	2.2%	0.8%	0.4%	0.4%	0.1%	3.9%
\$150,000-200,000	2.3%	1.2%	0.4%	0.5%	0.1%	4.5%
\$200,000+	2.1%	0.8%	0.5%	0.3%	0.1%	3.7%
Total	61.2%	22.4%	6.2%	7.4%	2.9%	100.0%

Renter Households						
All Age Groups						
Year 2017 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	1,422	291	198	139	71	2,121
\$10,000-20,000	1,798	551	389	293	279	3,310
\$20,000-30,000	1,805	720	686	560	313	4,084
\$30,000-40,000	1,749	685	422	351	340	3,547
\$40,000-50,000	1,418	864	614	353	406	3,655
\$50,000-60,000	1,539	784	447	369	110	3,249
\$60,000-75,000	1,412	1,417	696	349	380	4,254
\$75,000-100,000	1,327	1,600	673	435	442	4,477
\$100,000-125,000	1,079	1,039	213	363	182	2,876
\$125,000-150,000	415	418	223	238	93	1,387
\$150,000-200,000	369	215	130	130	105	949
\$200,000+	304	204	219	143	71	941
Total	14,637	8,788	4,910	3,723	2,792	34,850

Percent Renter Households						
All Age Groups						
Year 2017 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	4.1%	0.8%	0.6%	0.4%	0.2%	6.1%
\$10,000-20,000	5.2%	1.6%	1.1%	0.8%	0.8%	9.5%
\$20,000-30,000	5.2%	2.1%	2.0%	1.6%	0.9%	11.7%
\$30,000-40,000	5.0%	2.0%	1.2%	1.0%	1.0%	10.2%
\$40,000-50,000	4.1%	2.5%	1.8%	1.0%	1.2%	10.5%
\$50,000-60,000	4.4%	2.2%	1.3%	1.1%	0.3%	9.3%
\$60,000-75,000	4.1%	4.1%	2.0%	1.0%	1.1%	12.2%
\$75,000-100,000	3.8%	4.6%	1.9%	1.2%	1.3%	12.8%
\$100,000-125,000	3.1%	3.0%	0.6%	1.0%	0.5%	8.3%
\$125,000-150,000	1.2%	1.2%	0.6%	0.7%	0.3%	4.0%
\$150,000-200,000	1.1%	0.6%	0.4%	0.4%	0.3%	2.7%
\$200,000+	0.9%	0.6%	0.6%	0.4%	0.2%	2.7%
Total	42.0%	25.2%	14.1%	10.7%	8.0%	100.0%

Owner Household Demographics



www.ribbondata.com

HISTA 2.2 Summary Data

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Arlington Heights, IL Claritas

Owner Households						
Age 15 to 54 Years						
Year 2017 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	261	156	115	143	94	769
\$10,000-20,000	196	104	94	82	127	603
\$20,000-30,000	480	244	263	218	134	1,339
\$30,000-40,000	422	239	270	264	188	1,383
\$40,000-50,000	705	370	516	474	279	2,344
\$50,000-60,000	714	427	572	467	298	2,478
\$60,000-75,000	964	758	682	805	861	4,070
\$75,000-100,000	820	1,538	1,264	1,544	1,713	6,879
\$100,000-125,000	466	1,179	1,226	1,957	1,189	6,017
\$125,000-150,000	315	935	1,009	1,274	759	4,292
\$150,000-200,000	187	1,128	1,337	2,052	1,114	5,818
\$200,000+	236	951	1,341	1,973	1,352	5,853
Total	5,766	8,029	8,689	11,253	8,108	41,845

Percent Owner Households						
Age 15 to 54 Years						
Year 2017 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	0.6%	0.4%	0.3%	0.3%	0.2%	1.8%
\$10,000-20,000	0.5%	0.2%	0.2%	0.2%	0.3%	1.4%
\$20,000-30,000	1.1%	0.6%	0.6%	0.5%	0.3%	3.2%
\$30,000-40,000	1.0%	0.6%	0.6%	0.6%	0.4%	3.3%
\$40,000-50,000	1.7%	0.9%	1.2%	1.1%	0.7%	5.6%
\$50,000-60,000	1.7%	1.0%	1.4%	1.1%	0.7%	5.9%
\$60,000-75,000	2.3%	1.8%	1.6%	1.9%	2.1%	9.7%
\$75,000-100,000	2.0%	3.7%	3.0%	3.7%	4.1%	16.4%
\$100,000-125,000	1.1%	2.8%	2.9%	4.7%	2.8%	14.4%
\$125,000-150,000	0.8%	2.2%	2.4%	3.0%	1.8%	10.3%
\$150,000-200,000	0.4%	2.7%	3.2%	4.9%	2.7%	13.9%
\$200,000+	0.6%	2.3%	3.2%	4.7%	3.2%	14.0%
Total	13.8%	19.2%	20.8%	26.9%	19.4%	100.0%

Owner Households						
Aged 55+ Years						
Year 2017 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	850	495	123	66	34	1,568
\$10,000-20,000	2,290	751	120	69	34	3,264
\$20,000-30,000	2,372	2,049	197	57	55	4,730
\$30,000-40,000	2,024	1,927	270	97	36	4,354
\$40,000-50,000	1,605	1,993	305	97	84	4,084
\$50,000-60,000	1,073	1,838	397	154	50	3,512
\$60,000-75,000	1,538	2,374	776	230	187	5,105
\$75,000-100,000	1,266	3,379	1,176	423	126	6,370
\$100,000-125,000	799	2,067	1,081	328	200	4,475
\$125,000-150,000	584	1,625	665	317	174	3,365
\$150,000-200,000	455	1,697	749	420	186	3,507
\$200,000+	535	2,293	895	388	177	4,288
Total	15,391	22,488	6,754	2,646	1,343	48,622

Percent Owner Households						
Aged 55+ Years						
Year 2017 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	1.7%	1.0%	0.3%	0.1%	0.1%	3.2%
\$10,000-20,000	4.7%	1.5%	0.2%	0.1%	0.1%	6.7%
\$20,000-30,000	4.9%	4.2%	0.4%	0.1%	0.1%	9.7%
\$30,000-40,000	4.2%	4.0%	0.6%	0.2%	0.1%	9.0%
\$40,000-50,000	3.3%	4.1%	0.6%	0.2%	0.2%	8.4%
\$50,000-60,000	2.2%	3.8%	0.8%	0.3%	0.1%	7.2%
\$60,000-75,000	3.2%	4.9%	1.6%	0.5%	0.4%	10.5%
\$75,000-100,000	2.6%	6.9%	2.4%	0.9%	0.3%	13.1%
\$100,000-125,000	1.6%	4.3%	2.2%	0.7%	0.4%	9.2%
\$125,000-150,000	1.2%	3.3%	1.4%	0.7%	0.4%	6.9%
\$150,000-200,000	0.9%	3.5%	1.5%	0.9%	0.4%	7.2%
\$200,000+	1.1%	4.7%	1.8%	0.8%	0.4%	8.8%
Total	31.7%	46.3%	13.9%	5.4%	2.8%	100.0%

Owner Households						
All Age Groups						
Year 2017 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	1,111	651	238	209	128	2,337
\$10,000-20,000	2,486	855	214	151	161	3,867
\$20,000-30,000	2,852	2,293	460	275	189	6,069
\$30,000-40,000	2,446	2,166	540	361	224	5,737
\$40,000-50,000	2,310	2,363	821	571	363	6,428
\$50,000-60,000	1,787	2,265	969	621	348	5,990
\$60,000-75,000	2,502	3,132	1,458	1,035	1,048	9,175
\$75,000-100,000	2,086	4,917	2,440	1,967	1,839	13,249
\$100,000-125,000	1,265	3,246	2,307	2,285	1,389	10,492
\$125,000-150,000	899	2,560	1,674	1,591	933	7,657
\$150,000-200,000	642	2,825	2,086	2,472	1,300	9,325
\$200,000+	771	3,244	2,236	2,361	1,529	10,141
Total	21,157	30,517	15,443	13,899	9,451	90,467

Percent Owner Households						
All Age Groups						
Year 2017 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	1.2%	0.7%	0.3%	0.2%	0.1%	2.6%
\$10,000-20,000	2.7%	0.9%	0.2%	0.2%	0.2%	4.3%
\$20,000-30,000	3.2%	2.5%	0.5%	0.3%	0.2%	6.7%
\$30,000-40,000	2.7%	2.4%	0.6%	0.4%	0.2%	6.3%
\$40,000-50,000	2.6%	2.6%	0.9%	0.6%	0.4%	7.1%
\$50,000-60,000	2.0%	2.5%	1.1%	0.7%	0.4%	6.6%
\$60,000-75,000	2.8%	3.5%	1.6%	1.1%	1.2%	10.1%
\$75,000-100,000	2.3%	5.4%	2.7%	2.2%	2.0%	14.6%
\$100,000-125,000	1.4%	3.6%	2.6%	2.5%	1.5%	11.6%
\$125,000-150,000	1.0%	2.8%	1.9%	1.8%	1.0%	8.5%
\$150,000-200,000	0.7%	3.1%	2.3%	2.7%	1.4%	10.3%
\$200,000+	0.9%	3.6%	2.5%	2.6%	1.7%	11.2%
Total	23.4%	33.7%	17.1%	15.4%	10.4%	100.0%

There is also a large component of small households in the area, which is the target market for multi-family housing:

- Single person households comprise 30.45% of the households within Arlington Heights, with two person households comprising 32.35% of the households in the Village. Thus, the one and two person households comprise 62.80 % of the households in this market area.

According to the Ribbon Demographics statistics, renter households with incomes over \$60,000 total 14,884 or 43% of all renter households while the owner households with incomes over \$60,000 total 60,039 or 66% of all owner households. With the continuing trend of empty nesters selling homes and deciding to rent, we expect to see additional former-owners enter the rental market and note that the income levels of the owner households will certainly support the cost of the target rents.

As already discussed, the drawing area for the project will actually be much wider than these geographic boundaries. Additional renter demand from persons from outside the area due to job relocations or others relocating to be closer to their employment or children/grandchildren.

Qualifying Income

Our recommendations for the subject units result in average net effective monthly rents as shown below, along with the minimum income to qualify, utilizing both 30% and 35% rent/income ratios:

	1BR	2BR
Monthly Rent	\$1,825	\$2,475
12 months	12	12
Annual Rent	\$21,900	\$29,700
Rent/Income Ratio	30%	30%
Minimum Income	\$73,000	\$99,000

	1BR	2BR
Monthly Rent	\$1,825	\$2,475
12 months	12	12
Annual Rent	\$21,900	\$29,700
Rent/Income Ratio	35%	35%
Minimum Income	\$62,571	\$84,857

Residents living within Arlington Heights have an average household income of \$112,734 with a median income of \$84,640. With 14,884 renter households in this primary market area with incomes over \$60,000 and the subject property comprising 86 units, the subject property would need to capture less than 1% of the target market. In reality, the property will be drawing from a larger radius than the Village of Arlington Heights, which would reduce the required capture rate even further.

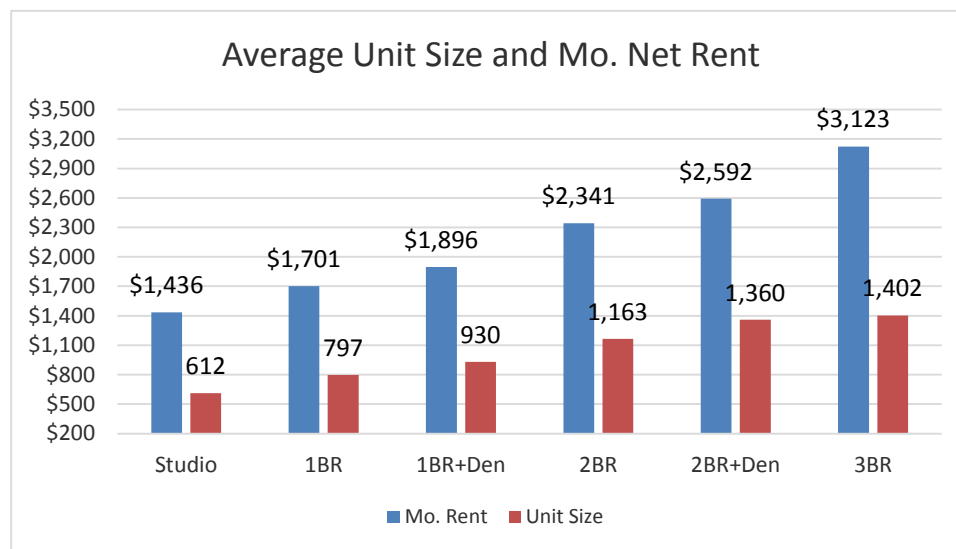
RENTAL COMPETITION SURVEY

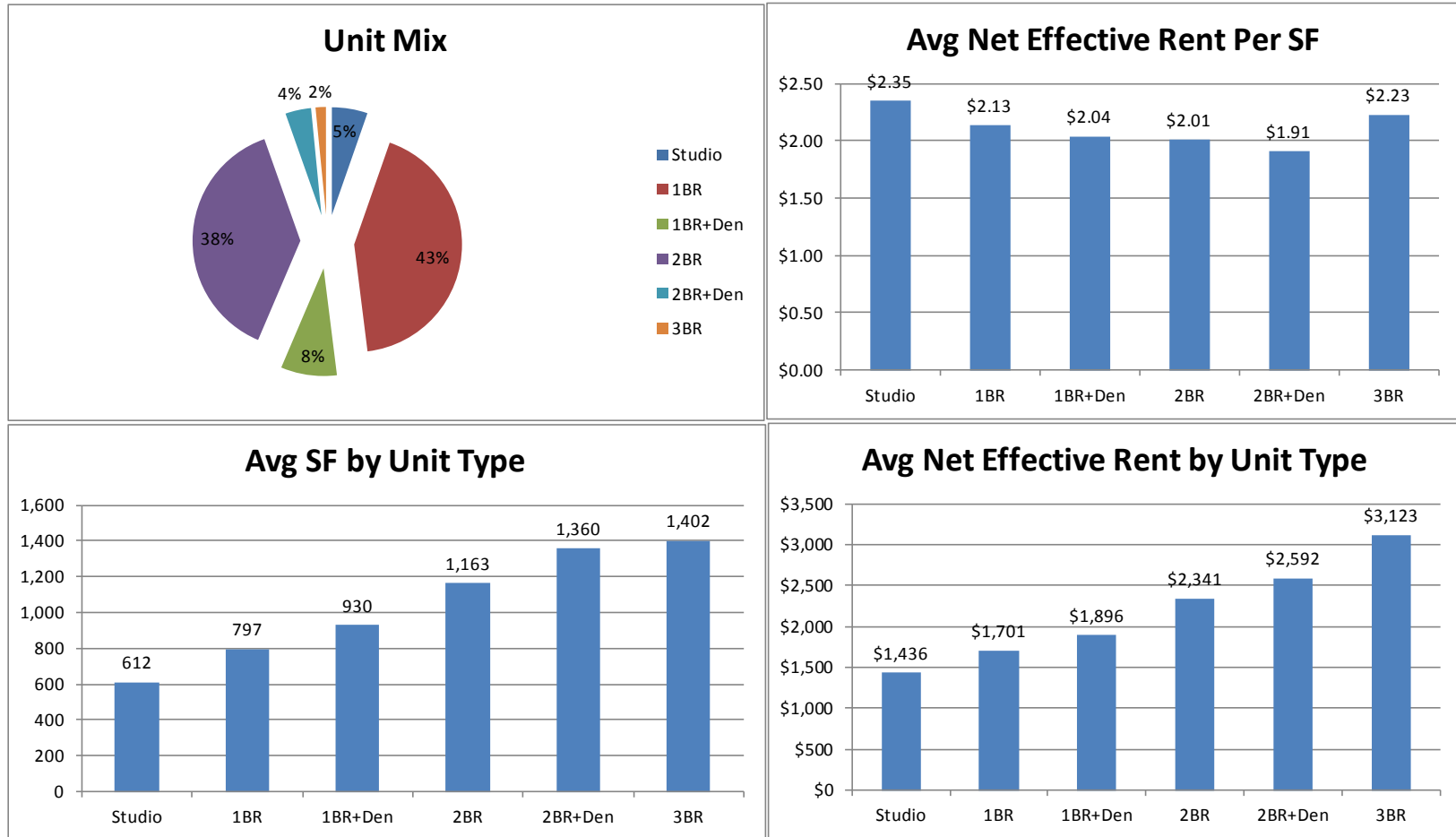
In this section of the report, we have included a survey of the competitive rental apartment units located in the market. We have considered properties within the surrounding communities that are Class A rental properties that were developed within the last several years.

The following is a summary of our rental survey.

Rental Survey Summary

Unit Type	# of Units	%	Avg. SF	Quoted		Effective	
				Avg. Rent	Rent PSF	Avg. Rent	Rent PSF
Studio	183	5%	612	\$1,477	\$2.41	\$1,436	\$2.35
1BR	1,460	43%	797	\$1,786	\$2.24	\$1,701	\$2.13
1BR+Den	287	8%	930	\$1,972	\$2.12	\$1,896	\$2.04
2BR	1,306	38%	1,163	\$2,460	\$2.11	\$2,341	\$2.01
2BR+Den	132	4%	1,360	\$2,891	\$2.13	\$2,592	\$1.91
3BR	53	2%	1,402	\$3,253	\$2.32	\$3,123	\$2.23
Total/Avg.	3,421	100%			\$2.22		\$2.11
Weighted Avg.			969	\$2,107	\$2.19	\$2,004	\$2.08



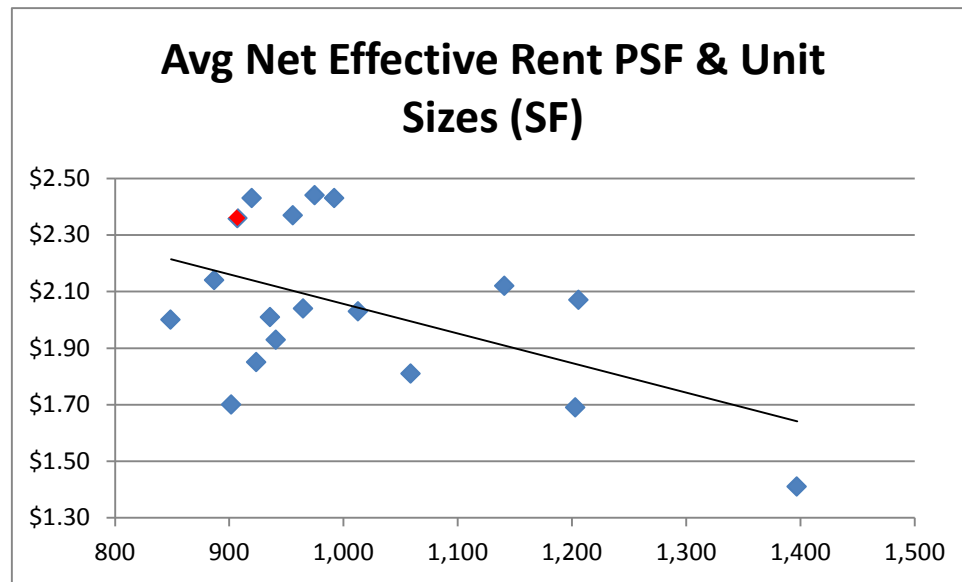


Existing Competition Overview

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MD No.	Name	Address	Distance from Subject (miles)	Suburb	Submarket	Total Units	Class	Date Built	Avg Size (SF)	Quoted Rent PSF	Net Rent PSF	Garage Fee	Occup.
Subject	45 S. Chestnut	45 S. Chestnut		Arlington Heights	Cook	86	A	Proposed	907		\$2.36		
1	Aloft at Glen Town Center	1991 Tower Drive	9 miles	Glenview	North Shore	181	A	2004	1,141	\$2.12	\$2.12	\$75 - \$125	97.2%
2	Amlt Deerfield	1525 Lake Cook Rd	12 miles	Deerfield	North Shore	240	A	2015	941	\$2.31	\$1.93	\$125	In lease-up
3	Deerfield Village Centre	625 Deerfield Road	14 miles	Deerfield	North Shore	56	A	2000	1,059	\$1.98	\$1.81	\$50	85.7%
4	Dunton Tower	55 South Vail	<1/2 mile	Arlington Heights	NW Cook	216	B	1986	902	\$1.70	\$1.70	\$70	90.7%
5	Elmhurst 255	255 N. Addison Ave	14 miles	Elmhurst	DuPage	190	A	2016	956	\$2.57	\$2.37	\$125	In lease-up
6	Hancock Square	200 North Arlington Hts Rd	1/2 mile	Arlington Heights	NW Cook	409	B	1988	849	\$2.00	\$2.00	\$75	96.3%
7	Kingston Pointe	1646 River St	7 miles	Des Plaines	NW Cook	144	A	2009	1,203	\$1.69	\$1.69	\$70	93.1%
8	Midtown Square	998 Church St	10 miles	Glenview	North Shore	138	A	2014	920	\$2.43	\$2.43	\$135	85.5%
9	Northgate Crossing	250 Northgate Pkwy	7 miles	Wheeling	NW Cook	288	A	2016	924	\$1.85	\$1.85	\$125 - \$155	In lease-up
10	Northshore 770	770 Skokie Blvd	14 miles	Northbrook	North Shore	347	A	2016	992	\$2.63	\$2.43	\$150	In lease-up
11	One Arlington	3400 W. Stonegate Blvd	2 miles	Arlington Heights	NW Cook	214	A	2014	936	\$2.01	\$2.01	\$75	95.8%
12	Park 205	205 W. Touhy	10 miles	Park Ridge	North Shore	115	A	2015	975	\$2.44	\$2.44	\$125	93.0%
13	Reserve at Glenview	195 N. Waukegan Rd	10 miles	Glenview	North Shore	239	A	2015	1,013	\$2.30	\$2.03	\$75 - \$125	In lease-up
14	River 595	595 S. River Rd	7 miles	Des Plaines	NW Cook	60	A	2011	1,397	\$1.66	\$1.41	\$65	90.0%
15	Tapestry Glenview	2550 Waterview Dr	8 miles	Glenview	North Shore	290	A	2014	887	\$2.22	\$2.14	\$60	92.1%
16	The Parker	500 N. Northwest Hwy	9 miles	Park Ridge	North Shore	46	A	2016	1,206	\$2.07	\$2.07	\$65	95.7%
17	Woodview	15 Parkway North Blvd	13 miles	Deerfield	North Shore	248	A	2015	965	\$2.43	\$2.04	\$75 - \$125	87.1%
Total/Weighted Average						3,421			969	\$2.19	\$2.08	\$115	71.8%

*Occupancies not shown for the buildings currently in lease-up: Amlt Deerfield, Elmhurst 255, Northgate Crossing, Northshore 770 and Reserve at Glenview



Subject = Red

Unit Mix

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MD No.	Name	Units	Class	Built/Ren.	Studio	Studio	1BR	1BR	1BR +den	1BR +den	2BR	2BR	2BR +den	2BR +den	3BR	3BR	Total
Subject	45 S. Chestnut	86	A	Proposed			44	51%			42	49%					86
1	Aloft at Glen Town Center	181	A	2004			81	45%	8	4%	90	50%	2	1%			181
2	Amli Deerfield	240	A	2015	23	10%	122	51%	6	3%	75	31%	14	6%			240
3	Deerfield Village Centre	56	A	2000			20	36%	16	29%	20	36%					56
4	Dunton Tower	216	B	1986	27	12%	108	50%			81	38%					216
5	Elmhurst 255	190	A	2016	4	2%	74	39%	16	8%	88	46%			8	4%	190
6	Hancock Square	409	B	1988	30	7%	143	35%	89	22%	147	36%					409
7	Kingston Pointe	144	A	2009			34	24%	28	19%	72	50%	7	5%	3	2%	144
8	Midtown Square	138	A	2014			99	72%			39	28%					138
9	Northgate Crossing	288	A	2016			162	56%	36	13%	90	31%					288
10	Northshore 770	347	A	2016			86	25%	63	18%	142	41%	56	16%			347
11	One Arlington	214	A	2014	51	23.83%	113	53%			50	23%					214
12	Park 205	115	A	2015			57	50%	7	6%	45	39%	3	3%	3	3%	115
13	Reserve at Glenview	239	A	2015	6	2.51%	103	43%	18	8%	76	32%			36	15%	239
14	River 595	60	A	2011			5	8%			5	8%	50	83%			60
15	Tapestry Glenview	290	A	2014	29	10%	136	47%	12	4%	113	39%					290
16	The Parker	46	A	2016							46	100%					46
17	Woodview	248	A	2015	13	5%	117	47%			115	46%		0%	3	1.21%	248
	Weighted Average				183	5%	1,460	43%	299	9%	1,294	38%	132	4%	53	2%	3,421

Unit Sizes (Square Footage)

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MD No.	Name	Total Units	Class	Avg. Size (SF)	Studio		1BR		1BR+Den		2BR		2BR+Den		3BR	
Subject	45 S. Chestnut	86		907			715	880			934	1,290				
1	Aloft at Glen Town Center	181	A	1,141			775	1000	1,050	1,325	1,100	1,600	1,800			
2	Amli Deerfield	240	A	941	527	631	722	859	966		1,147	1,301	1,260	1,365		
3	Deerfield Village Centre	56	A	1,059			780	1000	1,050	1,090	1,040	1,400				
11	Dunton Tower	216	B	1986	600		785	800			1,100	1,200				
5	Elmhurst 255	190	A	956	545		593	848	797	1,011	1,001	1,216			1,299	
12	Hancock Square	409	B	1988	608		677		850	925	975	1,128				
7	Kingston Pointe	144	A	1,203			820	1005	971	1,089	1,207	1,448	1,769		1,725	1,924
8	Midtown Square	138	A	920			763	909			923	1,341				
9	Northgate Crossing	288	A	924			675	873	882		1,189	1,196				
10	Northshore 770	347		992			667	904	755	972	1,009	1,157	1,099	1,341		
11	One Arlington	214	A	936	549	769	803	1012			1,193	1,521				
12	Park 205	115	A	975			606	881	942	1,064	1,080	1,345	1,316		1,387	1423
13	Reserve at Glenview	239	A	1,013	630		750	810	964		1,105	1,271			1,385	1,407
14	River 595	60	A	1,397			860				1,325		1,390	1,660		
15	Tapestry Glenview	290	A	887	599		715	822	1,019		1,064	1,212				
16	The Parker	46	A	1,206							1,075	1,335				
17	Woodview	248	A	965	525	611	659	1005			958	1,315			1,328	
Total/Weighted Average					612		801		638		1,107		1,358		1,402	

Existing Primary Competition

We have focused on properties built within the last several years and located within the surrounding communities as the primary competition. Seventeen properties with approximately 3,400 units were identified as providing potential competition to the subject units. Geographically, these developments range from Deerfield on the north to Elmhurst on the south. Most of the developments were constructed in the last ten years, with five of the properties (38% of the units) currently in lease-up and 12 of the properties (62% of the units) being stabilized projects.

One property is located in DuPage County. **Elmhurst 255** opened in October 2016 for occupancy. The 192-unit property is a mixed-use, 5-story development in downtown Elmhurst. The location is within walking distance to the Metra and considered to be a similar downtown suburban location compared to downtown Arlington Heights. The finishes are typical of new construction apartments and the amenities are extensive and include a swimming pool, fitness center, business center and fire pit. With the similar location and superior amenity package, the rent levels at this property are expected to be slightly above the subject.

There are two properties located in downtown Des Plaines. **Kingston Pointe** and **River 595** were originally designed and constructed as condominium buildings. Three condo units closed at Kingston Pointe before it converted to a rental while the decision to go rental at River 595 was made prior to a marketing program. Both buildings have similar locations in the downtown area and are walking distance to shops, restaurants and the Metra station. The unit mix at both of these building is geared toward larger units since the buildings were originally planned to be condominiums. The larger unit sizes results in rents on a per square foot basis at the lower end of the comparable data set. The finishes are typical of new construction alternatives in the market but the amenity package is limited at Kingston Pointe and reflective of the smaller building size at River 595. With the larger average unit sizes, similar location and inferior amenities, we expected rents at these projects to be below the subject property on a per unit and per square foot basis.

There are four developments located in Glenview which were included in the survey. Three of these were built within the last couple years. The Glenview location on the North Shore market is considered to be similar to the subject's Arlington Heights location. However, only **Midtown Square** is located in a walking distance to the Metra and downtown retail and restaurants. **The Reserve** is adjacent to the Golf Metra station but lacks the walkable downtown location that many renters now desire. **Tapestry** has a very different location, overlooking I-294 at the four-way interchange with Willow Road. This location lacks a suburban ambience but provides excellent auto access to the metropolitan area. Midtown Square is a mixed-use project while the Reserve at Glenview and Tapestry are solely residential, although both are part of large retail shopping centers, each anchored by a Mariano's supermarket. The finishes at these projects is typical of new construction rental product. The amenities are superior to what would be available at the subject. These buildings are larger in size allowing and requiring more amenities such as swimming pools. While the amenities at the larger projects are superior, the subject has a superior downtown location. **Aloft at Glen Town Center** is part of the larger planned development The Glen Town Center. The location is within walking proximity to many retail and restaurants amenities but is a longer "hike" to the Glen/North Glenview Metra station. The building was completed in 2004 and lacks the newest design features seen in the newer buildings.

One Arlington, Dunton Tower and Hancock Square are located in Arlington Heights. One Arlington is located next to the Arlington International Racecourse and just east of Route 53. It is

northwest of the downtown area and part of the Arlington Downs master planned development. The property was originally built as a hotel in 1969 and had been vacant since 2009. The conversion was completed in 2014. When complete, Arlington Downs will also have retail space, a hotel, several restaurants, and a second phase of multifamily units. The location is within walking distance to a Metra station but not within the downtown area. While the building is an adaptive reuse, the developers have done a good job with unit layouts. We note that the convertible units are larger than typical however. The finishes are consistent with the Class A new construction rental product but the building lacks a swimming pool, which is atypical of the larger, newer buildings in the market. However, the building at 12-stories tall offers excellent views and a roof top sundeck and clubroom along with other amenities such as a golf driving range.

Dunton Tower and Hancock Square are located within downtown Arlington Heights. Both properties are within walking distance of the Metra station as well as the shops and restaurants. The units have been updated with granite and some wood-look flooring in the kitchens but Dunton lacks in-unit washers and dryers which are now standard in new construction projects. Both properties are high-rise elevator buildings. While these properties have highly desirable locations and updated finishes, they are not new construction and therefore are not able to command the new construction rent premiums.

Park 205 and **The Parker** are both located in Park Ridge. Park 205 is located in downtown Park Ridge adjacent to a Whole Foods and within walking distance of the Metra station while The Parker is located further north, outside of the downtown area but an approximately 3/4 mile walk to the Metra station. These buildings are smaller at 115 and 46 units, respectively. However, with only 115 units, Park 205 offers a swimming pool, club room and fitness center. The Parker has more limited amenities which is typical of the smaller buildings and consists of a small fitness center and grilling stations. The Parker does not have attached garages and is walk-up style, both atypical of larger new construction developments.

Northgate Crossing is located in northern Cook County in Wheeling, north of Dundee Road. It is a heavily car dependent location; however, it is within walking distance of a Metra station; however, the Metra service to this station is not as frequent as at the Arlington Heights station. This property is still in lease-up with 52% leased within 12 months of occupancy. This development includes several buildings with garages built into the first floor. Some of the units include attached garages while others require tenants to exit the unit in order to access the garage. This provides for private garages but can be less desirable if a tenant has to walk outside to access the garage. The amenities are located in a separate clubhouse rather than attached to the building. The amenities are considered to be superior to what will be offered at the subject due to its larger project size. Given the location in Wheeling and the inferior building design, the rents are considered to fall below what would be achievable at the subject.

Northshore 770 began occupancy in January 2016. This development is located near Dundee Road, just west of I-94 in Northbrook. Access to the interstate (Edens Expressway) is superior but the proximity to retail amenities is similar. This development is located next to a Mariano's supermarket with other retail amenities and restaurants in the overall retail/residential development. The location however lacks the downtown walkability and walkable access to a Metra station. The amenity package is more extensive than proposed for the subject property and Northshore 770 also has a 24/7 doorman. Due to the location and extensive amenity package, the rents at Northshore 770 will be above those indicated for the subject property.

Two properties delivered units in Deerfield within the last couple years: Woodview and Amli Deerfield. **Woodview** reached stabilized occupancy in the 3rd quarter 2016 but dropped in the 4th quarter 2016 to 87.1%. It is situated within an office park and lacks the subject downtown location and walkable proximity to the Metra station and restaurant and retail amenities. It is situated along I-294 at Deerfield Road, offering good highway connections for persons traveling throughout the metropolitan area or who frequent O'Hare Airport. The two-story lobby and extensive recreational amenities at Woodview are outstanding, offering a sophisticated feel.

Amli Deerfield began leasing in May 2015 and is currently 66% leased. The property is located on Lake Cook Road, just east of I-294. Like Woodview, this property has a location which will be more appealing to the North Shore empty nester but will have similar appeal to persons employed in the Lake County and Northshore Cook County market. However, with its location along the busy and wide Lake Cook Road, it is not a picturesque setting. Unit finishes at both Woodview and Amli Deerfield are excellent. The amenities at Woodview are clustered together; however, the amenities at Amli Deerfield are more spread out with the fitness center, business center and clubroom in different locations in the building. Overall, the amenity package at both buildings is impressive.

Deerfield Village Center is a smaller North Shore apartment building situated in a prime suburban downtown location. Constructed in 2000, the development has an average unit size which is larger than the subject. This property has historically been at occupancy in the mid 90s% but dropped in 2016 with the construction of three new projects engaged in lease-up in its immediate area (Woodview, Amli Deerfield, and Northshore 770). With these new properties offering fancy new finishes and amenities, the Deerfield Village Center property is now viewed as more dated and modest. The property offers excellent housing for persons who desire the amenities provided by living in a downtown location within walking distance to an extensive array of shopping, restaurants, and the Metra station. Due to their sizes, this is not an amenity property, with a very small fitness room and conference room available to residents.

Competition – Under Construction

In Schaumburg, the Urban Street Group is developing a 192 unit rental apartment development, shown above and at right, on a 6.5 acre site at 680 East Algonquin Road. The unit mix will include one bedroom units ranging from 665 to 785 SF, one bedroom plus den units at 1,039 SF, two-bedroom units at 1,130 SF and two bedroom townhouse units at 1,588 SF. The developer is projecting occupancy in early 2017 and rents reportedly ranging between \$1,000 and \$3,000. This will be the first apartment development to be built in Schaumburg in 30 years.



The Littlefuse site in Des Plaines is planned for a 5-story, 270 unit apartment building and 24 townhouse buildings with a total of 127 units on a 20-acre parcel by Dearborn-Buckingham. Construction began in December 2016.

Similar in size to the subject property is a property currently under construction by Monroe Residential at 101 W. Liberty (formerly called 322 N. Hough Street) in downtown Barrington. With 64 units, the units in this 4-story building would range in size from 718 to 1,263 sf with one and two bedrooms. There would be 64 indoor parking spaces and 22 outdoor spaces. The building would be located within walking distance of the Metra and other downtown Barrington amenities and would be targeting both the young and empty nester renters.



Competition –Proposed for Development

There are several projects proposed for development in the Northwest Cook County submarket including the following:

While not technically in the suburban market, JCF Real Estate has been planning a 394 unit mid-rise development near O'Hare, just north of The Pavilion, within the city limits of Chicago. In 3Q15 they filed for phasing the project starting with 200 units followed by 194 units. The site subsequently went into foreclosure and is listed for sale, but remains an active development candidate.

Wheeling Town Center, a large mixed use project including retail and residential components on the former Wickes site at Dundee and Northgate Pkwy near the train station, received approvals for development of the project. The residential component is expected to begin first with 288 units in a five story structure with 475 covered parking spaces. The village approved a change to the TIF in July 2014 to enable Urban R2 to move the project forward. Utility work has begun on the site and construction is expected to begin in Spring 2017. The retail component is planned to include 100,000 SF which will be anchored by a theater and dinner theater.



Vintage Design is proposing a large 600 unit deal in Hoffman Estates on the east side of Barrington Rd, south of Golf and north of Bode to be called the Delamore.



The Sim's Bowl site at 1555-65 Ellinwood in Des Plaines was approved for a 113-unit, 7-story building by Opus Development in November 2016. The development was met with resistance over the planning phase due to lack of parking. The current and approved plan includes 2.05 spaces per unit. The unit mix is planned to include more than 50% studios and one-bedroom units and 1/3 two-bedroom units. There would also be a 2,000 SF retail space on the first floor. Construction is planned to begin summer 2017 with completion in 2019.





Heartland Real Estate Partners has received the village approvals for a 184 unit, 7-story rental apartment development at 8700 Waukegan Road in Morton Grove. The vacant office building has been demolished and the new development will also include 14,000 SF of commercial along with residential parking for 237 cars. Press reports have indicated

proposed rents of \$1,400 to \$2,500 per month.

Golden Goose is in planning for a mixed use development and is pursuing a TIF in Hoffman Estates. The 185-acre development at the northwest corner of Route 59 and 72 would include houses, 240 apartments and a 175,000-200,000 sf retail center. The apartment units would be located on a 11.5 acre site and developed by Urban Street Group. In addition, 13 rental townhomes are also planned. The project is currently in the entitlement process.

Monroe Residential is in planning for a 127 unit complex on a site near the train station in Hanover Park.

Lexington Homes is proposing a 4-story development called Covington Lexington Woods at the northwest corner of Golf and River Roads in Des Plaines. The development received preliminary approval of the 236-unit building in December 2016.

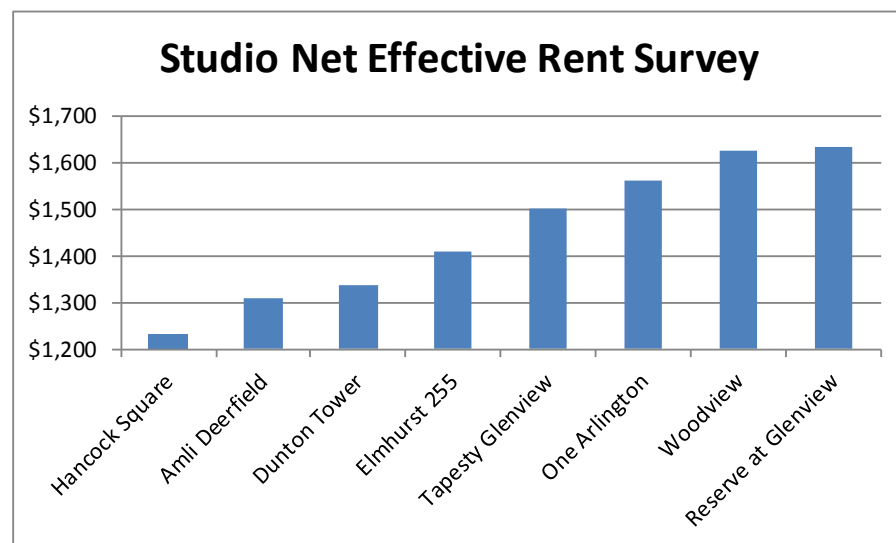
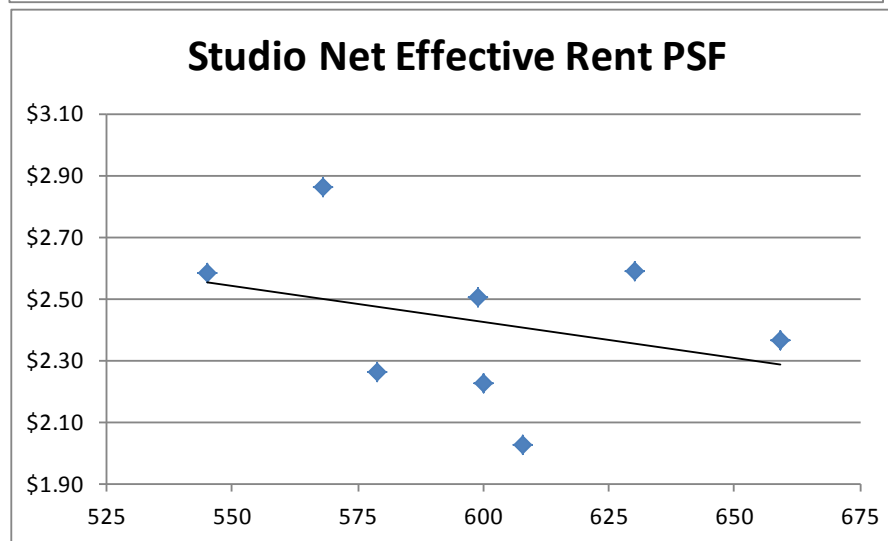
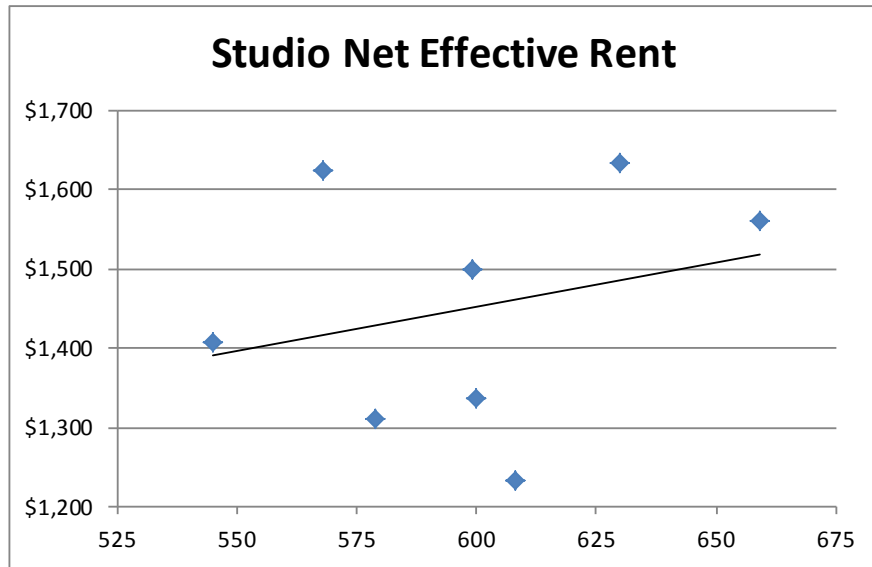


Rent Summary

On the following pages is a summary of the current rents at the primary competition followed by the individual project summary pages

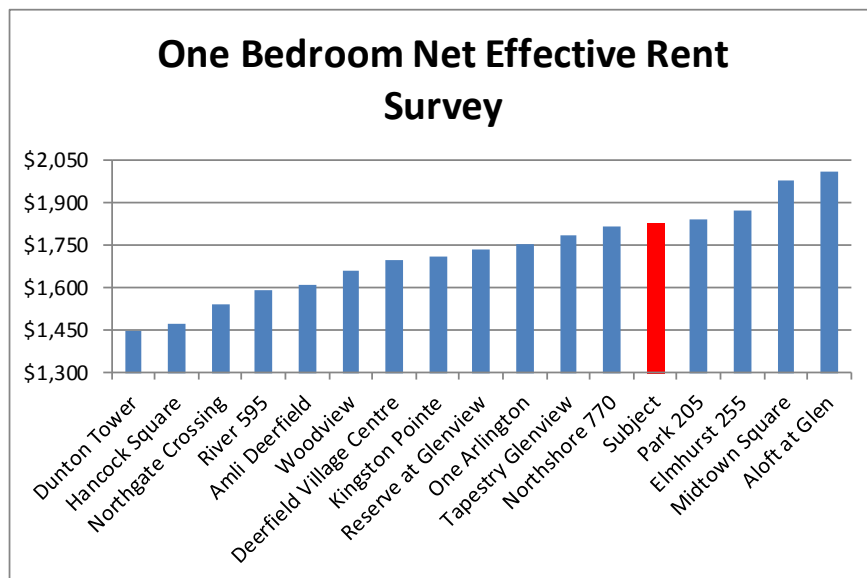
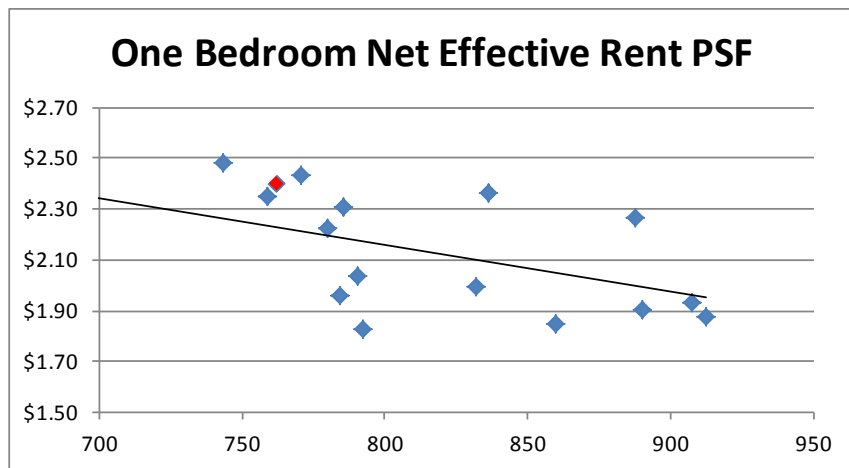
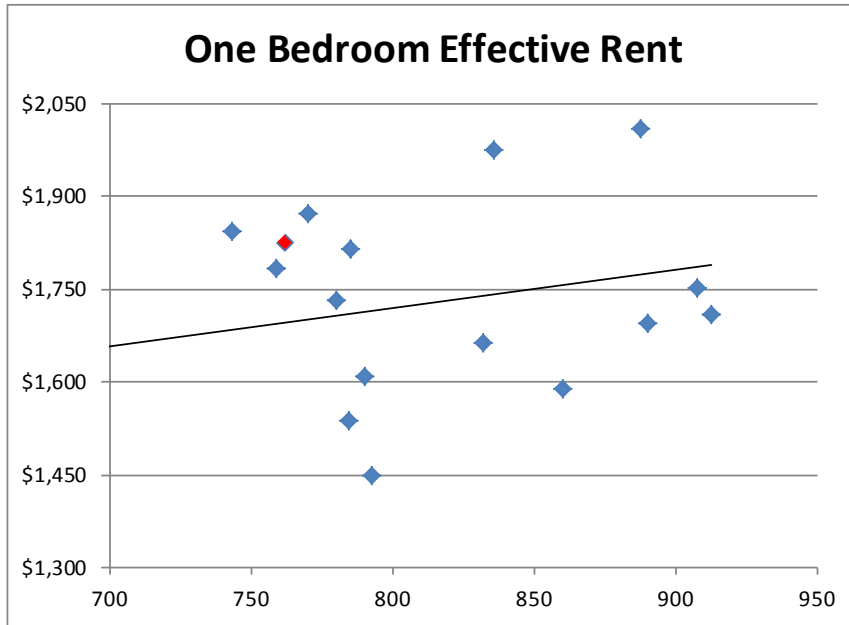
Studio Units

Unit Description	Units	Pct	Sq Ft	Quoted Rent			Concession	Net Effective Rent		
				Rent	PSF	Avg		Rent	PSF	Avg
AMLI Deerfield										
Studio	23	9.6%	527	\$1,573	\$2.98	\$2.74	16.7%	\$1,311	\$2.49	\$2.28
1.0 Bath			631	\$1,573	\$2.49			\$1,311	\$2.08	
Dunton Tower										
Studio	27	12.5%	600	\$1,336	\$2.23	\$2.23	0.0%	\$1,336	\$2.23	\$2.23
1.0 Bath			600	\$1,336	\$2.23			\$1,336	\$2.23	
Elmhurst 255										
Studio	4	2.1%	545	\$1,432	\$2.63	\$2.80	7.7%	\$1,322	\$2.43	\$2.58
1.0 Bath			545	\$1,619	\$2.97			\$1,494	\$2.74	
Hancock Square At Arlington Station										
Studio	30	7.3%	608	\$1,131	\$1.86	\$2.03	0.0%	\$1,131	\$1.86	\$2.03
1.0 Bath			608	\$1,336	\$2.20			\$1,336	\$2.20	
One Arlington										
Studio	51	23.8%	549	\$1,144	\$2.08	\$2.33	0.0%	\$1,144	\$2.08	\$2.33
1.0 Bath			769	\$1,976	\$2.57			\$1,976	\$2.57	
Reserve at Glenview										
Studio	6	2.5%	630	\$1,620	\$2.57	\$2.59	0.0%	\$1,620	\$2.57	\$2.59
1.0 Bath			630	\$1,645	\$2.61			\$1,645	\$2.61	
Tapestry Glenview										
Studio	29	10.0%	599	\$1,400	\$2.34	\$2.50	0.0%	\$1,400	\$2.34	\$2.50
1.0 Bath			599	\$1,600	\$2.67			\$1,600	\$2.67	
Woodview										
Studio	13	5.2%	525	\$1,695	\$3.23	\$3.00	4.2%	\$1,624	\$3.09	\$2.88
1.0 Bath			611	\$1,695	\$2.77			\$1,624	\$2.66	
Weighted Averages			612	\$1,477		\$2.41		\$1,436		\$2.35



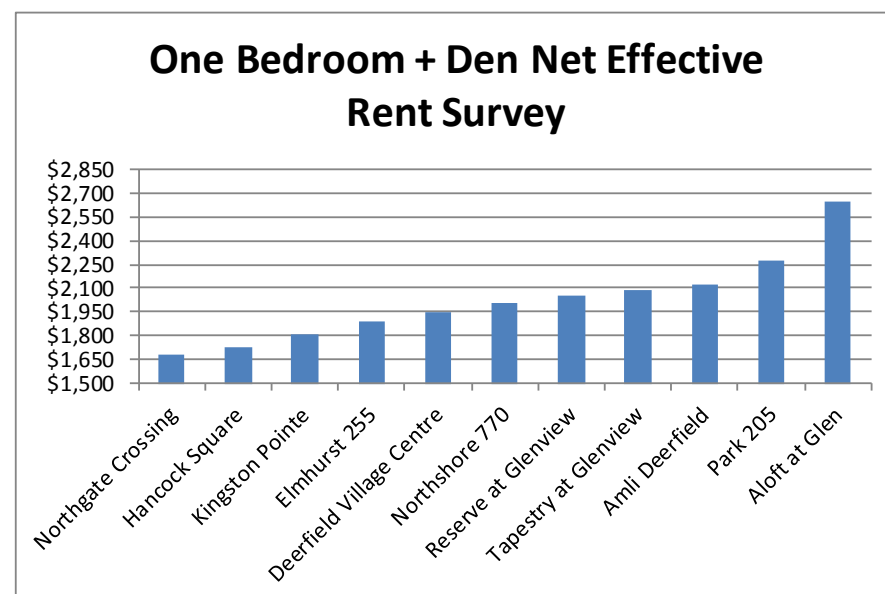
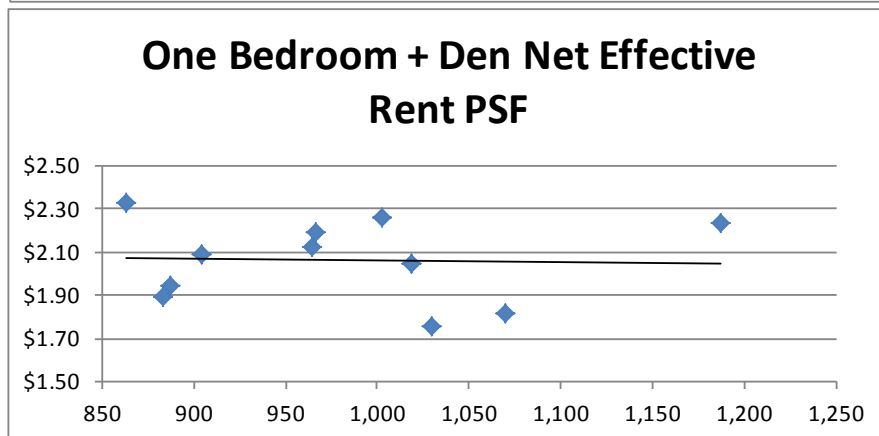
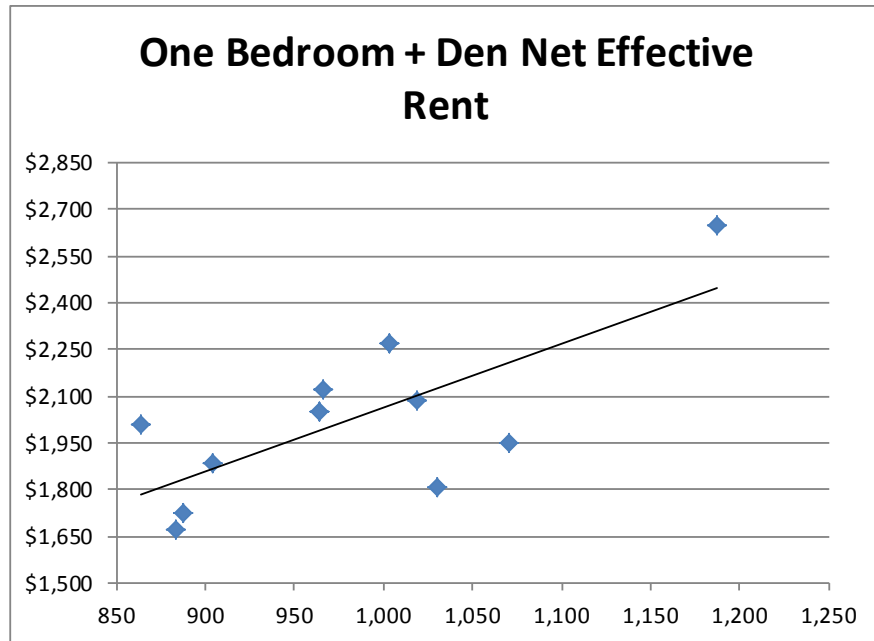
One Bedroom Units

Unit Description	Units	Pct	Sq Ft	Quoted Rent			Concession	Net Effective Rent		
				Rent	PSF	Avg		Rent	PSF	Avg
Aloft at Glen Town Center										
One Bedroom	81	44.8%	775	\$1,500	\$1.94	\$2.23	0.0%	\$1,500	\$1.94	\$2.23
1.0 Bath			1,000	\$2,520	\$2.52			\$2,520	\$2.52	
AMLI Deerfield										
One Bedroom	122	50.8%	722	\$1,687	\$2.34	\$2.43	16.7%	\$1,406	\$1.95	\$2.03
1.0 Bath			859	\$2,176	\$2.53			\$1,813	\$2.11	
Deerfield Village Centre										
One Bedroom	20	35.7%	780	\$1,650	\$2.12	\$2.08	8.3%	\$1,513	\$1.94	\$1.91
1.0 Bath			1,000	\$2,050	\$2.05			\$1,879	\$1.88	
Dunton Tower										
One Bedroom	108	50.0%	785	\$1,416	\$1.80	\$1.83	0.0%	\$1,416	\$1.80	\$1.83
1.0 Bath			800	\$1,481	\$1.85			\$1,481	\$1.85	
Elmhurst 255										
One Bedroom	74	38.9%	693	\$1,623	\$2.34	\$2.61	7.7%	\$1,498	\$2.16	\$2.41
1.0 Bath			848	\$2,434	\$2.87			\$2,247	\$2.65	
Hancock Square At Arlington Station										
One Bedroom	143	35.0%	677	\$1,431	\$2.11	\$2.17	0.0%	\$1,431	\$2.11	\$2.17
1.0 Bath			677	\$1,511	\$2.23			\$1,511	\$2.23	
Kingston Pointe										
One Bedroom	34	23.6%	820	\$1,470	\$1.79	\$1.87	0.0%	\$1,470	\$1.79	\$1.87
1.0 Bath			1,005	\$1,950	\$1.94			\$1,950	\$1.94	
Midtown Square										
One Bedroom	99	71.7%	763	\$1,650	\$2.16	\$2.35	0.0%	\$1,650	\$2.16	\$2.35
1.0 Bath			909	\$2,300	\$2.53			\$2,300	\$2.53	
Northgate Crossing										
One Bedroom	162	56.3%	696	\$1,475	\$2.12	\$1.98	0.0%	\$1,475	\$2.12	\$1.98
1.0 Bath			873	\$1,600	\$1.83			\$1,600	\$1.83	
Northshore 770										
One Bedroom	86	24.8%	667	\$1,540	\$2.31	\$2.48	7.7%	\$1,422	\$2.13	\$2.29
1.0 Bath			904	\$2,390	\$2.64			\$2,206	\$2.44	
One Arlington										
One Bedroom	113	52.8%	803	\$1,502	\$1.87	\$1.92	0.0%	\$1,502	\$1.87	\$1.92
1.0 Bath			1,012	\$2,000	\$1.98			\$2,000	\$1.98	
Park 205 Apartments										
One Bedroom	57	49.6%	606	\$1,725	\$2.85	\$2.54	0.0%	\$1,725	\$2.85	\$2.54
1.0 Bath			881	\$1,960	\$2.22			\$1,960	\$2.22	
Reserve at Glenview										
One Bedroom	103	43.1%	750	\$1,840	\$2.45	\$2.42	8.3%	\$1,687	\$2.25	\$2.22
1.0 Bath			810	\$1,940	\$2.40			\$1,778	\$2.20	
River 595										
One Bedroom	5	8.3%	860	\$1,829	\$2.13	\$2.18	15.4%	\$1,548	\$1.80	\$1.85
1.0 Bath			860	\$1,929	\$2.24			\$1,632	\$1.90	
Tapestry Glenview										
One Bedroom	80	27.6%	715	\$1,635	\$2.29	\$2.29	0.0%	\$1,635	\$2.29	\$2.29
1.0 Bath			715	\$1,635	\$2.29			\$1,635	\$2.29	
Tapestry Glenview										
One Bedroom	56	19.3%	822	\$1,995	\$2.43	\$2.43	0.0%	\$1,995	\$2.43	\$2.43
1.0 Bath			822	\$1,995	\$2.43			\$1,995	\$2.43	
Woodview										
One Bedroom	117	47.2%	659	\$1,728	\$2.62	\$2.44	16.7%	\$1,440	\$2.19	\$2.03
1.0 Bath			1,005	\$2,261	\$2.25			\$1,884	\$1.87	
Weighted Averages			797	\$1,786		\$2.24		\$1,701		\$2.13



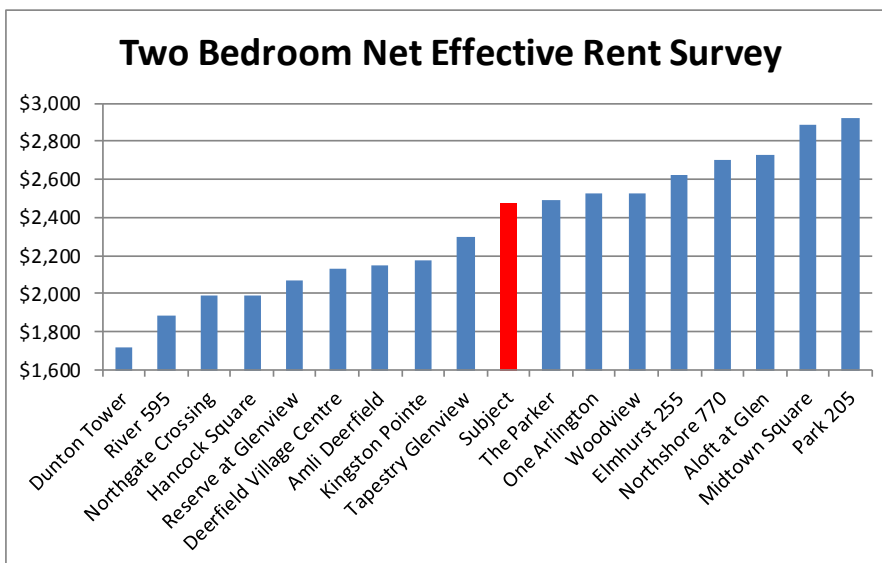
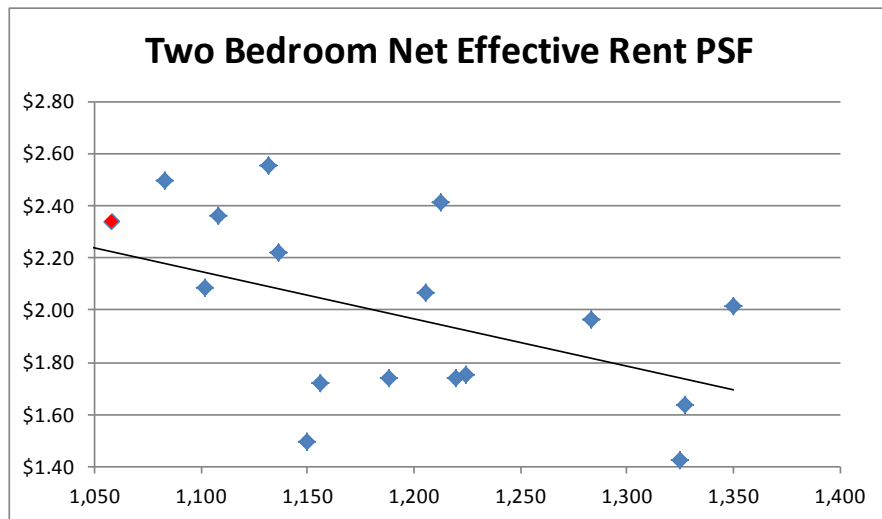
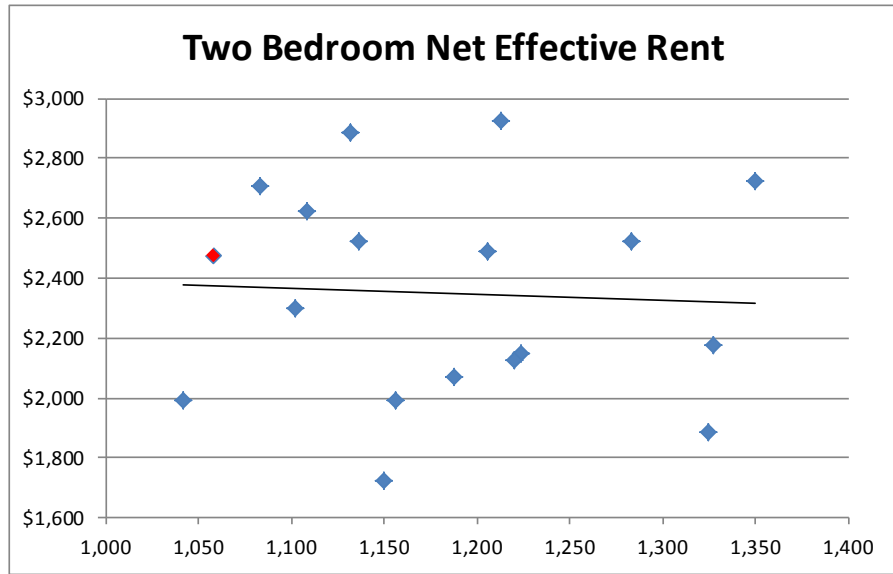
One Bedroom Plus Den Units

Unit Description	Units	Pct	Sq Ft	Quoted Rent			Concession	Net Effective Rent		
				Rent	PSF	Avg		Rent	PSF	Avg
Aloft at Glen Town Center										
One Bedroom + Den	8	4.4%	1,050	\$2,210	\$2.10	\$2.22	0.0%	\$2,210	\$2.10	\$2.22
1.0-2.0 Bath			1,325	\$3,090	\$2.33			\$3,090	\$2.33	
AMLI Deerfield										
One Bedroom + Den	6	2.5%	966	\$2,538	\$2.63	\$2.63	16.7%	\$2,115	\$2.19	\$2.19
1.0 Bath			966	\$2,548	\$2.64			\$2,123	\$2.20	
Deerfield Village Centre										
One Bedroom + Den	16	28.6%	1,050	\$2,125	\$2.02	\$1.99	8.3%	\$1,948	\$1.86	\$1.82
1.0 Bath			1,090	\$2,125	\$1.95			\$1,948	\$1.79	
Elmhurst 255										
One Bedroom + Den	16	8.4%	797	\$1,814	\$2.28	\$2.26	7.7%	\$1,674	\$2.10	\$2.09
1.0 Bath			1,011	\$2,272	\$2.25			\$2,097	\$2.07	
Hancock Square At Arlington Station										
One Bedroom + Den	89	21.8%	850	\$1,696	\$2.00	\$1.95	0.0%	\$1,696	\$2.00	\$1.95
1.0 Bath			925	\$1,760	\$1.90			\$1,760	\$1.90	
Kingston Pointe										
One Bedroom + Den	28	19.4%	971	\$1,540	\$1.59	\$1.75	0.0%	\$1,540	\$1.59	\$1.75
1.0 Bath			1,089	\$2,080	\$1.91			\$2,080	\$1.91	
Northgate Crossing										
One Bedroom + Den	24	8.3%	883	\$1,675	\$1.90	\$1.90	0.0%	\$1,675	\$1.90	\$1.90
1.0 Bath			883	\$1,675	\$1.90			\$1,675	\$1.90	
Northshore 770										
One Bedroom + Den	63	18.2%	755	\$1,760	\$2.33	\$2.50	7.7%	\$1,625	\$2.15	\$2.31
1.0 Bath			972	\$2,590	\$2.66			\$2,391	\$2.46	
Park 205 Apartments										
One Bedroom + Den	7	6.1%	942	\$2,180	\$2.31	\$2.27	0.0%	\$2,180	\$2.31	\$2.27
1.0 Bath			1,064	\$2,360	\$2.22			\$2,360	\$2.22	
Reserve at Glenview										
One Bedroom + Den	18	7.5%	964	\$2,185	\$2.27	\$2.32	8.3%	\$2,003	\$2.08	\$2.13
1.0 Bath			964	\$2,285	\$2.37			\$2,095	\$2.17	
Tapestry Glenview										
One Bedroom + Den	12	4.1%	1,019	\$2,025	\$1.99	\$2.05	0.0%	\$2,025	\$1.99	\$2.05
1.0 Bath			1,019	\$2,150	\$2.11			\$2,150	\$2.11	
Weighted Averages			930	\$1,972		\$2.12		\$1,896		\$2.04



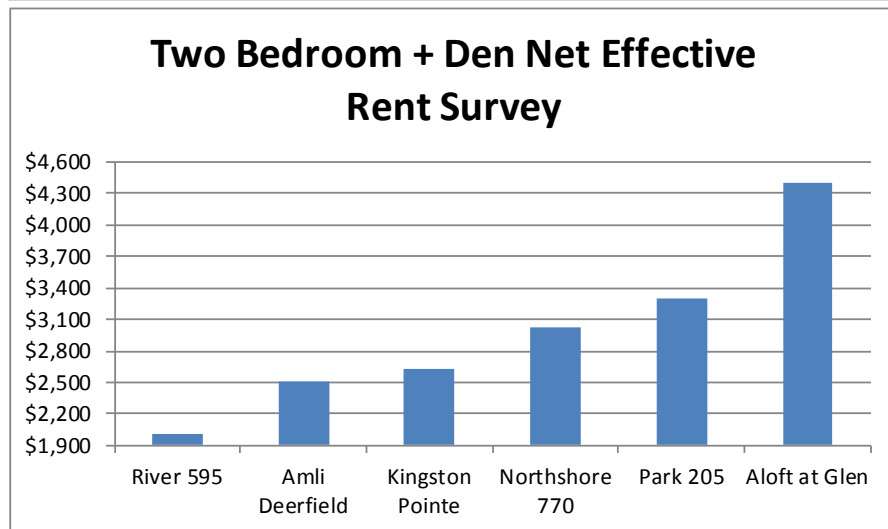
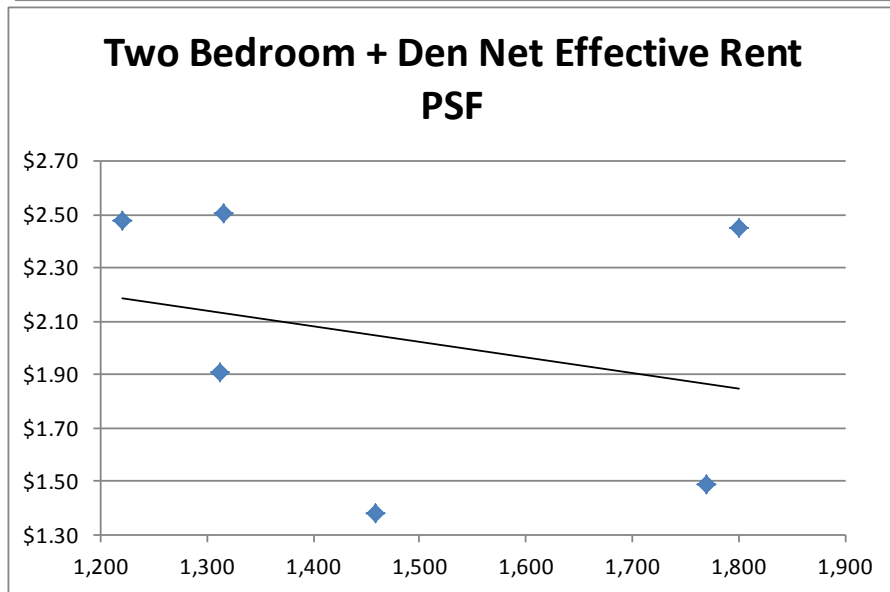
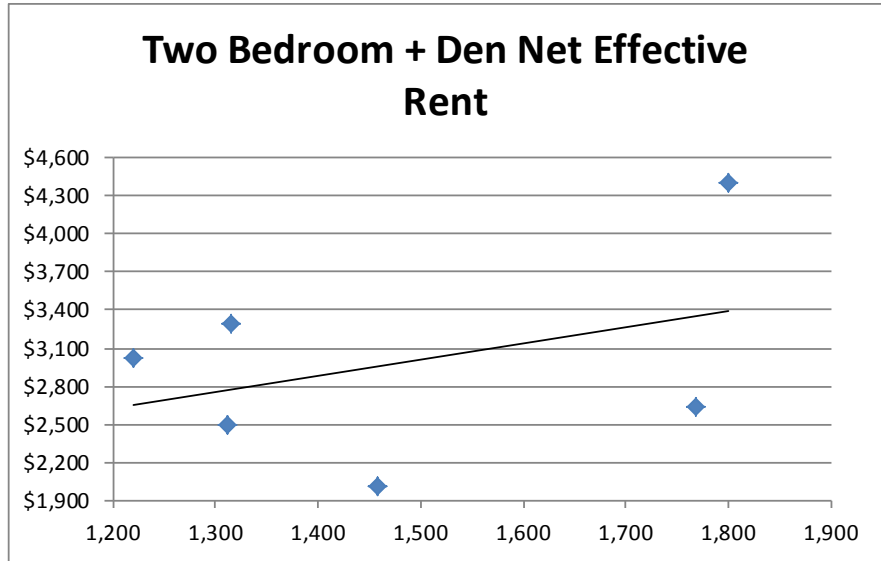
Two Bedroom Units

Unit Description	Units	Pct	Sq Ft	Quoted Rent			Concession	Net Effective Rent		
				Rent	PSF	Avg		Rent	PSF	Avg
Aloft at Glen Town Center										
Two Bedroom	90	49.7%	1,100	\$2,000	\$1.82	\$1.99	0.0%	\$2,000	\$1.82	\$1.99
2.0 Bath			1,600	\$3,450	\$2.16			\$3,450	\$2.16	
AMLI Deerfield										
Two Bedroom	75	31.3%	1,147	\$2,302	\$2.01	\$2.10	16.7%	\$1,918	\$1.67	\$1.75
2.0 Bath			1,301	\$2,855	\$2.19			\$2,379	\$1.83	
Deerfield Village Centre										
Two Bedroom	20	35.7%	1,040	\$2,000	\$1.92	\$1.90	8.3%	\$1,833	\$1.76	\$1.75
2.0 Bath			1,400	\$2,640	\$1.89			\$2,420	\$1.73	
Dunton Tower										
Two Bedroom	81	37.5%	1,100	\$1,669	\$1.52	\$1.50	0.0%	\$1,669	\$1.52	\$1.50
2.0 Bath			1,200	\$1,775	\$1.48			\$1,775	\$1.48	
Elmhurst 255										
Two Bedroom	88	46.3%	1,001	\$2,169	\$2.17	\$2.53	7.7%	\$2,002	\$2.00	\$2.33
2.0 Bath			1,216	\$3,510	\$2.89			\$3,240	\$2.66	
Hancock Square At Arlington Station										
Two Bedroom	87	21.3%	975	\$1,706	\$1.75	\$1.78	0.0%	\$1,706	\$1.75	\$1.78
2.0 Bath			991	\$1,791	\$1.81			\$1,791	\$1.81	
Hancock Square At Arlington Station										
Two Bedroom	60	14.7%	1,128	\$2,283	\$2.02	\$2.08	0.0%	\$2,283	\$2.02	\$2.08
2.0 Bath			1,128	\$2,403	\$2.13			\$2,403	\$2.13	
Kingston Pointe										
Two Bedroom	72	50.0%	1,207	\$1,760	\$1.46	\$1.63	0.0%	\$1,760	\$1.46	\$1.63
2.0 Bath			1,448	\$2,595	\$1.79			\$2,595	\$1.79	
Midtown Square										
Two Bedroom	39	28.3%	923	\$2,475	\$2.68	\$2.57	0.0%	\$2,475	\$2.68	\$2.57
2.0 Bath			1,341	\$3,300	\$2.46			\$3,300	\$2.46	
Northgate Crossing										
Two Bedroom	12	4.2%	883	\$1,800	\$2.04	\$2.04	0.0%	\$1,800	\$2.04	\$2.04
1.0 Bath			883	\$1,800	\$2.04			\$1,800	\$2.04	
Northgate Crossing										
Two Bedroom	90	31.3%	1,189	\$1,965	\$1.65	\$1.69	0.0%	\$1,965	\$1.65	\$1.69
2.0 Bath			1,196	\$2,065	\$1.73			\$2,065	\$1.73	
Northshore 770										
Two Bedroom	142	40.9%	1,009	\$2,260	\$2.24	\$2.68	7.7%	\$2,086	\$2.07	\$2.47
2.0 Bath			1,157	\$3,600	\$3.11			\$3,323	\$2.87	
One Arlington										
Two Bedroom	36	16.8%	1,193	\$2,228	\$1.87	\$1.91	0.0%	\$2,228	\$1.87	\$1.91
2.0 Bath			1,273	\$2,482	\$1.95			\$2,482	\$1.95	
One Arlington										
Two Bedroom	14	6.5%	1,303	\$2,612	\$2.00	\$2.09	0.0%	\$2,612	\$2.00	\$2.09
2.0 Bath			1,521	\$3,296	\$2.17			\$3,296	\$2.17	
Park 205 Apartments										
Two Bedroom	45	39.1%	1,080	\$2,565	\$2.38	\$2.41	0.0%	\$2,565	\$2.38	\$2.41
2.0 Bath			1,345	\$3,280	\$2.44			\$3,280	\$2.44	
Reserve at Glenview										
Two Bedroom	76	31.8%	1,105	\$2,470	\$2.24	\$2.20	20.8%	\$1,955	\$1.77	\$1.74
2.0 Bath			1,271	\$2,755	\$2.17			\$2,181	\$1.72	
River 595										
Two Bedroom	5	8.3%	1,325	\$2,209	\$1.67	\$1.68	15.4%	\$1,869	\$1.41	\$1.42
2.0 Bath			1,325	\$2,249	\$1.70			\$1,903	\$1.44	
Tapestry Glenview										
Two Bedroom	84	29.0%	1,064	\$2,150	\$2.02	\$2.07	0.0%	\$2,150	\$2.02	\$2.07
2.0 Bath			1,064	\$2,255	\$2.12			\$2,255	\$2.12	
Tapestry Glenview										
Two Bedroom	29	10.0%	1,212	\$2,515	\$2.08	\$2.14	0.0%	\$2,515	\$2.08	\$2.14
2.0 Bath			1,212	\$2,665	\$2.20			\$2,665	\$2.20	
The Parker										
Two Bedroom	1	2.2%	1,075	\$2,400	\$2.23	\$2.23	0.0%	\$2,400	\$2.23	\$2.23
2.0 Bath			1,075	\$2,400	\$2.23			\$2,400	\$2.23	
The Parker										
Two Bedroom	42	91.3%	1,200	\$2,465	\$2.05	\$2.05	0.0%	\$2,465	\$2.05	\$2.05
2.0 Bath			1,200	\$2,465	\$2.05			\$2,465	\$2.05	
The Parker										
Two Bedroom	3	6.5%	1,325	\$2,600	\$1.96	\$2.18	0.0%	\$2,600	\$1.96	\$2.18
2.0 Bath			1,335	\$3,200	\$2.40			\$3,200	\$2.40	
Woodview										
Two Bedroom	115	46.4%	958	\$2,419	\$2.53	\$2.42	7.7%	\$2,233	\$2.33	\$2.24
2.0 Bath			1,315	\$3,052	\$2.32			\$2,817	\$2.14	
Weighted Averages			1,163	\$2,460		\$2.11		\$2,341		\$2.01



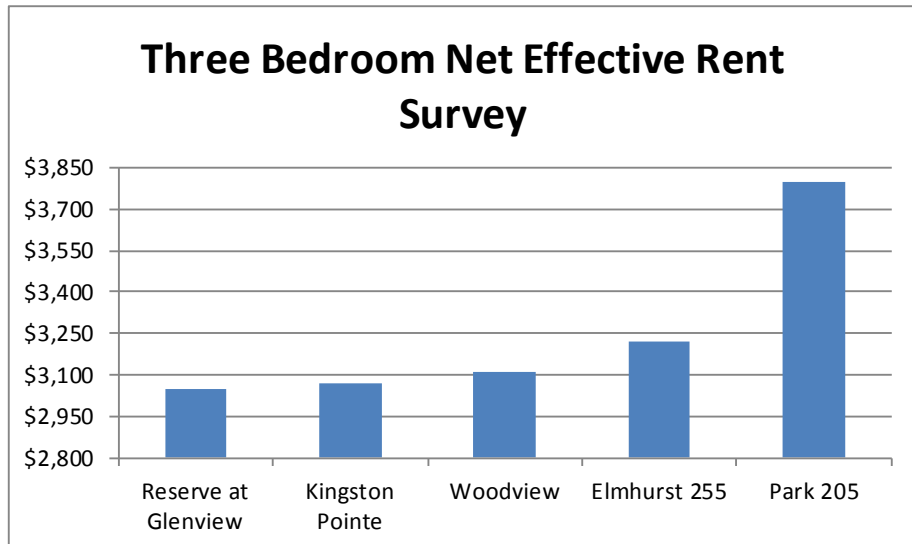
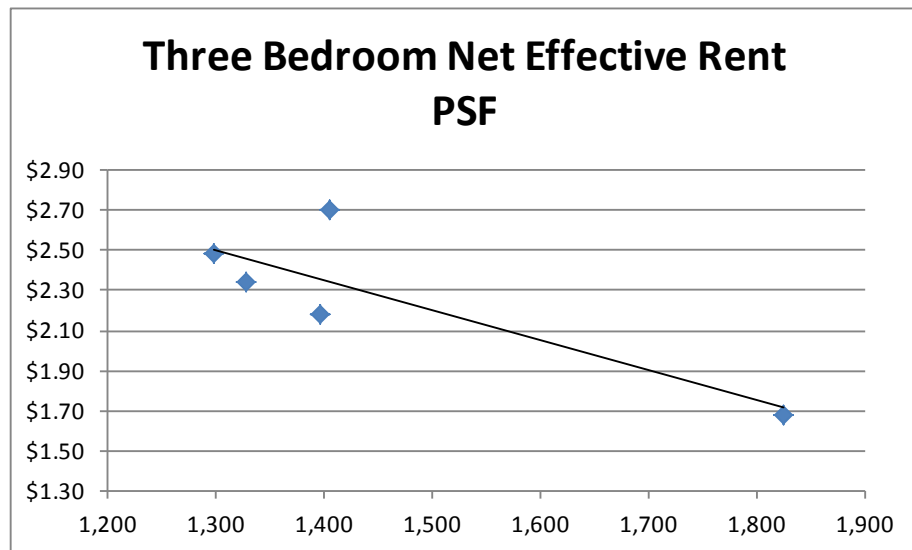
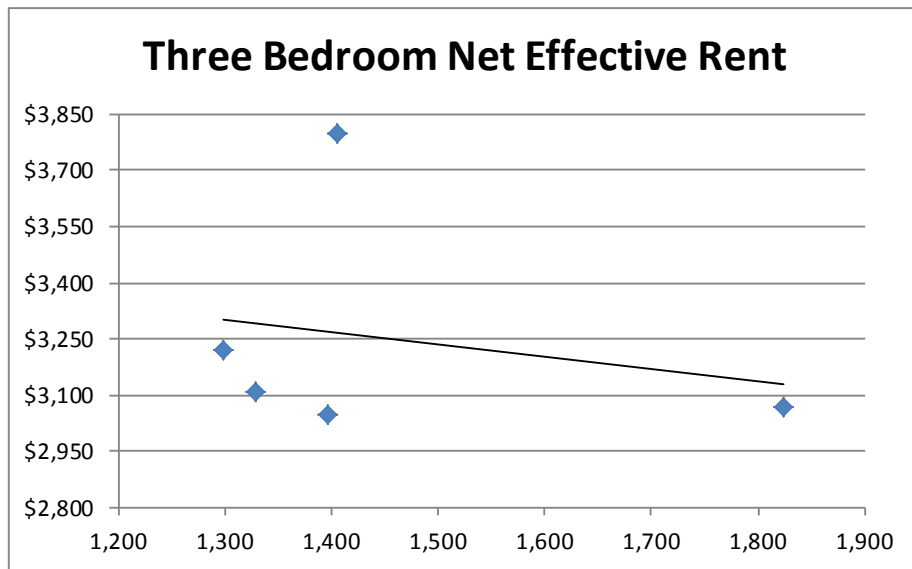
Two Bedroom Plus Den Units

Unit Description	Units	Pct	Sq Ft	Quoted Rent			Concession	Net Effective Rent		
				Rent	PSF	Avg		Rent	PSF	Avg
Aloft at Glen Town Center										
Two Bedroom + Den	2	1.1%	1,800	\$3,810	\$2.12	\$2.45	0.0%	\$3,810	\$2.12	\$2.45
2.0 Bath			1,800	\$5,000	\$2.78			\$5,000	\$2.78	
AMLI Deerfield										
Two Bedroom + Den	14	5.8%	1,260	\$2,731	\$2.17	\$2.28	16.7%	\$2,276	\$1.81	\$1.90
2.0 Bath			1,365	\$3,278	\$2.40			\$2,732	\$2.00	
Kingston Pointe										
Two Bedroom + Den	7	4.9%	1,769	\$2,535	\$1.43	\$1.49	0.0%	\$2,535	\$1.43	\$1.49
2.5 Bath			1,769	\$2,735	\$1.55			\$2,735	\$1.55	
Northshore 770										
Two Bedroom + Den	56	16.1%	1,099	\$2,490	\$2.27	\$2.65	7.7%	\$2,298	\$2.09	\$2.44
2.0 Bath			1,341	\$4,060	\$3.03			\$3,748	\$2.79	
Park 205 Apartments										
Two Bedroom + Den	3	2.6%	1,316	\$3,295	\$2.50	\$2.50	0.0%	\$3,295	\$2.50	\$2.50
2.0 Bath			1,316	\$3,295	\$2.50			\$3,295	\$2.50	
River 595										
Two Bedroom + Den	30	50.0%	1,390	\$2,269	\$1.63	\$1.65	15.4%	\$1,920	\$1.38	\$1.39
2.0 Bath			1,390	\$2,309	\$1.66			\$1,954	\$1.41	
River 595										
Two Bedroom + Den	10	16.7%	1,480	\$2,379	\$1.61	\$1.62	15.4%	\$2,013	\$1.36	\$1.37
2.0 Bath			1,480	\$2,419	\$1.63			\$2,047	\$1.38	
River 595										
Two Bedroom + Den	5	8.3%	1,620	\$2,569	\$1.59	\$1.60	15.4%	\$2,174	\$1.34	\$1.35
2.0 Bath			1,620	\$2,609	\$1.61			\$2,208	\$1.36	
River 595										
Two Bedroom + Den	5	8.3%	1,660	\$2,649	\$1.60	\$1.61	15.4%	\$2,241	\$1.35	\$1.36
2.0 Bath			1,660	\$2,689	\$1.62			\$2,275	\$1.37	
Weighted Averages			1,360	\$2,891		\$2.13		\$2,592		\$1.91



Three Bedroom Units

Unit Description	Units	Pct	Sq Ft	Quoted Rent			Concession	Net Effective Rent		
				Rent	PSF	Avg		Rent	PSF	Avg
Elmhurst 255										
Three Bedroom	8	4.2%	1,299	\$2,999	\$2.31	\$2.69	7.7%	\$2,768	\$2.13	\$2.48
2.0 Bath			1,299	\$3,980	\$3.06			\$3,674	\$2.83	
Kingston Pointe										
Three Bedroom	3	2.1%	1,725	\$3,070	\$1.78	\$1.69	0.0%	\$3,070	\$1.78	\$1.69
3.0 Bath & up			1,924	\$3,070	\$1.60			\$3,070	\$1.60	
Park 205 Apartments										
Three Bedroom	3	2.6%	1,387	\$3,785	\$2.73	\$2.70	0.0%	\$3,785	\$2.73	\$2.70
2.0 Bath			1,423	\$3,810	\$2.68			\$3,810	\$2.68	
Reserve at Glenview										
Three Bedroom	36	15.1%	1,385	\$3,120	\$2.25	\$2.28	4.2%	\$2,990	\$2.16	\$2.18
2.0 Bath			1,407	\$3,245	\$2.31			\$3,110	\$2.21	
Woodview										
Three Bedroom	3	1.2%	1,328	\$3,085	\$2.32	\$2.34	0.0%	\$3,085	\$2.32	\$2.34
2.0 Bath			1,328	\$3,135	\$2.36			\$3,135	\$2.36	
Weighted Averages			1,402	\$3,253		\$2.32		\$3,123		\$2.23

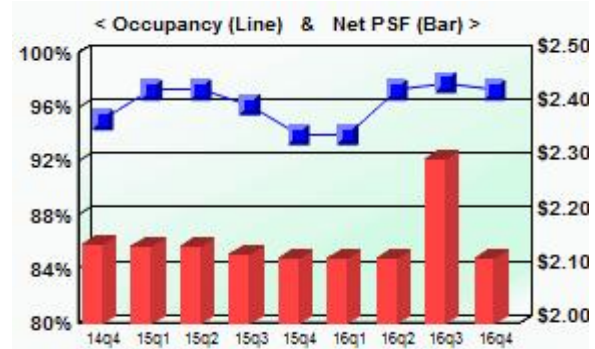


Aloft at Glen Town Center (Comparable 1)

1991 Tower Drive (S of Willow Rd, W of Rt 43)
Glenview, Cook County, IL 60026

North Shore

Class: A, Market Rate
ID: 540; YrQtr: 20164



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights	✓		Trash	✓	
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
<i>L=Landlord pays, T=Tenant pays</i>			Broadband	✓	

<u>Physical Profile</u>	
Units:	181
Avg Unit SF:	1,141
Built:	2004
Renovated:	na

<u>Economic Profile</u>	
Occupancy:	97.2%
Quoted Rent:	\$2.12
Concessions:	0.0%
Effective Rent:	\$2.12

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
One Bedroom	81	44.8%	775	\$1,500	\$1.94	\$2.23	0.0%	\$1,500	\$1.94	\$2.23
1.0 Bath			1,000	\$2,520	\$2.52			\$2,520	\$2.52	
One Bedroom + Den	8	4.4%	1,050	\$2,210	\$2.10	\$2.22	0.0%	\$2,210	\$2.10	\$2.22
1.0-2.0 Bath			1,325	\$3,090	\$2.33			\$3,090	\$2.33	
Two Bedroom	90	49.7%	1,100	\$2,000	\$1.82	\$1.99	0.0%	\$2,000	\$1.82	\$1.99
2.0 Bath			1,600	\$3,450	\$2.16			\$3,450	\$2.16	
Two Bedroom + Den	2	1.1%	1,800	\$3,810	\$2.12	\$2.45	0.0%	\$3,810	\$2.12	\$2.45
2.0 Bath			1,800	\$5,000	\$2.78			\$5,000	\$2.78	

Paid Parking: \$75 (Self-Park Gar/Encl) to \$125 (Reserved Gar/Encl) per month. Free parking available.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Disposal	Business Center
Wood Floors	Dishwasher	Clubhouse
9' Ceiling	Microwave	Conference Room
Smooth Ceiling	Range - Gas	Movie Theater Rm
Window Blinds	Refrigerator	Pets Allowed
Granite Counters	WasherDryer Incl	Parking
Patio/Balcony/Deck	Fitness	Reserved Gar/Encl
	Fitness Center	
	Bike Storage	

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20164	\$2.12	0.0%	97.2%	\$2.12
20163	\$2.30	0.0%	97.8%	\$2.30
20162	\$2.12	0.0%	97.2%	\$2.12
20161	\$2.12	0.0%	93.9%	\$2.12
20154	\$2.12	0.0%	93.9%	\$2.12
20153	\$2.13	0.0%	96.1%	\$2.13
20152	\$2.14	0.0%	97.2%	\$2.14
20151	\$2.14	0.0%	97.2%	\$2.14
20144	\$2.15	0.0%	95.0%	\$2.15

Notes: Marketing began in December 2003. Two buildings, 3-stories each with retail on first floor. Participate in RUBS Program. Free parking available in detached garage across the street from property. Parking fees listed are for underground parking.

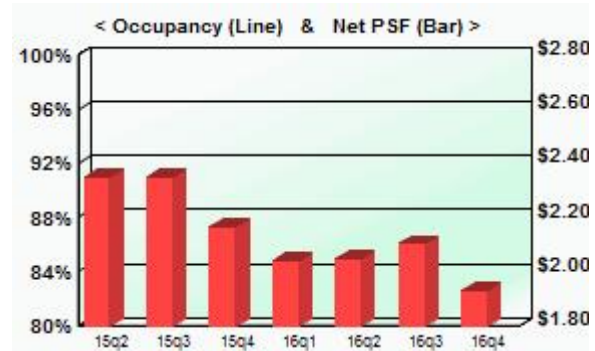
Oliver McMillan

AMLi Deerfield (Comparable 2)

1525 Lake Cook Rd
Deerfield, Cook County, IL 60015

**North Shore**

Class: A, Market Rate
ID: 1445; YrQtr: 20164



Utility Description	L	T	Service	L	T
Lights	✓		Trash	✓	
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Broadband	✓	

Physical Profile

Units: **240**
Avg Unit SF: **941**
Built: **2015**
Renovated: **na**

Economic Profile

Occupancy: **65.8%**
Quoted Rent: **\$2.31**
Concessions: **16.7%**
Effective Rent: **\$1.93**

Unit Description	Units	Pct	Sq Ft	Quoted Rent				Concession	Net Effective Rent		
				Rent	PSF	PSF Avg			Rent	PSF	PSF Avg
Studio	23	9.6%	527	\$1,573	\$2.98	\$2.74		16.7%	\$1,311	\$2.49	\$2.28
1.0 Bath			631	\$1,573	\$2.49				\$1,311	\$2.08	
One Bedroom	122	50.8%	722	\$1,687	\$2.34	\$2.43		16.7%	\$1,406	\$1.95	\$2.03
1.0 Bath			859	\$2,176	\$2.53				\$1,813	\$2.11	
One Bedroom + Den	6	2.5%	966	\$2,538	\$2.63	\$2.63		16.7%	\$2,115	\$2.19	\$2.19
1.0 Bath			966	\$2,548	\$2.64				\$2,123	\$2.20	
Two Bedroom	75	31.3%	1,147	\$2,302	\$2.01	\$2.10		16.7%	\$1,918	\$1.67	\$1.75
2.0 Bath			1,301	\$2,855	\$2.19				\$2,379	\$1.83	
Two Bedroom + Den	14	5.8%	1,260	\$2,731	\$2.17	\$2.28		16.7%	\$2,276	\$1.81	\$1.90
2.0 Bath			1,365	\$3,278	\$2.40				\$2,732	\$2.00	

Paid Parking: \$125 (Reserved Gar/Encl) per month.

Amenities

Unit	Appliance	Common
Carpeting	Disposal	Business Center
Wood Floors	Dishwasher	Party/Social Room
9' Ceiling	Microwave	Smoke Free
Smooth Ceiling	Range - Gas	Extra Storage
Window Blinds	Refrigerator	Pets Allowed
Granite Counters	WasherDryer Incl	Fire Pit
Quartz Counters	Fitness	Grilling Area
Tile Backsplash	Fitness Center	Pet Wash Station
Undermount Sinks	Outdoor Pool	Parking
Patio/Balcony/Deck	Bike Storage	Attached Garage

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20164	\$2.31	16.7%	65.8%	\$1.93
20163	\$2.29	8.3%	61.7%	\$2.10
20162	\$2.29	10.5%	57.5%	\$2.05
20161	\$2.23	8.3%	45.4%	\$2.04
20154	\$2.36	8.3%	27.5%	\$2.17
20153	\$2.35	0.0%	22.5%	\$2.35
20152	\$2.35	0.0%	7.1%	\$2.35

Notes: Leasing began in May, 2015. Bldg opened 8/30/15. Studio units function as convertibles.

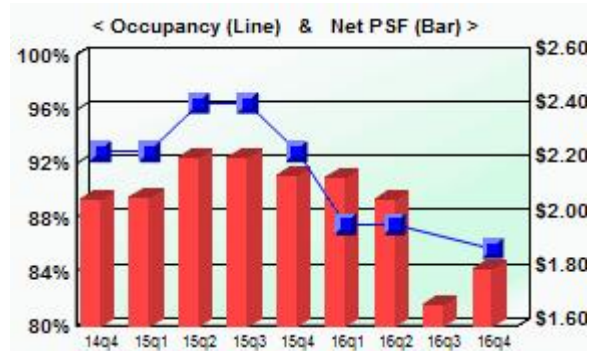
AMLi Residential

Deerfield Village Centre (Comparable 3)

625 Deerfield Road (Deerfield Rd, E of Rt 43)
Deerfield, Lake County, IL 60015

North Shore

Class: A, Market Rate
ID: 367; YrQtr: 20164



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Broadband		✓

Physical Profile

Units: **56**
Avg Unit SF: **1,059**
Built: **2000**
Renovated: **na**

Economic Profile

Occupancy: **85.7%**
Quoted Rent: **\$1.98**
Concessions: **8.3%**
Effective Rent: **\$1.81**

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
One Bedroom	20	35.7%	780	\$1,650	\$2.12	\$2.08	8.3%	\$1,513	\$1.94	\$1.91
1.0 Bath			1,000	\$2,050	\$2.05			\$1,879	\$1.88	
One Bedroom + Den	16	28.6%	1,050	\$2,125	\$2.02	\$1.99	8.3%	\$1,948	\$1.86	\$1.82
1.0 Bath			1,090	\$2,125	\$1.95			\$1,948	\$1.79	
Two Bedroom	20	35.7%	1,040	\$2,000	\$1.92	\$1.90	8.3%	\$1,833	\$1.76	\$1.75
2.0 Bath			1,400	\$2,640	\$1.89			\$2,420	\$1.73	

Paid Parking: \$50 (Self-Park Gar/Encl) to \$75 (Tandem Space) per month.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Disposal	Doorman
Window Blinds	Dishwasher	Laundry Room
Granite Counters	Microwave	Business Center
Undermount Sinks	Range - Gas	Conference Room
	Refrigerator	Party/Social Room
	WasherDryer Incl	Extra Storage
	Fitness	Pets Allowed
	Fitness Center	Parking
		Self-Park Gar/Encl
		Reserved Gar/Encl

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20164	\$1.98	8.3%	85.7%	\$1.81
20163	\$1.90	11.9%	76.8%	\$1.68
20162	\$2.22	6.9%	87.5%	\$2.07
20161	\$2.24	4.2%	87.5%	\$2.15
20154	\$2.35	8.3%	92.9%	\$2.16
20153	\$2.22	0.0%	96.4%	\$2.22
20152	\$2.22	0.0%	96.4%	\$2.22
20151	\$2.07	0.0%	92.9%	\$2.07
20144	\$2.07	0.0%	92.9%	\$2.07

Notes:

M2 Property Group

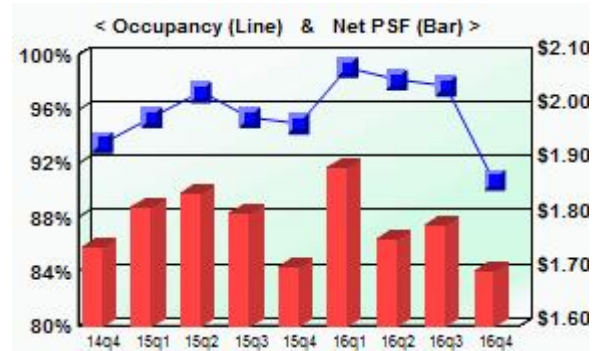
Dunton Tower (Comparable 4)

55 South Vail Avenue (Vail Ave, S of Northwest Hwy)
Arlington Heights, Cook County, IL 60005

**Cook County-Northwest**

Class: B, Market Rate

ID: 407; YrQtr: 20164



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Broadband		✓

Physical Profile

Units: **216**
Avg Unit SF: **902**
Built: **1986**
Renovated: **2006**

Economic Profile

Occupancy: **90.7%**
Quoted Rent: **\$1.70**
Concessions: **0.0%**
Effective Rent: **\$1.70**

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
Studio	27	12.5%	600	\$1,336	\$2.23	\$2.23	0.0%	\$1,336	\$2.23	\$2.23
1.0 Bath			600	\$1,336	\$2.23			\$1,336	\$2.23	
One Bedroom	108	50.0%	785	\$1,416	\$1.80	\$1.83	0.0%	\$1,416	\$1.80	\$1.83
1.0 Bath			800	\$1,481	\$1.85			\$1,481	\$1.85	
Two Bedroom	81	37.5%	1,100	\$1,669	\$1.52	\$1.50	0.0%	\$1,669	\$1.52	\$1.50
2.0 Bath			1,200	\$1,775	\$1.48			\$1,775	\$1.48	

Paid Parking: \$70 (Attached Garage) per month.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Disposal	Laundry Room
Vinyl Plank Floors	Dishwasher	Business Center
Popcorn Ceiling	Microwave	Clubhouse
Window Blinds	Range - Electric	Party/Social Room
Granite Counters	Refrigerator	Extra Storage
Undermount Sinks	Fitness	Pets Allowed
Patio/Balcony/Deck	Fitness Center	Grilling Area
	Outdoor Pool	Parking
	Sauna	Detached Garage
	Whirlpool	Self-Park Gar/Encl

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20164	\$1.70	0.0%	90.7%	\$1.70
20163	\$1.79	0.0%	97.7%	\$1.79
20162	\$1.76	0.0%	98.1%	\$1.76
20161	\$1.89	0.0%	99.1%	\$1.89
20154	\$1.71	0.0%	94.9%	\$1.71
20153	\$1.81	0.0%	95.4%	\$1.81
20152	\$1.85	0.0%	97.2%	\$1.85
20151	\$1.82	0.0%	95.4%	\$1.82
20144	\$1.75	0.0%	93.5%	\$1.75

Notes:

Lincoln Property

Elmhurst 255 (Comparable 5)

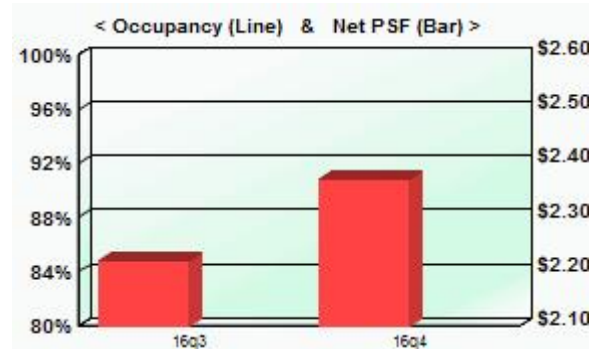
255 N Addison Ave

Elmhurst, DuPage County, IL 60126

**DuPage County**

Class: A, Market Rate

ID: 1562; YrQtr: 20164



Utility Description	L	T	Service	L	T
Lights	✓		Trash	✓	
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
			Broadband	✓	

L=Landlord pays, T=Tenant pays

Physical Profile*

Units:	192
Avg Unit SF:	956
Built:	2016
Renovated:	na

Economic Profile

Occupancy:	38.9%
Quoted Rent:	\$2.57
Concessions:	7.7%
Effective Rent:	\$2.37

Unit Description	Units	Pct	Sq Ft	Quoted Rent				Net Effective Rent		
				Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	4	2.1%	545	\$1,432	\$2.63	\$2.80	7.7%	\$1,322	\$2.43	\$2.58
1.0 Bath			545	\$1,619	\$2.97			\$1,494	\$2.74	
One Bedroom	74	38.9%	693	\$1,623	\$2.34	\$2.61	7.7%	\$1,498	\$2.16	\$2.41
1.0 Bath			848	\$2,434	\$2.87			\$2,247	\$2.65	
One Bedroom + Den	16	8.4%	797	\$1,814	\$2.28	\$2.26	7.7%	\$1,674	\$2.10	\$2.09
1.0 Bath			1,011	\$2,272	\$2.25			\$2,097	\$2.07	
Two Bedroom	88	46.3%	1,001	\$2,169	\$2.17	\$2.53	7.7%	\$2,002	\$2.00	\$2.33
2.0 Bath			1,216	\$3,510	\$2.89			\$3,240	\$2.66	
Three Bedroom	8	4.2%	1,299	\$2,999	\$2.31	\$2.69	7.7%	\$2,768	\$2.13	\$2.48
2.0 Bath			1,299	\$3,980	\$3.06			\$3,674	\$2.83	

- Also offering 2 mo/19-24 mo lease

*The property has 192 units; 190 units were surveyed. Average unit size and rents are based on units surveyed.

Paid Parking: \$125 (Reserved Gar/Encl) to \$175 (Tandem Space) per month.

Amenities

Unit	Appliance	Common
Vinyl Plank Floors	Dishwasher	Business Center
9' Ceiling	Microwave	Dining Event Room
10' Ceiling	Range - Gas	Movie Theater Rm
Smooth Ceiling	WasherDryer Incl	Extra Storage
Quartz Counters	Fitness	Pets Allowed
Tile Backsplash	Fitness Center	Fire Pit
Undermount Sinks	Outdoor Pool	Grilling Area
Patio/Balcony/Deck	Bike Storage	Parking
		Attached Garage

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20164	\$2.57	7.7%	38.9%	\$2.37
20163	\$2.40	7.7%	13.2%	\$2.22

Notes: Opened 10/2016. The 2BD 1332sf unit and the 3BD 1505sf unit were not surveyed.
1st fl 11', 2nd fl 10.5' & upper flrs 9' ceilings. No disposals.

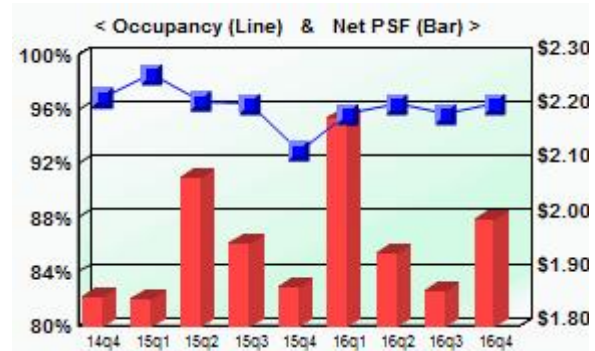
Morningside Management

Hancock Square At Arlington Station (Comp 6)

200 North Arlington Heights Road (Arlington Hts Rd, N of Northwest Hwy)
Arlington Heights, Cook County, IL 60004

Cook County-Northwest

Class: B, Market Rate
ID: 178; YrQtr: 20164



Utility Description	L	T	Service	L	T
Lights	✓		Trash	✓	
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Broadband	✓	

Physical Profile

Units: **409**
Avg Unit SF: **849**
Built: **1988**
Renovated: **2016**

Economic Profile

Occupancy: **96.3%**
Quoted Rent: **\$2.00**
Concessions: **0.0%**
Effective Rent: **\$2.00**

Unit Description	Units	Pct	Sq Ft	Quoted Rent				Concession	Net Effective Rent		
				Rent	PSF	PSF Avg			Rent	PSF	PSF Avg
Studio	30	7.3%	608	\$1,131	\$1.86	\$2.03		0.0%	\$1,131	\$1.86	\$2.03
1.0 Bath			608	\$1,336	\$2.20				\$1,336	\$2.20	
One Bedroom	143	35.0%	677	\$1,431	\$2.11	\$2.17		0.0%	\$1,431	\$2.11	\$2.17
1.0 Bath			677	\$1,511	\$2.23				\$1,511	\$2.23	
One Bedroom + Den	89	21.8%	850	\$1,696	\$2.00	\$1.95		0.0%	\$1,696	\$2.00	\$1.95
1.0 Bath			925	\$1,760	\$1.90				\$1,760	\$1.90	
Two Bedroom	87	21.3%	975	\$1,706	\$1.75	\$1.78		0.0%	\$1,706	\$1.75	\$1.78
2.0 Bath			991	\$1,791	\$1.81				\$1,791	\$1.81	
Two Bedroom	60	14.7%	1,128	\$2,283	\$2.02	\$2.08		0.0%	\$2,283	\$2.02	\$2.08
2.0 Bath			1,128	\$2,403	\$2.13				\$2,403	\$2.13	
• 30 units incl a den											

Paid Parking: \$75 (Attached Garage) per month.

Amenities

Unit	Appliance	Common
Carpeting	Disposal	Business Center
Popcorn Ceiling	Dishwasher	Clubhouse
Window Blinds	Microwave	Party/Social Room
Granite Counters	Range - Electric	Extra Storage
Undermount Sinks	Refrigerator	Pets Allowed
Patio/Balcony/Deck	WasherDryer Incl	Grilling Area
	Fitness	Picnic Tables
	Fitness Center	Parking
	Outdoor Pool	Self-Park Gar/Encl
	Indoor Pool	
	Sauna	
	Whirlpool	
	Bike Storage	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20164	\$2.00	0.0%	96.3%	\$2.00
20163	\$1.87	0.0%	95.6%	\$1.87
20162	\$1.94	0.0%	96.3%	\$1.94
20161	\$2.18	0.0%	95.6%	\$2.18
20154	\$1.87	0.0%	92.9%	\$1.87
20153	\$1.95	0.0%	96.3%	\$1.95
20152	\$2.07	0.0%	96.6%	\$2.07
20151	\$1.85	0.0%	98.5%	\$1.85
20144	\$1.85	0.0%	96.8%	\$1.85

Notes: Mixed use building with 40,297 square feet of retail and 346,570 square feet of residential space.

Lincoln Property

Kingston Pointe (Comparable 7)

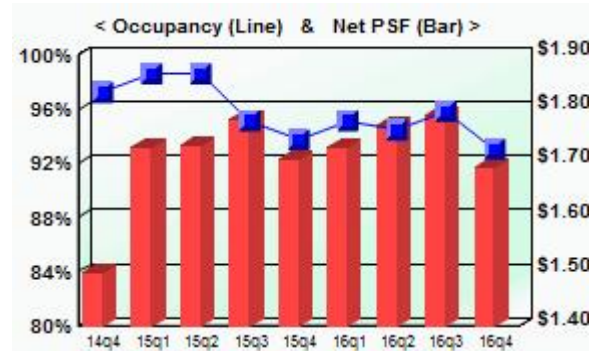
1646 River St

Des Plaines, Cook County, IL 60016

**Cook County-Northwest**

Class: A, Market Rate

ID: 1044; YrQtr: 20164



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights	✓		Trash	✓	
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Broadband	✓	

Physical Profile

Units: **144**
 Avg Unit SF: **1,203**
 Built: **2009**
 Renovated: **na**

Economic Profile

Occupancy: **93.1%**
 Quoted Rent: **\$1.69**
 Concessions: **0.0%**
 Effective Rent: **\$1.69**

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
One Bedroom	34	23.6%	820	\$1,470	\$1.79	\$1.87	0.0%	\$1,470	\$1.79	\$1.87
1.0 Bath			1,005	\$1,950	\$1.94			\$1,950	\$1.94	
One Bedroom + Den	28	19.4%	971	\$1,540	\$1.59	\$1.75	0.0%	\$1,540	\$1.59	\$1.75
1.0 Bath			1,089	\$2,080	\$1.91			\$2,080	\$1.91	
Two Bedroom	72	50.0%	1,207	\$1,760	\$1.46	\$1.63	0.0%	\$1,760	\$1.46	\$1.63
2.0 Bath			1,448	\$2,595	\$1.79			\$2,595	\$1.79	
Two Bedroom + Den	7	4.9%	1,769	\$2,535	\$1.43	\$1.49	0.0%	\$2,535	\$1.43	\$1.49
2.5 Bath			1,769	\$2,735	\$1.55			\$2,735	\$1.55	
Three Bedroom	3	2.1%	1,725	\$3,070	\$1.78	\$1.69	0.0%	\$3,070	\$1.78	\$1.69
3.0 Bath & up			1,924	\$3,070	\$1.60			\$3,070	\$1.60	

Paid Parking: \$70 (Self-Park Gar/Encl) per month.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Disposal	Extra Storage
Wood Floors	Dishwasher	Pets Allowed
9' Ceiling	Microwave	Parking
Smooth Ceiling	Range - Gas	Self-Park Gar/Encl
Window Blinds	Refrigerator	
Granite Counters	WasherDryer Incl	
Patio/Balcony/Deck	Fitness	
	Bike Storage	

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20164	\$1.69	0.0%	93.1%	\$1.69
20163	\$1.79	0.0%	95.8%	\$1.79
20162	\$1.80	1.4%	94.4%	\$1.77
20161	\$1.74	0.5%	95.1%	\$1.73
20154	\$1.72	0.5%	93.8%	\$1.71
20153	\$1.78	0.0%	95.1%	\$1.78
20152	\$1.73	0.0%	98.6%	\$1.73
20151	\$1.73	0.0%	98.6%	\$1.73
20144	\$1.50	0.0%	97.2%	\$1.50

Notes: Building began as Everleigh Condos, developed by Sertus Capital Partners LLC. Only 3 units sold and it has since become a rental property. Leasing began in the spring of 2011. The property has no recreational amenities. All units include one parking space.

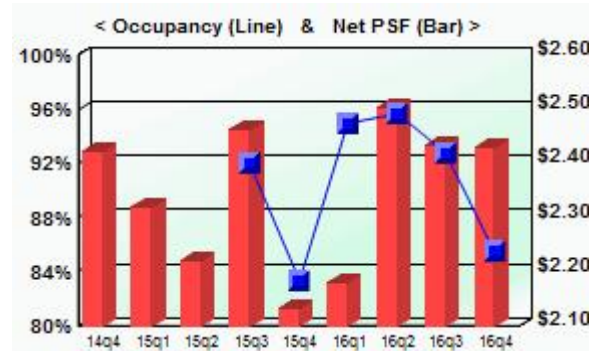
Greystar

Midtown Square (Comparable 8)

998 Church St
Glenview, Cook County, IL 60025

**North Shore**

Class: A, Market Rate
ID: 1344; YrQtr: 20164



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights	✓		Trash	✓	
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Broadband	✓	

Physical Profile

Units: **138**
Avg Unit SF: **920**
Built: **2014**
Renovated: **na**

Economic Profile

Occupancy: **85.5%**
Quoted Rent: **\$2.43**
Concessions: **0.0%**
Effective Rent: **\$2.43**

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
One Bedroom 1.0 Bath	99	71.7%	763 909	\$1,650 \$2,300	\$2.16 \$2.53	\$2.35	0.0%	\$1,650 \$2,300	\$2.16 \$2.53	\$2.35
Two Bedroom 2.0 Bath	39	28.3%	923 1,341	\$2,475 \$3,300	\$2.68 \$2.46	\$2.57	0.0%	\$2,475 \$3,300	\$2.68 \$2.46	\$2.57

Paid Parking: \$135 (Reserved Gar/Encl) per month.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Disposal	Clubhouse
Wood Floors	Dishwasher	Party/Social Room
9' Ceiling	Microwave	Extra Storage
Window Blinds	Range - Gas	Pets Allowed
Quartz Counters	Refrigerator	Pet Wash Station
Tile Backsplash	WasherDryer Incl	Parking
Undermount Sinks	Fitness	Surface Parking
Patio/Balcony/Deck	Fitness Center	Attached Garage
	Bike Storage	

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20164	\$2.43	0.0%	85.5%	\$2.43
20163	\$2.43	0.0%	92.8%	\$2.43
20162	\$2.50	0.0%	95.7%	\$2.50
20161	\$2.44	10.6%	94.9%	\$2.18
20154	\$2.44	12.5%	83.3%	\$2.13
20153	\$2.60	5.2%	92.0%	\$2.46
20152	\$2.42	8.3%	70.3%	\$2.22
20151	\$2.42	4.2%	44.9%	\$2.32
20144	\$2.42	0.0%	20.3%	\$2.42

Notes:

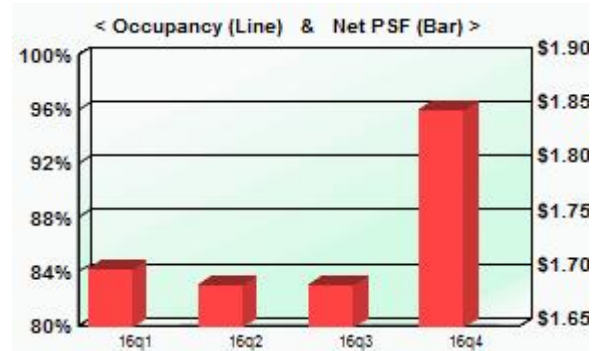
Greystar

Northgate Crossing (Comparable 9)

250 Northgate Pkwy
Wheeling, Cook County, IL 60090

**Cook County-Northwest**

Class: A, Market Rate
ID: 1505; YrQtr: 20164



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Broadband		✓

Physical Profile

Units: **288**
Avg Unit SF: **924**
Built: **2016**
Renovated: **na**

Economic Profile

Occupancy: **52.4%**
Quoted Rent: **\$1.85**
Concessions: **0.0%**
Effective Rent: **\$1.85**

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
One Bedroom	162	56.3%	696	\$1,475	\$2.12	\$1.98	0.0%	\$1,475	\$2.12	\$1.98
1.0 Bath			873	\$1,600	\$1.83			\$1,600	\$1.83	
One Bedroom + Den	24	8.3%	883	\$1,675	\$1.90	\$1.90	0.0%	\$1,675	\$1.90	\$1.90
1.0 Bath			883	\$1,675	\$1.90			\$1,675	\$1.90	
Two Bedroom	12	4.2%	883	\$1,800	\$2.04	\$2.04	0.0%	\$1,800	\$2.04	\$2.04
1.0 Bath			883	\$1,800	\$2.04			\$1,800	\$2.04	
Two Bedroom	90	31.3%	1,189	\$1,965	\$1.65	\$1.69	0.0%	\$1,965	\$1.65	\$1.69
2.0 Bath			1,196	\$2,065	\$1.73			\$2,065	\$1.73	

Paid Parking: \$125 (Self-Park Gar/Encl) to \$155 (Self-Park Gar/Encl) per month. Free parking available.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Disposal	Business Center
Vinyl Plank Floors	Dishwasher	Clubhouse
Smooth Ceiling	Microwave	Movie Theater Rm
Window Blinds	Range - Gas	Party/Social Room
Granite Counters	Refrigerator	Smoke Free
Granite Islands	WasherDryer Incl	Extra Storage
Undermount Sinks	Fitness	Pets Allowed
Patio/Balcony/Deck	Fitness Center	Fire Pit
	Outdoor Pool	Grilling Area
	Fitness Trails	LEED Silver
		Parking
		Self-Park Gar/Encl

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20164	\$1.85	0.0%	52.4%	\$1.85
20163	\$1.84	8.5%	60.1%	\$1.69
20162	\$1.84	8.5%	28.1%	\$1.69
20161	\$1.84	7.7%	13.9%	\$1.70

Notes: Occupancy began 12/2015. Construction to be finished in spring/summer 2017.

Kinzie Property Management

Northshore 770 (Comparable 10)

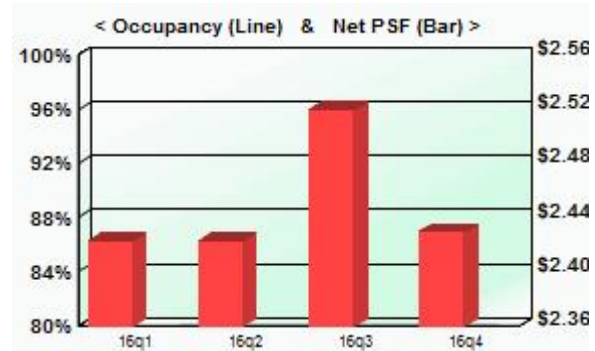
770 Skokie Blvd

Northbrook, Cook County, IL 60062

**North Shore**

Class: A, Market Rate

ID: 1504; YrQtr: 20164



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights	✓		Trash	✓	
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Broadband	✓	

Physical Profile

Units:	347
Avg Unit SF:	992
Built:	2016
Renovated:	na

Economic Profile

Occupancy:	53.9%
Quoted Rent:	\$2.63
Concessions:	7.7%
Effective Rent:	\$2.43

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Concession</u>	<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>			<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
One Bedroom 1.0 Bath • Reduced Move in Fees	86	24.8%	667 904	\$1,540 \$2,390	\$2.31 \$2.64	\$2.48		7.7%	\$1,422 \$2,206	\$2.13 \$2.44	\$2.29
One Bedroom + Den 1.0 Bath • Reduced Move in Fees	63	18.2%	755 972	\$1,760 \$2,590	\$2.33 \$2.66	\$2.50		7.7%	\$1,625 \$2,391	\$2.15 \$2.46	\$2.31
Two Bedroom 2.0 Bath • Reduced Move in Fees	142	40.9%	1,009 1,157	\$2,260 \$3,600	\$2.24 \$3.11	\$2.68		7.7%	\$2,086 \$3,323	\$2.07 \$2.87	\$2.47
Two Bedroom + Den 2.0 Bath • Reduced Move in Fees	56	16.1%	1,099 1,341	\$2,490 \$4,060	\$2.27 \$3.03	\$2.65		7.7%	\$2,298 \$3,748	\$2.09 \$2.79	\$2.44

Paid Parking: \$150 (Self-Park Gar/Encl) to \$220 (Tandem Space) per month.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Disposal	Doorman
Wood Floors	Dishwasher	Business Center
9' Ceiling	Microwave	Conference Room
10' Ceiling	Range - Gas	Party/Social Room
Smooth Ceiling	Refrigerator	Extra Storage
Window Blinds	WasherDryer Incl	Pets Allowed
Quartz Counters	Fitness	Car Charging Station
Tile Backsplash	Fitness Center	Dog Run
Undermount Sinks	Outdoor Pool	Pet Wash Station
Patio/Balcony/Deck		Golf Simulator
		Parking
		Self-Park Gar/Encl

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20164	\$2.63	7.7%	53.9%	\$2.43
20163	\$2.73	7.7%	50.7%	\$2.52
20162	\$2.63	7.7%	38.3%	\$2.42
20161	\$2.63	7.7%	20.5%	\$2.42

Notes: Occupancy began in 01/16. PH units have higher ceilings and higher finishes.**Morningside**

One Arlington (Comparable 11)

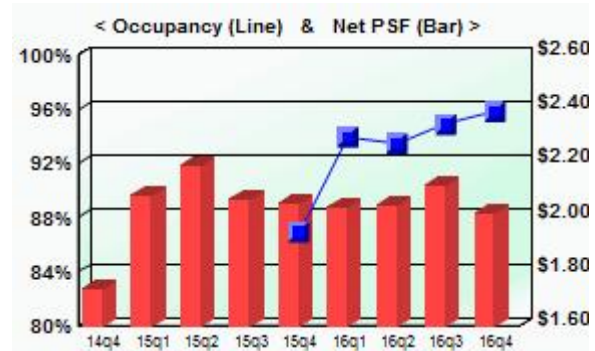
3400 W Stonegate Blvd

Arlington Heights, Cook County, IL 60005

**Cook County-Northwest**

Class: A, Market Rate

ID: 1342; YrQtr: 20164



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights	✓		Trash	✓	
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Broadband	✓	

Physical Profile

Units:	214
Avg Unit SF:	936
Built:	2014
Renovated:	na

Economic Profile

Occupancy:	95.8%
Quoted Rent:	\$2.01
Concessions:	0.0%
Effective Rent:	\$2.01

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Concession</u>	<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>			<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
Studio	51	23.8%	549	\$1,144	\$2.08	\$2.33		0.0%	\$1,144	\$2.08	\$2.33
1.0 Bath			769	\$1,976	\$2.57				\$1,976	\$2.57	
One Bedroom	113	52.8%	803	\$1,502	\$1.87	\$1.92		0.0%	\$1,502	\$1.87	\$1.92
1.0 Bath			1,012	\$2,000	\$1.98				\$2,000	\$1.98	
Two Bedroom	36	16.8%	1,193	\$2,228	\$1.87	\$1.91		0.0%	\$2,228	\$1.87	\$1.91
2.0 Bath			1,273	\$2,482	\$1.95				\$2,482	\$1.95	
Two Bedroom	14	6.5%	1,303	\$2,612	\$2.00	\$2.09		0.0%	\$2,612	\$2.00	\$2.09
2.0 Bath			1,521	\$3,296	\$2.17				\$3,296	\$2.17	
● PH											

Paid Parking: \$75 (Reserved Gar/Encl) per month.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Disposal	Business Center
Wood Floors	Dishwasher	Clubhouse
8.5' Ceiling	Microwave	Craft/DIY Room
Window Roller Shades	Range - Electric	Movie Theater Rm
Granite Counters	Refrigerator	Party/Social Room
Undermount Sinks	WasherDryer Incl	Extra Storage
Patio/Balcony/Deck	Fitness	Pets Allowed
	Fitness Center	Car Charging Station
	Bike Storage	Pet Wash Station
	Rooftop Sundek	Golf Simulator
		Parking
		Surface Parking
		Attached Garage

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20164	\$2.01	0.0%	95.8%	\$2.01
20163	\$2.12	0.0%	94.9%	\$2.12
20162	\$2.07	0.8%	93.5%	\$2.05
20161	\$2.04	0.0%	93.9%	\$2.04
20154	\$2.10	1.9%	86.9%	\$2.05
20153	\$2.10	1.6%	76.6%	\$2.07
20152	\$2.46	10.8%	58.4%	\$2.19
20151	\$2.08	0.0%	28.5%	\$2.08
20144	\$1.98	12.5%	23.8%	\$1.74

Notes: Occupancy began 10/2/14. Upper floors have 9-10' ceilings.**Waterford Residential**

Park 205 Apartments (Comparable 12)

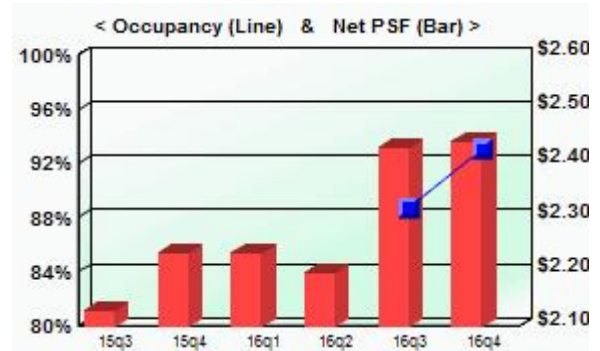
205 W Touhy Ave

Park Ridge, Cook County, IL 60068

**North Shore**

Class: A, Market Rate

ID: 1475; YrQtr: 20164



Utility Description	L	T	Service	L	T
Lights	✓		Trash	✓	
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Broadband	✓	

Physical Profile

Units:	115
Avg Unit SF:	975
Built:	2015
Renovated:	na

Economic Profile

Occupancy:	93.0%
Quoted Rent:	\$2.44
Concessions:	0.0%
Effective Rent:	\$2.44

Unit Description	Units	Pct	Sq Ft	Quoted Rent				Net Effective Rent		
				Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
One Bedroom	57	49.6%	606	\$1,725	\$2.85	\$2.54	0.0%	\$1,725	\$2.85	\$2.54
1.0 Bath			881	\$1,960	\$2.22			\$1,960	\$2.22	
One Bedroom + Den	7	6.1%	942	\$2,180	\$2.31	\$2.27	0.0%	\$2,180	\$2.31	\$2.27
1.0 Bath			1,064	\$2,360	\$2.22			\$2,360	\$2.22	
Two Bedroom	45	39.1%	1,080	\$2,565	\$2.38	\$2.41	0.0%	\$2,565	\$2.38	\$2.41
2.0 Bath			1,345	\$3,280	\$2.44			\$3,280	\$2.44	
Two Bedroom + Den	3	2.6%	1,316	\$3,295	\$2.50	\$2.50	0.0%	\$3,295	\$2.50	\$2.50
2.0 Bath			1,316	\$3,295	\$2.50			\$3,295	\$2.50	
Three Bedroom	3	2.6%	1,387	\$3,785	\$2.73	\$2.70	0.0%	\$3,785	\$2.73	\$2.70
2.0 Bath			1,423	\$3,810	\$2.68			\$3,810	\$2.68	

Paid Parking: \$125 (Reserved Gar/Encl) to \$200 (Tandem Space) per month.

Amenities

Unit	Appliance	Common
Carpeting	Disposal	Business Center
Wood Floors	Dishwasher	Party/Social Room
9' Ceiling	Microwave	Extra Storage
Window Blinds	Range - Gas	Pets Allowed
Patio/Balcony/Deck	Refrigerator	Parking
	Washer/Dryer Incl	Attached Garage
	Fitness	Tandem Space
	Fitness Center	
	Outdoor Pool	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20164	\$2.44	0.0%	93.0%	\$2.44
20163	\$2.43	0.0%	88.7%	\$2.43
20162	\$2.40	8.3%	75.7%	\$2.20
20161	\$2.44	8.3%	65.2%	\$2.23
20154	\$2.44	8.3%	44.3%	\$2.23
20153	\$2.32	8.3%	21.7%	\$2.13

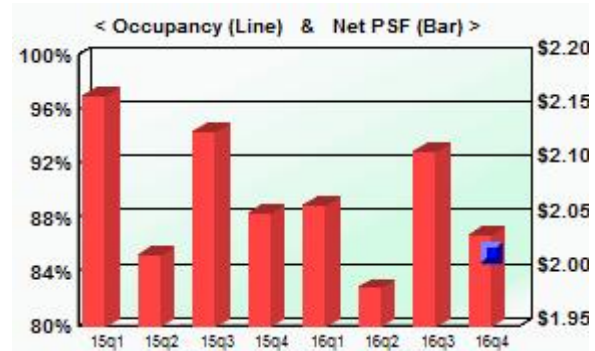
Notes: Leasing began July 2015. Occupancy began Oct 2015. High-end finishes. SS appl, tile backsplash, 42" cabs.**Greystar**

Reserve at Glenview (Comparable 13)

195 N Waukegan Rd
Glenview, Cook County, IL 60025

**North Shore**

Class: A, Market Rate
ID: 1396; YrQtr: 20164



Utility Description	L	T	Service	L	T
Lights	✓		Trash	✓	
Electric Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Broadband	✓	

Physical Profile

Units: **239**
Avg Unit SF: **1,013**
Built: **2015**
Renovated: **na**

Economic Profile

Occupancy: **85.4%**
Quoted Rent: **\$2.30**
Concessions: **11.8%**
Effective Rent: **\$2.03**

Unit Description	Units	Pct	Sq Ft	Quoted Rent				Net Effective Rent		
				Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	6	2.5%	630	\$1,620	\$2.57	\$2.59	0.0%	\$1,620	\$2.57	\$2.59
1.0 Bath			630	\$1,645	\$2.61			\$1,645	\$2.61	
One Bedroom	103	43.1%	750	\$1,840	\$2.45	\$2.42	8.3%	\$1,687	\$2.25	\$2.22
1.0 Bath			810	\$1,940	\$2.40			\$1,778	\$2.20	
One Bedroom + Den	18	7.5%	964	\$2,185	\$2.27	\$2.32	8.3%	\$2,003	\$2.08	\$2.13
1.0 Bath			964	\$2,285	\$2.37			\$2,095	\$2.17	
Two Bedroom	76	31.8%	1,105	\$2,470	\$2.24	\$2.20	20.8%	\$1,955	\$1.77	\$1.74
2.0 Bath			1,271	\$2,755	\$2.17			\$2,181	\$1.72	
• Concessions also include a \$1500 gift card										
Three Bedroom	36	15.1%	1,385	\$3,120	\$2.25	\$2.28	4.2%	\$2,990	\$2.16	\$2.18
2.0 Bath			1,407	\$3,245	\$2.31			\$3,110	\$2.21	

Paid Parking: \$75 (Reserved Gar/Encl) to \$125 (Reserved Gar/Encl) per month.

Amenities

Unit	Appliance	Common
Wood Floors	Disposal	Business Center
9' Ceiling	Dishwasher	Party/Social Room
Window Blinds	Microwave	Extra Storage
Patio/Balcony/Deck	Range - Gas	Pets Allowed
	Refrigerator	Grilling Area
	WasherDryer Incl	Dog Run
	Fitness	
	Fitness Center	
	Outdoor Pool	
	Playground	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20164	\$2.30	11.8%	85.4%	\$2.03
20163	\$2.30	8.2%	79.5%	\$2.11
20162	\$2.23	10.8%	71.1%	\$1.99
20161	\$2.31	10.7%	61.9%	\$2.06
20154	\$2.24	8.3%	43.1%	\$2.05
20153	\$2.15	1.2%	36.0%	\$2.13
20152	\$2.38	15.4%	18.0%	\$2.02
20151	\$2.34	7.7%	4.6%	\$2.16

Notes: In Feb. 2015, there was a trailer opened on site. Occupancy began in May, 2015.
Located in a shopping center with a Mariano's Supermarket.

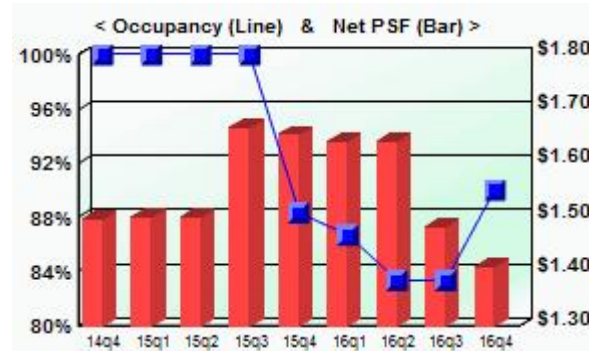
Atlantic Realty

River 595 (Comparable 14)

595 S River Rd
Des Plaines, Cook County, IL 60016

**Cook County-Northwest**

Class: A, Market Rate
ID: 996; YrQtr: 20164



Utility Description	L	T	Service	L	T
Lights	✓		Trash	✓	
Gas Hot Water Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Broadband	✓	

Physical Profile

Units: **60**
Avg Unit SF: **1,397**
Built: **2011**
Renovated: **na**

Economic Profile

Occupancy: **90.0%**
Quoted Rent: **\$1.66**
Concessions: **15.4%**
Effective Rent: **\$1.41**

Unit Description	Units	Pct	Sq Ft	Quoted Rent				Concession	Net Effective Rent		
				Rent	PSF	PSF Avg			Rent	PSF	PSF Avg
One Bedroom	5	8.3%	860	\$1,829	\$2.13	\$2.18		15.4%	\$1,548	\$1.80	\$1.85
1.0 Bath			860	\$1,929	\$2.24				\$1,632	\$1.90	
Two Bedroom	5	8.3%	1,325	\$2,209	\$1.67	\$1.68		15.4%	\$1,869	\$1.41	\$1.42
2.0 Bath			1,325	\$2,249	\$1.70				\$1,903	\$1.44	
Two Bedroom + Den	30	50.0%	1,390	\$2,269	\$1.63	\$1.65		15.4%	\$1,920	\$1.38	\$1.39
2.0 Bath			1,390	\$2,309	\$1.66				\$1,954	\$1.41	
• Type B											
Two Bedroom + Den	10	16.7%	1,480	\$2,379	\$1.61	\$1.62		15.4%	\$2,013	\$1.36	\$1.37
2.0 Bath			1,480	\$2,419	\$1.63				\$2,047	\$1.38	
• Type A											
Two Bedroom + Den	5	8.3%	1,620	\$2,569	\$1.59	\$1.60		15.4%	\$2,174	\$1.34	\$1.35
2.0 Bath			1,620	\$2,609	\$1.61				\$2,208	\$1.36	
• Type D											
Two Bedroom + Den	5	8.3%	1,660	\$2,649	\$1.60	\$1.61		15.4%	\$2,241	\$1.35	\$1.36
2.0 Bath			1,660	\$2,689	\$1.62				\$2,275	\$1.37	
• Type C											

Paid Parking: \$65 (Self-Park Gar/Encl) per month. Free parking available.

Amenities

Unit	Appliance	Common
Carpeting	Dishwasher	Business Center
Window Blinds	Microwave	Party/Social Room
Granite Counters	Range	Extra Storage
Granite Islands	Refrigerator	Parking
Patio/Balcony/Deck	Fitness	Self-Park Gar/Encl
	Fitness Center	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20164	\$1.66	15.4%	90.0%	\$1.41
20163	\$1.62	8.3%	83.3%	\$1.48
20162	\$1.64	0.0%	83.3%	\$1.64
20161	\$1.64	0.0%	86.7%	\$1.64
20154	\$1.66	0.6%	88.3%	\$1.65
20153	\$1.67	0.0%	100.0%	\$1.67
20152	\$1.50	0.0%	100.0%	\$1.50
20151	\$1.50	0.0%	100.0%	\$1.50
20144	\$1.50	0.0%	100.0%	\$1.50

Notes: Opened 3/11. Landlord bills back gas, sewer and trash.

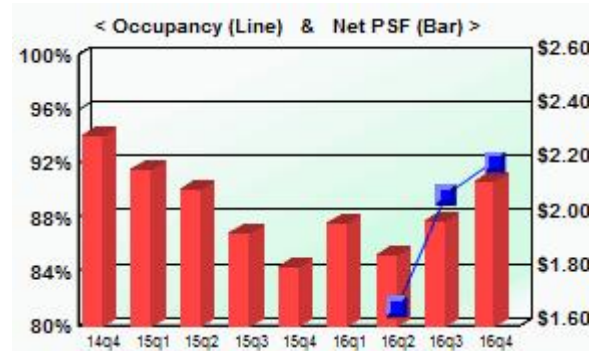
Morningside Group

Tapestry Glenview (Comparable 15)

Waterview Dr
Glenview, Cook County, IL 60062

**North Shore**

Class: A, Market Rate
ID: 1341; YrQtr: 20164



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Broadband		✓

Physical Profile

Units: **290**
Avg Unit SF: **887**
Built: **2014**
Renovated: **na**

Economic Profile

Occupancy: **92.1%**
Quoted Rent: **\$2.22**
Concessions: **3.8%**
Effective Rent: **\$2.14**

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
Studio 1.0 Bath • Free parking for length of lease	29	10.0%	599	\$1,400	\$2.34	\$2.50	0.0%	\$1,400	\$2.34	\$2.50
			599	\$1,600	\$2.67			\$1,600	\$2.67	
One Bedroom 1.0 Bath • Free parking for length of lease	80	27.6%	715	\$1,635	\$2.29	\$2.29	0.0%	\$1,635	\$2.29	\$2.29
			715	\$1,635	\$2.29			\$1,635	\$2.29	
One Bedroom 1.0 Bath • Free parking for length of lease	56	19.3%	822	\$1,995	\$2.43	\$2.43	0.0%	\$1,995	\$2.43	\$2.43
			822	\$1,995	\$2.43			\$1,995	\$2.43	
One Bedroom + Den 1.0 Bath • Free parking for length of lease	12	4.1%	1,019	\$2,025	\$1.99	\$2.05	0.0%	\$2,025	\$1.99	\$2.05
			1,019	\$2,150	\$2.11			\$2,150	\$2.11	
Two Bedroom 2.0 Bath	84	29.0%	1,064	\$2,150	\$2.02	\$2.07	8.3%	\$1,971	\$1.85	\$1.90
			1,064	\$2,255	\$2.12			\$2,067	\$1.94	
Two Bedroom 2.0 Bath	29	10.0%	1,212	\$2,515	\$2.08	\$2.14	8.3%	\$2,305	\$1.90	\$1.96
			1,212	\$2,665	\$2.20			\$2,443	\$2.02	

Paid Parking: \$60 (Reserved Gar/Encl) per month.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Disposal	Business Center
Wood Floors	Dishwasher	Party/Social Room
9' Ceiling	Microwave	Pets Allowed
Patio/Balcony/Deck	Range - Gas	Parking
	Refrigerator	Attached Garage
	Fitness	
	Fitness Center	
	Outdoor Pool	

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20164	\$2.22	3.8%	92.1%	\$2.14
20163	\$2.24	11.4%	89.7%	\$1.98
20162	\$2.24	16.7%	81.4%	\$1.86
20161	\$2.16	8.3%	73.4%	\$1.98
20154	\$1.98	8.3%	66.9%	\$1.82
20153	\$2.03	4.2%	57.9%	\$1.94
20152	\$2.24	6.3%	46.6%	\$2.10
20151	\$2.27	4.2%	26.9%	\$2.18
20144	\$2.30	0.0%	14.1%	\$2.30

Notes: Construction was completed April 2015. Occupancy began 10/10/14. Parking includes reserved covered (\$75) and uncovered spaces (25).

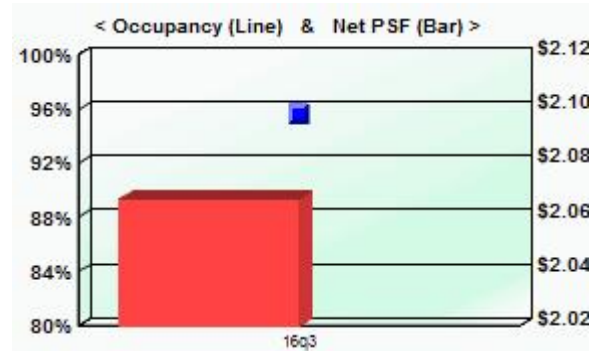
LMC Living

The Parker (Comparable 16)

500 N Northwest Hwy
Park Ridge, Cook County, IL 60068

**North Shore**

Class: A, Market Rate
ID: 1587; YrQtr: 20163



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights	✓		Trash	✓	
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Broadband	✓	

Physical Profile

Units: **46**
Avg Unit SF: **1,206**
Built: **2016**
Renovated: **na**

Economic Profile

Occupancy: **95.7%**
Quoted Rent: **\$2.07**
Concessions: **0.0%**
Effective Rent: **\$2.07**

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
Two Bedroom 2.0 Bath	1	2.2%	1,075	\$2,400	\$2.23	\$2.23	0.0%	\$2,400	\$2.23	\$2.23
			1,075	\$2,400	\$2.23			\$2,400	\$2.23	
Two Bedroom 2.0 Bath	42	91.3%	1,200	\$2,465	\$2.05	\$2.05	0.0%	\$2,465	\$2.05	\$2.05
			1,200	\$2,465	\$2.05			\$2,465	\$2.05	
Two Bedroom 2.0 Bath	3	6.5%	1,325	\$2,600	\$1.96	\$2.18	0.0%	\$2,600	\$1.96	\$2.18
			1,335	\$3,200	\$2.40			\$3,200	\$2.40	

Paid Parking: \$65 (Detached Garage) per month.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Vinyl Plank Floors	Disposal	Pets Allowed
9' Ceiling	Dishwasher	Grilling Area
Smooth Ceiling	Microwave	Dog Run
Window Roller Shades	Range - Gas	Pet Wash Station
Quartz Counters	Refrigerator	Parking
Undermount Sinks	WasherDryer Incl	Surface Parking
Patio/Balcony/Deck	Fitness	Detached Garage
Fireplace	Fitness Center	
	Bike Storage	

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20163	\$2.07	0.0%	95.7%	\$2.07

Notes: Occupancy began 04/2016. RUBS Participant. 3rd Floor units have fireplaces. One surface parking space with rent.

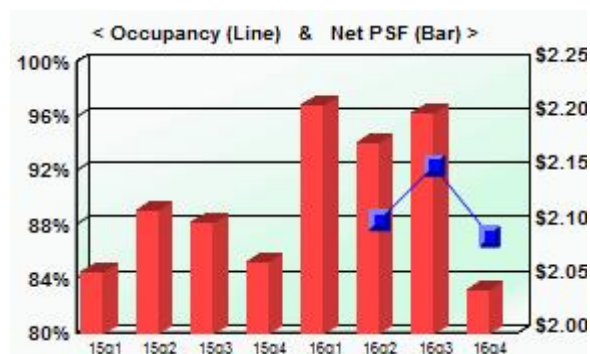
Laramar

Woodview (Comparable 17)

15 Parkway North Blvd
Deerfield, Lake County, IL 60015

**North Shore**

Class: A, Market Rate
ID: 1397; YrQtr: 20164



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights	✓		Trash	✓	
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Broadband	✓	

<u>Physical Profile</u>	
Units:	248
Avg Unit SF:	965
Built:	2015
Renovated:	na

<u>Economic Profile</u>	
Occupancy:	87.1%
Quoted Rent:	\$2.43
Concessions:	15.9%
Effective Rent:	\$2.04

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
Studio	13	5.2%	525	\$1,695	\$3.23	\$3.00	4.2%	\$1,624	\$3.09	\$2.88
1.0 Bath			611	\$1,695	\$2.77			\$1,624	\$2.66	
One Bedroom	117	47.2%	659	\$1,728	\$2.62	\$2.44	16.7%	\$1,440	\$2.19	\$2.03
1.0 Bath			1,005	\$2,261	\$2.25			\$1,884	\$1.87	
Two Bedroom	115	46.4%	958	\$2,425	\$2.53	\$2.43	16.7%	\$2,021	\$2.11	\$2.03
2.0 Bath			1,315	\$3,075	\$2.34			\$2,563	\$1.95	
Three Bedroom	3	1.2%	1,328	\$3,085	\$2.32	\$2.34	0.0%	\$3,085	\$2.32	\$2.34
2.0 Bath			1,328	\$3,135	\$2.36			\$3,135	\$2.36	
● None Available										

Paid Parking: \$75 (Reserved Gar/Encl) to \$125 (Reserved Gar/Encl) per month.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Disposal	Business Center
Vinyl Plank Floors	Dishwasher	Movie Theater Rm
9' Ceiling	Microwave	Party/Social Room
Smooth Ceiling	Range - Gas	Pets Allowed
Window Blinds	Refrigerator	Fire Pit
Quartz Counters	WasherDryer Incl	Grilling Area
Tile Backsplash	Fitness	Car Charging Station
Undermount Sinks	Fitness Center	Dog Run
Patio/Balcony/Deck	Outdoor Pool	Pet Wash Station
	Bike Storage	Parking
		Attached Garage

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20164	\$2.43	15.9%	87.1%	\$2.04
20163	\$2.39	7.7%	92.3%	\$2.20
20162	\$2.36	7.7%	88.3%	\$2.18
20161	\$2.40	7.7%	71.0%	\$2.21
20154	\$2.24	7.7%	56.0%	\$2.07
20153	\$2.29	8.3%	50.8%	\$2.10
20152	\$2.30	8.2%	31.0%	\$2.11
20151	\$2.24	8.3%	5.2%	\$2.06

Notes: Leasing began Jan. 2015. Occupancy began in June, 2015. Developed by Conor Commercial Real Estate and Ravine Park Partners. Construction completed at the end of Oct, 2015.

Lincoln Property

LEASE-UP SURVEY

We have surveyed the market in order to determine the lease-up rates which have been achieved in newly constructed rental buildings in the Suburban Chicago market. Because of the extremely limited amount of new rental apartment construction in the suburban market during the recent past, our survey of absorption rates includes properties which have been completed since 2004. This is summarized below:

Suburban Apartment Lease-up Survey as of 4Q 2016

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			Leasing		Total																	Average		%	
Name	Suburb	Submarket	Began	Delivered	Units	1Q13	2Q13	3Q13	4Q13	1Q14	2Q14	3Q14	4Q14	1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	Leased/MO	Leased	Status	
Stabilized																									
The Springs at 127th	Plainfield	Will	1Q2013	Feb-13	340	102	79	18	56	44	28											18		Stabilized	
Amli Evanston	Evanston	North Shore	1Q 2013	Mar-13	195	22	29	36	31	34	25											10		Stabilized	
1717	Evanston	North Shore	1Q 2013	Mar-13	175	5	101	33	8	22												11		Stabilized	
Ninety7Fifty on the Park	Orland Park	South Cook	2Q 2013	Apr-13	295		97	86	24	38	30											18		Stabilized	
Randall Highlands	North Aurora	Kane	2Q 2013	Apr-13	146		11	34	32	25	37											9		Stabilized	
Algonquin Square	Algonquin	Kane	2Q 2013	Jun-13	220		15	21	70	61	49											14		Stabilized	
Central Station	Evanston	North Shore	2Q 2013	Sep-13	80			6	22	11	17	16										5		Stabilized	
Avant at the Arboretum	Lisle	DuPage	3Q 2013	Sep-13	310			31	36	66	28	56	27	36	15							12		Stabilized	
Wheaton 121	Wheaton	DuPage	3Q 2013	Sep-13	306			76	138	0	31	15	18	3								13		Stabilized	
Tapestry Naperville	Naperville	Naperville/Aurora	2Q 2014	Apr-14	298						87	44	14	29	55	19	28					13		Stabilized	
One Arlington	Arlington Heights	Cook NW	3Q 2014	Sep-14	214							30	21	10	64	39	22	15				10		Stabilized	
Tapestry Glenview	Glenview	North Shore	3Q 2014	Sep-14	290							20	21	37	57	33	26	19	23	24		10		Stabilized	
Midtown Square	Glenview	North Shore	4Q 2014	Dec-14	138								28	34	35	30						11		Stabilized	
E2	Evanston	North Shore	1Q 2015	Mar-15	356									146	139	11	27	18				23		Stabilized	
Woodview	Deerfield	North Shore	1Q 2015	Jun-15	248										77	49	13	37	43	10		13		Stabilized	
Park 205	Park Ridge	Cook NW	3Q 2015	Oct-15	115											25	26	24	12	15		7		Stabilized	
Oaks of Vernon Hills	Vernon Hills	Lake	3Q 2014	Sep-14	336							49	8	78	49	72	0	-8	34	22		11		Stabilized	
In lease-up																									
Reserve at Glenview	Glenview	North Shore	1Q 2015	May-15	239										43	43	17	45	22	20	14	10	85%	In lease-up	
Amli Deerfield	Deerfield	North Shore	2Q 2015	Aug-15	240											54	12	37	35	10	10	9	66%	In lease-up	
Northgate Crossing	Wheeling	Cook NW	4Q 2015	Jan-16	288													40	41	35	35	13	52%	In lease-up	
Northshore 770	Northbrook	North Shore	1Q 2016	Jan-16	347													71	62	43	11	16	54%	In lease-up	
Courthouse Square	Wheaton	DuPage	1Q 2016	May-16	149														39	30	13	9	55%	In lease-up	
Orland Park Crossing	Orland Park	South Cook	1Q 2016	May-16	231													40	59	35	39	14	75%	In lease-up	
Apex 41	Lombard	DuPage	2Q 2016	Oct-16	181															15	15	5	17%	In lease-up	
Elmhurst 255	Elmhurst	DuPage	2Q 2016	Oct-16	192															25	49	12	39%	In lease-up	
Springs at Weber Road	Romeoville	Will	2Q 2016	Aug-16	292															44	80	21	42%	In lease-up	
The Main	Evanston	North Shore	2Q 2016	Oct-16	112															18	11	5	26%	In lease-up	
In pre-completion leasing																									
500 Station Blvd	Aurora	Naperville/Aurora	3Q 2015	Dec-16	425														15	0	8	3	5%	In lease-up	
Metro 59	Aurora	Naperville/Aurora	2Q 2016	Feb-17	232														5	4	7	2	7%	In lease-up	
Total						129	332	341	417	301	332	230	137	373	534	375	171	338	390	350	292				
Avg/Bldg/Qtr						43.0	55.3	37.9	46.3	33.4	36.9	32.9	19.6	46.6	59.3	37.5	19.0	30.7	32.5	21.9	24.3				
Avg Monthly Absorption Per Building						14.3	18.4	12.6	15.4	11.1	12.3	11.0	6.5	15.5	19.8	12.5	6.3	10.2	10.8	7.3	8.1				

Notes:

For absorption purposes, buildings are considered stabilized at 90% leased

Note: For absorption purposes, buildings are considered stabilized at 90% leased.

The survey is showing average monthly absorption rates ranging from 9 to 18 units per month over the past 3 ½ years. Some of the slower leasing properties had issues particularly pertaining to that property, such as challenging locations with poor visibility or issues of timing (opening during the recession). Also, seasonal issues can affect lease-up; for example, properties opening in the 3rd or 4th quarter start out more slowly and generally will not see a pickup in activity until the spring leasing season.

There are also two projects under construction that are considered in the subject's primary market area: North 680 and Buckingham Place. North 680 is located in Schaumburg on Algonquin near Quentin Road. This 192-unit development will include one and two bedroom units including two bedroom townhomes with private garages built into the first floor of the buildings. Pre-leasing is underway. It is across from Motorola's former Schaumburg campus. While the location has excellent access to the interstates and Schaumburg office campuses, it lacks the downtown location. This project is the first apartment development to be built in Schaumburg in 30 years.

In Des Plaines, Buckingham Place is under construction on the former Littlefuse site at 800 E. Northwest Highway. Construction began on this 5-story, 270-unit development in December 2016. The location is outside of the downtown boundaries and lacks the downtown appeal. While there are other units in the pipeline for future development, no other projects are currently under construction.

Northgate Crossing in Wheeling is the only other Northwest Cook property currently in lease-up. This property is expected to at stabilized levels when the subject would deliver.

Amli Deerfield, Elmhurst 255, Northshore 770, and Reserve at Glenview are also currently in lease-up. These projects are also expected to be close to or at stabilized levels by the time the subject starts leasing units.

Overall, we have projected the lease-up of the property at a pace of 10 to 12 units per month, achieving stabilized occupancy within approximately 7 to 9 months for an 86-unit development.

Representative List of Property Types Appraised

Affordable Housing
Air Pollution Control Facility
Apartments
Assisted Living Facilities
Automobile Showrooms
Commercial
Condominiums
Cooperative Apts.
Corporate Headquarters
Eleemosynary Prop.
Garages

Historic/Landmark
Land/Acreage
Industrial
Residential
Loft Buildings
Medical Centers
Mobile Home Parks
Motels/Hotels
Nursing Homes
Office Buildings
Recreational Properties

Religious Institutions
Restaurants
Rights-of-Way
Senior Housing
Service Station Sites
Shopping Centers/Malls
Special Purpose Property
Subdivisions
Supermarkets
Warehouses

FEASIBILITY STUDIES

MARKET RESEARCH

HIGHEST AND BEST USE

Representative List of Clients

INVESTMENT AND MORTGAGE BANKERS/

PENSION FUND ADVISORS

American Realty Advisors
Amerisphere
Berkadia Commercial Mortgage
Cambridge Realty Capital of Illinois
Columbia National Real Estate Finance
Cornerstone Real Estate Advisors
Goldman Sachs
Greystone
Heitman
Holliday Fenoglio Fowler
Inland Mortgage Corp.
JP Morgan
Kensington Realty Advisors
Love Funding
NorthMarq Capital
PNC Multifamily Mortgage
Prairie Mortgage Company
Principal Capital Real Estate Investors
RREEF

INSURANCE COMPANIES

Allstate
John Hancock
Manulife
MetLife
Nationwide Life
New York Life
Pacific Life
Prudential
State Farm
Union Labor Life

BANKS

American Chartered Bank
Associated Bank
Bank Financial
Bank of America
Cole Taylor Bank
Community Investment Corp.
Bank Leumi
Deutsche Bank
Fifth Third
First Bank
First Midwest
Great Bank
BMO Harris Bank
JP Morgan Chase Bank
Key Bank
Lakeside Bank
MB Financial
Northern Trust
PNC Bank
Popular Community Bank
The Private Bank
US Bank
Wells Fargo
Wintrust Financial Corp.
TCF National Bank

ATTORNEYS

Arnstein & Lehr
DLA Piper
Freeborn & Peters
Mayer Brown
McDermott Will & Emery
Neal & Leroy
Rinella & Rinella
Shefsky & Froelich/Taft
Stafford Rosenbaum LLP

GOVERNMENT BODIES/ORGANIZATIONS

American Medical Association Boy Scouts of America
Federal Deposit Ins. Corporation
Illinois Housing Development Authority
Internal Revenue Service
Mercy Housing
National Association of Realtors
Northwestern University
Office of the Comptroller of the Currency
U.S. Air Force
U.S. Army Corps of Engineers
U.S. Department of Housing & Urban Development
U.S. General Services Administration
U.S. Navy
University of Chicago

REAL ESTATE ORGANIZATIONS

AIMCO
AMLI
Avalon Bay
Draper & Kramer
Golub & Company
Hines
Jones Lang LaSalle
Jupiter Realty Corp.
Lennar
Lincoln Property
Magellan Development Group
Moran & Co
Morningside
Marquette Companies
Newcastle Limited
Opus Development
Related Midwest
The Fifield Companies
The Habitat Company
The John Buck Company
Trammel Crow
Village Green Companies
Waterton Residential
Westfield Corporation

QUALIFICATIONS OF GAIL LISSNER, CRE, SRA

PROFESSIONAL EXPERIENCE:

Vice President and Appraiser for Appraisal Research Counselors.

EDUCATION:

Bachelor of Arts from Washington University, 1972. Phi Beta Kappa, 1972.

STATE OF ILLINOIS:

Certified General Real Estate Appraiser
Licensed Real Estate Managing Broker

THE COUNSELORS OF REAL ESTATE: CRE Designation

APPRAISAL INSTITUTE: SRA Certificate #2049, Currently Certified.

LAMBDA ALPHA INTERNATIONAL: Member of the Honorary Land Economics Society. Ely Chapter. Initiated in 2000.

FEATURED SPEAKER: Many speaking engagements pertaining to the housing market, with multiple appearances before organizations such as the Realty Club, Chicago Real Estate Council (CREC), Chicago Association of Realtors, City of Chicago Chapter of the Home Builders Association of Greater Chicago, the Appraisal Institute Chicago Chapter, Chicago Mortgage Attorneys Association, Jewish United Fund Real Estate Division, the Illinois CPA Society, National Real Estate Investment Association (REIA), National Association of Real Estate Investment Managers (NAREIM), the Lincoln Park Builders of Chicago, the Counselors of Real Estate, Chicagoland Apartment Association, Private Bank, Citigroup, the Midwest Builders Conference, Roosevelt University, and University of Illinois at Chicago (UIC). Frequently quoted in both local and national media.

PROFESSIONAL AFFILIATIONS:

Appraisal Institute (AI), Counselors of Real Estate (Secretary/Treasurer of the Midwest Chapter: 2009-2014), Realty Club of Chicago (Vice President: 2015/ President: 2016 Term), Lambda Alpha International, Chicago Real Estate Council (CREC), Commercial Real Estate Women (CREW), Real Estate Investment Association (REIA), North Shore Barrington Board of Realtors. Mentor for the Goldie B. Wolfe Miller Women Leaders in Real Estate Program at Roosevelt University 2008-2010. Named by **Crains Chicago Business** as one of the **Crains 20 Women to Watch 2008**.

EXPERIENCE:

Overall experience includes appraisals and analytical studies of commercial, mixed-use, apartment, condominium, townhome and residential developments in addition to marketability and feasibility studies in a variety of new developments and existing projects.

Experience includes appraisals of various types of real estate with a primary focus on the Chicago metropolitan area but experience in other cities in the United States.

QUALIFICATIONS OF JENNIFER A. LONG

PROFESSIONAL EXPERIENCE:

Appraiser – Appraisal Research Counselors, Chicago, IL: 2003.

EDUCATION:

Bachelor of Science Degree, Finance, University of Illinois, Urbana-Champaign, Illinois, 2003.

COURSES IN REAL ESTATE:

Appraisal Institute

Course 110:	Real Estate Appraisal Principles
Course 120:	Appraisal Procedures
Course 310:	Basic Income Capitalization
Course 330:	Apartment Appraisal: Concepts and Applications
Course 410:	Standards of Professional Practice USPAP
Course 510:	Advanced Income Capitalization
Course 520:	Highest & Best Use and Market Analysis
Course IL-VII:	General Appraiser Report Writing & Case Studies
Course:	Advanced Concepts & Case Studies

STATE CERTIFICATIONS:

Illinois Certified General Real Estate Appraiser

PROFESSIONAL AFFILIATIONS

Candidate for Designation of the Appraisal Institute
Member, University of Illinois Real Estate Alumni Forum
Member, University of Illinois Alumni Association

EXPERIENCE:

Extensive experience in the appraisal of a wide variety of commercial and mixed-use properties with a focus on multifamily projects, condominium developments, townhome developments and single family subdivisions. Properties appraised are primarily located in the Chicago Metropolitan Area. Reports have been completed for the purpose of mortgage financing, HUD financing, and internal planning. Vast experience in market studies for proposed condominium and multifamily properties. Clients have included major financial institutions, corporations, government institutions, and property owners and/or developers.



Sigwalt Apartments
Arlington Heights, IL

South West Sigwalt

SHEET 5a

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017

September 6, 2017



ARCHITECTS + PLANNERS, INC.



Sigwalt Apartments
Arlington Heights, IL

South East Sigwalt

SHEET 5b

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017

September 6, 2017



ARCHITECTS + PLANNERS, INC.



Sigwalt Apartments
Arlington Heights, IL

Entry

SHEET 5c

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017
September 6, 2017



ARCHITECTS + PLANNERS, INC.



Engineering,

STORM DRAINAGE ANALYSIS

FOR

SIGWALT STREET APARTMENTS

37 S. CHESTNUT AVE.

ARLINGTON HEIGHTS, IL

PREPARED FOR:

CA VENTURES

130 E. RAMDOLPH STREET, SUITE 2100

CHICAGO, IL 60601

312-800-5370

PREPARED BY:

RWG Engineering, LLC

975 E. 22nd Street
Wheaton, Illinois 60189
(630) 774-9501

JOB#291-127-16-301

JULY 10, 2017

REVISION: August 16, 2017

REVISION: September 6, 2017

PROJECT & SITE DESCRIPTION

FINAL ENGINEERING PLANS

Sigwalt Street Apartments

37 S. Chestnut Ave., Arlington Heights, Cook County, IL

Project Overview:

The final engineering plans for Sigwalt Street Apartments include the development of a 0.909 acre site into a residential apartment building.

The proposed development is serviced by city water and sanitary sewer. The sanitary and watermain connections are both made along Sigwalt Street.

The entire 0.909 acre site has detention provided in the onsite StormTrap. Detention storage is calculated using village criteria since it is more restrictive than MWRD criteria. A release rate of 0.18 cfs/ac was used for the 100 year storm event. Runoff coefficients of 0.50 (pervious) and 0.95 (impervious) were used to calculate a composite "C" factor per village code. A minimum restrictor size of 2" was used.

VCBMP's are required by MWRD and are incorporated into the design for the entire project. A Soil Erosion and Sedimentation Control Plan is included with this phase of work and reflects perimeter silt fence and erosion control blanket. Erosion control measures are to be installed prior to commencement of demolition work and routinely augmented as work progresses.

Original Existing Site Drainage Conditions:

The existing 0.909 acre property is almost 100% pervious, covered by grass. Many years ago there was residential housing located on this property. It was demolished, and no previous development impervious area was taken into any calculations for this site.

Existing onsite storm sewer is present in the internal portion of the lot. This storm sewer will be removed and replaced with a proposed detention storage design.

Proposed Site Drainage Conditions:

The entire 0.909 acre parcel will be disturbed and undergo improvements with this project. All site runoff will be collected and delivered to an onsite storm water detention StormTrap. Storm

water detention, as previously stated, was calculated using Village of Arlington Heights criteria. Volume control requirements were calculated using MWRD criteria. In order to achieve volume control storage, a green roof and permeable pavers were added to the plans where possible. See below numbers as a summary to the enclosed calculations.

Total Site "C" = 82

Required Detention Volume (Per Village Code) = 0.29 ac-ft

Provided Detention Volume (Per Village Code) = 0.29 ac-ft

Allowable Release Rate (Per Village Code) = 0.16 cfs (used to size detention)

Actual Release Rate (Per Village Code) = 0.27 cfs (with 2" restrictor)

Required Volume Control Storage (Per MWRD Ordinance) = 0.053 ac-ft

Provided Volume Control Storage (Per MWRD Ordinance) = in progress

(See attached calculations)

CALCULATION OF COMPOSITE RUN-OFF COEFFICIENT

Designer:	MRM
Description:	SIGWALT APARTMENTS

TOTAL PROJECT AREA 0.909 Ac.

IMPERVIOUS AREA FOR TOTAL SITE

BUILDING - IMPERVIOUS ONLY	0.606 Ac.
SIDEWALKS/PATIOS	0.026 Ac.
	0.632 Ac.

PERVIOUS AREA FOR TOTAL SITE

GREEN ROOF	0.044 Ac.
PERMEABLE PAVERS	0.014 Ac.
GREEN SPACE	0.219 Ac.
	0.277 Ac.

TOTAL SITE AREA	0.909 Ac.
IMPERVIOUS AREA	0.632 Ac.
PERCENTAGE OF IMPERVIOUS	70 %

USE 70%

WITH 35% IMPERVIOUS AREA:

PERVIOUS = 30% @ 0.50 =	0.1500
IMPERVIOUS = 70% @ 0.95 =	0.6650
COMPOSITE "C" =	
	0.815

TOTAL COMPOSITE "C" FACTOR	0.82
----------------------------	------

RWG ENGINEERING, LLC.

975 E. 22nd Street

Wheaton, IL 60189

(630) 774-9501

Detention Calculator
Modified Rational Method

TELEPHONE (630) 774-9501			DESCRIPTION		MSD BASIN CALCULATION SHEETS		
					Technical Bulletin 70 (7.58 in. - 100 Year Rainfall)		
DURATION	TIME	100 YR. INT	INFLOW RATE	STORED RATE	VOLUME		
(HOURS)	(MIN)	(IN/HR)	(CFS)	(CFS)	(ACRE-FT)		
0.50	30	5.60	4.15	3.98	0.17	Area of site in acres:	0.91
0.67	40	4.92	3.64	3.48	0.19	Trapped water area in acres:	0.00
0.83	50	4.24	3.14	2.98	0.21	Net area for release computation in acres:	0.00
1.00	60	3.56	2.64	2.47	0.21	Allowable release rate in CFS:	0.16
1.50	90	2.90	2.15	1.98	0.25	Unrestricted release rate in CFS:	0.00
2.00	120	2.24	1.66	1.50	0.25	Bypass release rate in CFS:	0.00
3.00	180	1.62	1.20	1.04	0.26	Total allowable release in CFS:	0.16
4.00	240	1.40	1.03	0.87	0.29	Developed runoff coefficient:	0.82
5.00	300	1.17	0.87	0.71	0.29		
6.00	360	0.95	0.70	0.54	0.27	Maximum volume in Acre-Ft =	0.29
7.00	420	0.88	0.65	0.49	0.29		
8.00	480	0.82	0.61	0.44	0.29	<===	
9.00	540	0.75	0.56	0.39	0.29		
10.00	600	0.68	0.51	0.34	0.29		
11.00	660	0.62	0.46	0.29	0.27		
12.00	720	0.55	0.41	0.24	0.24		
13.00	780	0.52	0.39	0.22	0.24		
14.00	840	0.50	0.37	0.20	0.24		
15.00	900	0.47	0.35	0.18	0.23		
16.00	960	0.44	0.33	0.16	0.22		
17.00	1020	0.42	0.31	0.14	0.20		
18.00	1080	0.39	0.29	0.12	0.19		
19.00	1140	0.38	0.28	0.12	0.18		
20.00	1200	0.37	0.27	0.11	0.18		
21.00	1260	0.36	0.26	0.10	0.17		
22.00	1320	0.34	0.25	0.09	0.17		
23.00	1380	0.33	0.25	0.08	0.16		
24.00	1440	0.32	0.24	0.07	0.15		
		% of site	"C" Factor	Composite "C"			
Open Water Area		0.00	1.00	0.00			
Impervious Area		70.00	0.95	0.67			
Pervious Area		30.00	0.50	0.15			
Total :		100.00		0.82			

ORIFICE WORKSHEET

Designer:	MRM
Description	STORMTRAP- 100 YR. RESTRICTOR

FLOWS ARE BASED ON THE FOLLOWING EQUATION:

$$Q = AC\sqrt{2gH}$$

Q = FLOW (cfs)
A = AREA (sqr.ft.)
C = Orifice Coefficient
g = 32.2 ft/sec²
H = Head (ft.)

ORIFICE DATA:

Orifice diameter(inches)	2.00 inches
Orifice area(square feet)	0.022 sqr. ft.
Proposed invert elevation	686.00 ft.
Centerline of flow	686.08 ft
Orifice coefficient	0.61

Minimum size

RATING TABLE:

Water Elevation (ft.)*	Head (ft.)	Q (cfs)
686.00	(0.08)	#NUM!
687.00	0.92	0.10
688.00	1.92	0.15
689.00	2.92	0.18
690.00	3.92	0.21
691.00	4.92	0.24
692.00	5.92	0.26
692.50	6.42	0.27
693.50	7.42	0.29
694.50	8.42	0.31
695.50	9.42	0.33
696.50	10.42	0.34

HWL of Stormtrap

*Water elevation must be higher than centerline of flow

Traffic Impact Study

Proposed Sigwalt Street Apartment Development

Arlington Heights, Illinois



Prepared For:



Prepared By:



September 11, 2017

1. Introduction

This report summarizes the methodologies, results and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed apartment development to be located in Arlington Heights, Illinois. The site is located on the north side of Sigwalt Street and is bound by Highland Avenue on the east and Chestnut Avenue on the west. As proposed, the site will be developed with a five-story apartment building containing 88 units, and a parking garage with 110 parking spaces. Access to the first-floor parking spaces will be provided off Highland Avenue and access to the basement level parking spaces will be provided off Chestnut Avenue.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. Additionally, the adequacy of the proposed parking supply of the proposed development was also evaluated.

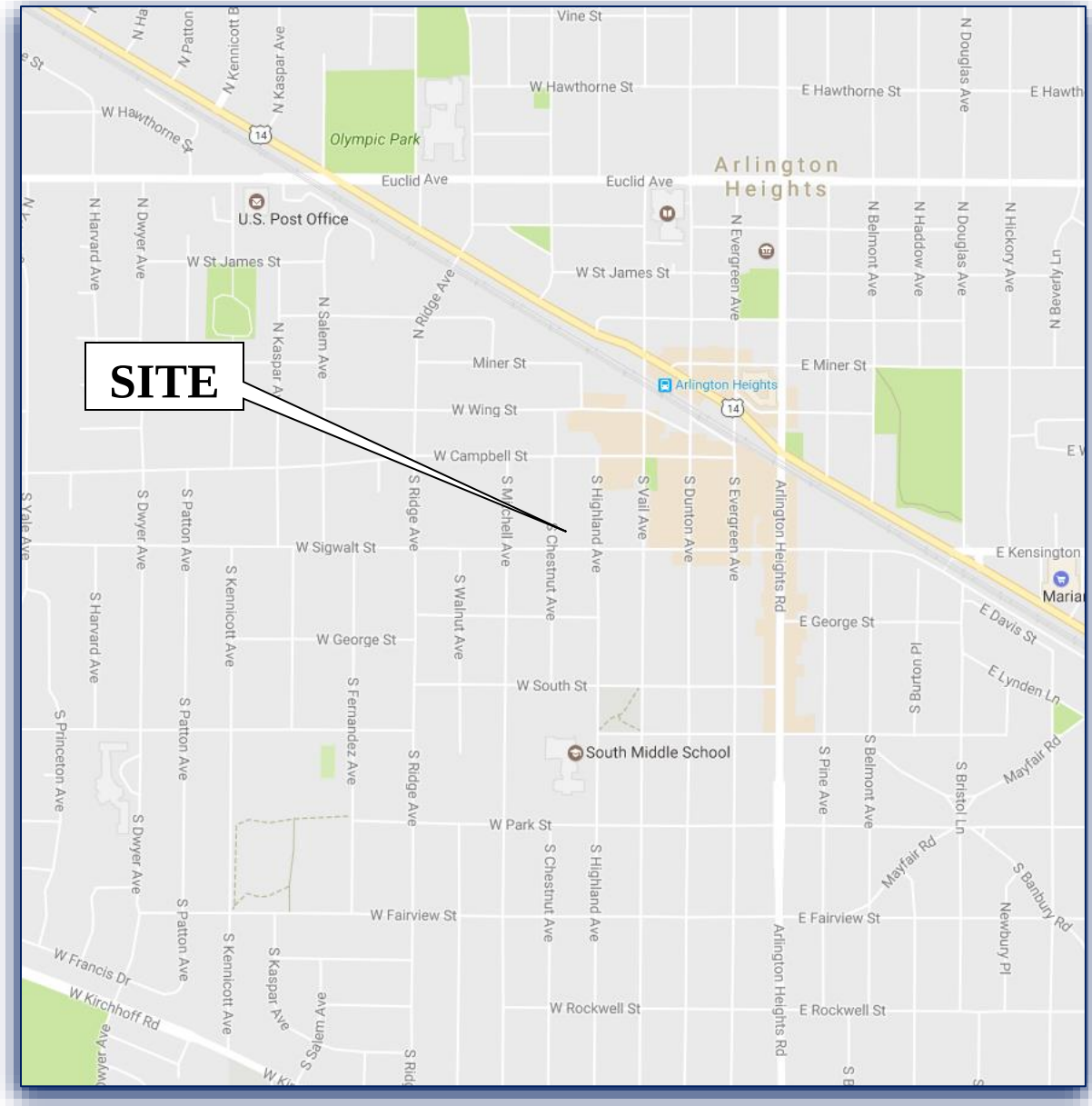
Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

The sections of this report present the following.

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Recommendations regarding the adequacy of the parking supply.

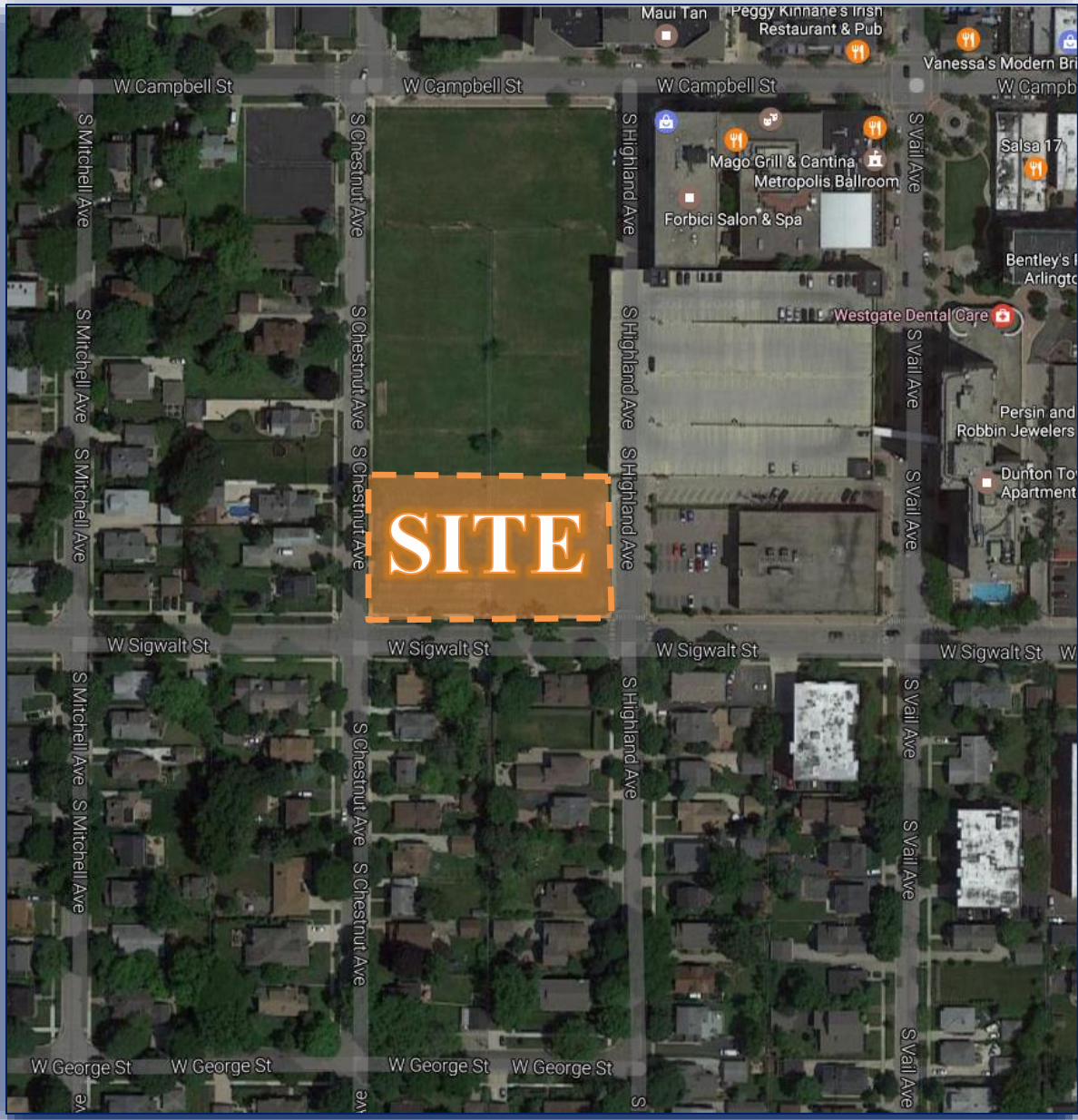
Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions.

1. Existing Condition - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Future Condition - The future projected traffic volumes include the existing traffic volumes, ambient area growth not attributable to any particular development and the traffic estimated to be generated by the proposed subject development.



Site Location

Figure 1



Aerial View of Site Location

Figure 2

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices and existing peak hour traffic volumes.

Site Location

The site is located to the southwest of Downtown Arlington Heights on the northside of Sigwalt Street and is bound by Highland Avenue on the east and Chestnut Avenue on the west. The site is currently occupied by vacant land and is within walking distance to the Arlington Heights Metra Station for the Union Pacific – Northwest (UP-NW) Metra Rail Line. Land uses in the vicinity of the site are residential to the west and south and includes the Arlington Heights public parking garage to the northeast and AT&T and Dunton Tower Luxury Apartments to the east.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics.

Sigwalt Street is an east-west local roadway that in the vicinity of the site provides one lane in each direction. At its all-way stop-sign controlled intersection with Vail Avenue, Sigwalt Street provides a shared left/through/right-turn lane and high visibility crosswalks on both legs. At its unsignalized intersection with Highland Avenue, Sigwalt Street provides a shared left/through/right-turn lane and a high visibility crosswalk on both legs. At its unsignalized intersection with Chestnut Avenue, Sigwalt Street provides a shared left/through/right-turn lane on both legs. Parking is prohibited on both sides of the roadway except along the north side of Sigwalt Street between Highland Avenue and Vail Avenue which is restricted to two hours. Sigwalt Street is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit of 25 miles per hour.

Highland Avenue is a north-south local roadway that provides one lane in each direction and extends from Campbell Street south to Central Road. At its unsignalized intersection with Sigwalt Street, Highland Avenue provides a shared left/through/right-turn lane under stop-sign control and a high visibility crosswalk on both legs. At its unsignalized intersection with South Street, Highland Avenue provides a shared left/through/right-turn lane under stop-sign control and a high visibility crosswalk on both legs. At its unsignalized intersection with Campbell Street, Highland Avenue provides a shared left/through/right-turn lane under stop-sign control and a high visibility crosswalk on both legs. It should be noted that between Sigwalt Street and Campbell Street, Highland Avenue traverses through the public parking garage. Parking is prohibited on the east side of the roadway and is restricted to two-hours on the west side of the roadway. Highland Avenue is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit

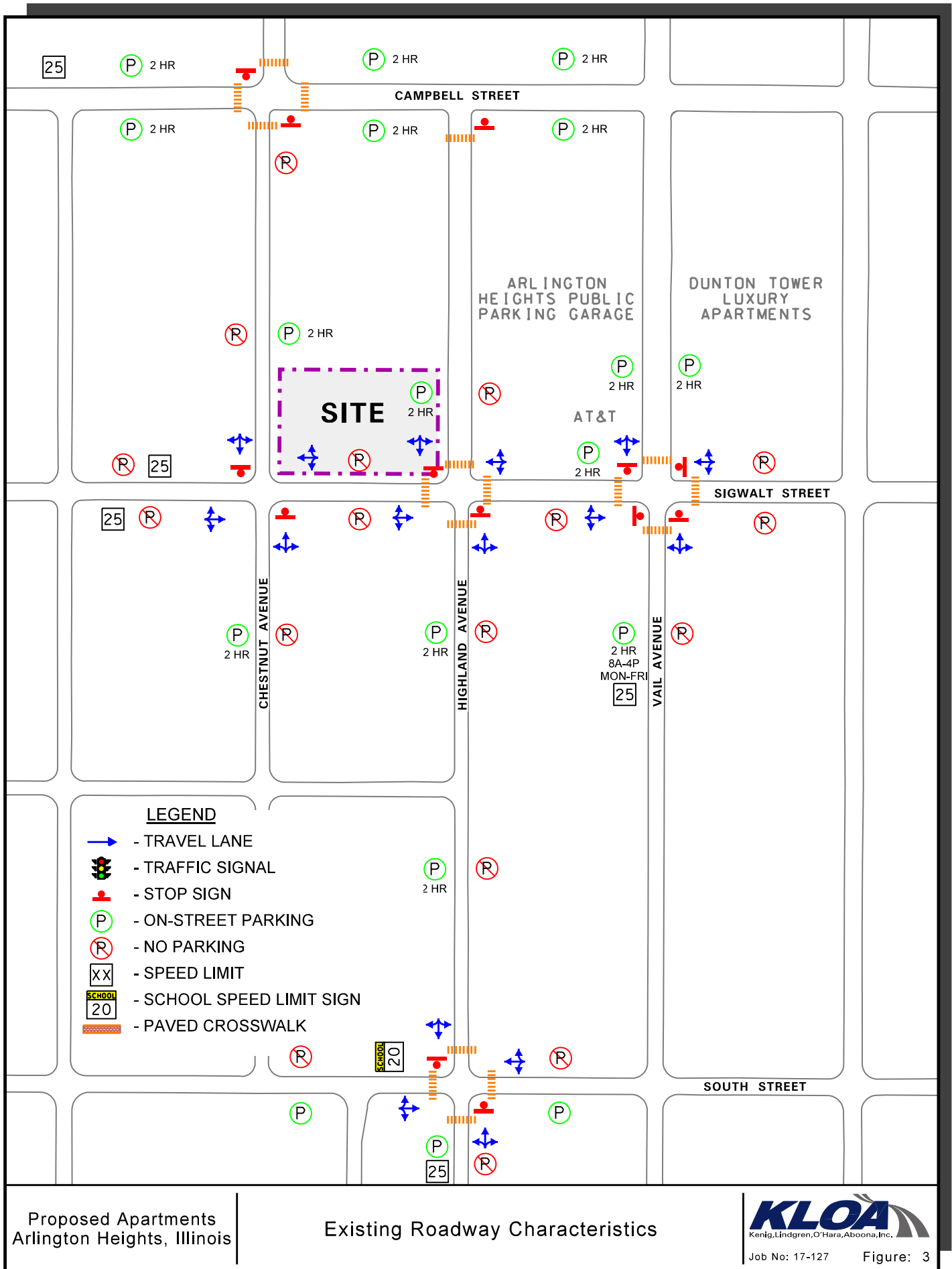
of 25 miles per hour.

Vail Avenue is a north-south local roadway that provides one lane in each direction and extends from Euclid Avenue south to Central Road. At its all-way stop-sign controlled intersection with Sigwalt Street, Vail Avenue provides a shared left/through/right-turn lane and a high visibility crosswalk on both legs. South of Sigwalt Street, parking is prohibited on the east side of the roadway and is restricted to two-hours on the west side of the roadway between 8:00 A.M. and 4:00 P.M. Monday through Friday. North of Sigwalt Street, parking is restricted to two-hours on both sides of the roadway. Vail Avenue is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit of 25 miles per hour.

Chestnut Avenue is a north-south local roadway that provides one lane in each direction and extends from Wing Street south to South Street. At its unsignalized intersection with Sigwalt Street, Chestnut Avenue provides a shared left/through/right-turn lane under stop-sign control on both legs. At its unsignalized intersection with Campbell Street, Chestnut Avenue terminates and provides a shared left-turn/right-turn lane under stop-sign control. North of Sigwalt Street, parking is prohibited on the west side of the roadway and is restricted to two-hours on the east side of the roadway. South of Sigwalt Street, parking is prohibited on the east side of the roadway and is restricted to two-hours on the west side of the roadway. Chestnut Avenue is under the jurisdiction of the Village of Arlington Heights.

South Street is an east-west local roadway that provides one lane in each direction and extends from Arlington Heights Road west to Ridge Avenue. At its unsignalized intersection with Highland Avenue, South Street provides a shared left/through/right-turn lane and high visibility crosswalks on both legs. Parking is prohibited on the north side of the roadway. South Street is under the jurisdiction of the Village of Arlington Heights and has a school zone speed limit of 20 miles per hour.

Campbell Street is an east west local road way that provides one lane in each direction and extends from Rohlwing Road to Evergreen Avenue. At its unsignalized intersection with Chestnut Avenue and Highland Avenue, Campbell Street provides a shared left/through/right-turn lane in both directions. High visibility crosswalks are provided on both legs at its intersection with Chestnut Avenue. Parking is generally provided on both sides of the street and is restricted to two-hours. Campbell Street is under the jurisdiction of the Village of Arlington Heights and has a speed limit of 25 miles per hour.



Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted manual peak period traffic counts using Miovision Scout Collection Units on Thursday, May 18, 2017 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

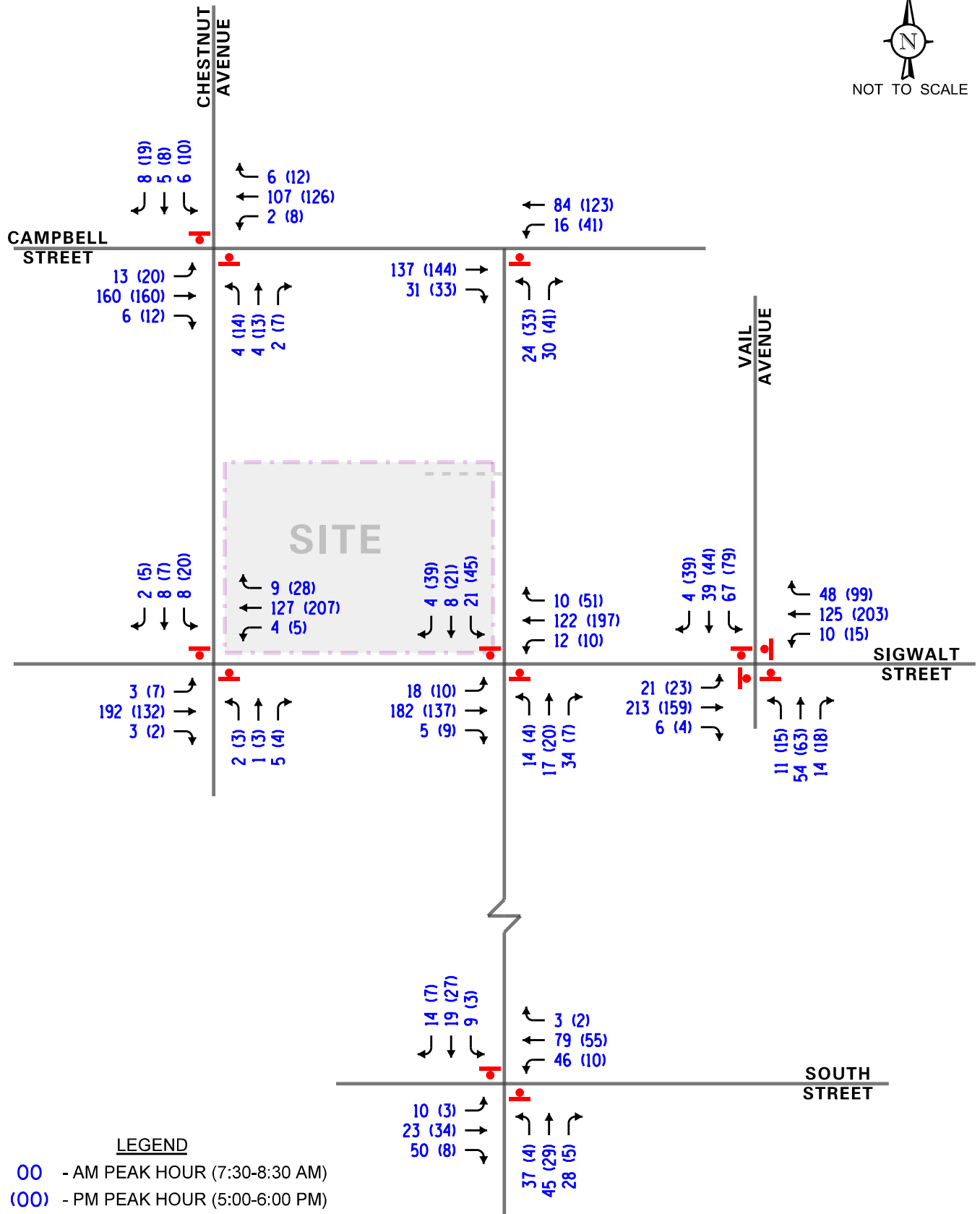
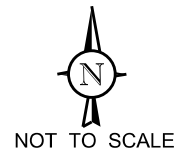
- Sigwalt Street with Highland Avenue
- Sigwalt Street with Vail Avenue
- Sigwalt Street with Chestnut Avenue
- Highland Avenue with South Street

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the evening peak hour of traffic occurs from 5:00 P.M. to 6:00 P.M.

Additional counts were conducted using Miovision Scout Collection Units on August 8, 2017 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Campbell Street with Highland Avenue
- Campbell Street with Chestnut Avenue

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 8:00 A.M. to 9:00 A.M. and the evening peak hour of traffic occurs from 5:00 P.M. to 6:00 P.M. **Figure 4** illustrates the existing peak hour traffic volumes for both days counts were performed. Copies of the traffic count summary sheets are included in the Appendix.



Proposed Apartments
Arlington Heights, Illinois

Existing Traffic Volumes

Public Transportation

Sidewalks are provided on the entire surrounding street network and traditional/standard crosswalks are provided at the intersections of Sigwalt Street with Highland Avenue, Sigwalt Street with Vail Avenue and Highland Avenue with South Street. The intersection of Sigwalt Street with Chestnut Avenue does not provide crosswalks. Furthermore, the site is located approximately one-third of a mile walking distance from the Arlington Heights UP-NW Metra Station which offers daily service between Harvard/McHenry and Chicago.

The site is also within the vicinity of Pace Bus Route 696 (Randhurst/Woodfield/Harper College) which provides weekday service from Mt. Prospect to Palatine. Service operates from Randhurst Mall to Harper College. Rush hour service runs every 30 minutes and mid-day service runs every hour. This bus route serves the following major destinations: Randhurst Mall, Prospect H.S., Metra Union Pacific Northwest Line (Arlington Heights), Cook County Courthouse, Rolling Meadows Shopping Center, East Park, Mallard Cove, Woodfield Gardens, Motorola Headquarters, Schaumburg Convention Center, IKEA, Roosevelt University, Woodfield Mall, Pace Northwest Transportation Center and Harper College.

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Development Plan

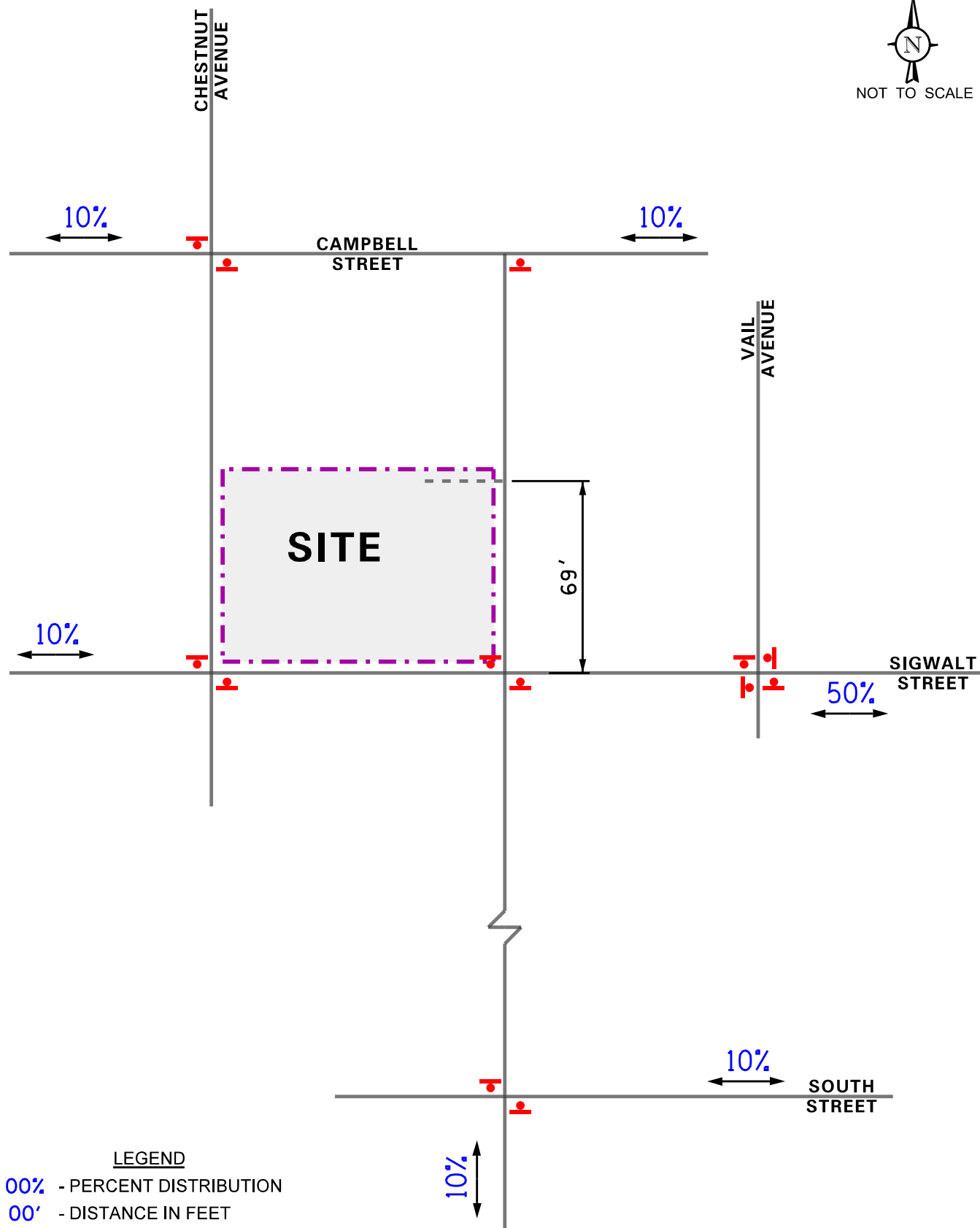
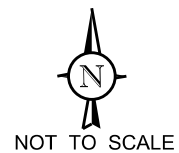
As proposed, the plans call for developing the site with a five-story apartment building containing 88 apartment units. The development will provide a parking garage containing 110 parking spaces for residents of the development. Access to the first-floor parking spaces will be provided via a full movement access drive off Highland Avenue aligned opposite the northerly access drive serving the employee only parking lot serving the AT&T building at 44 S. Vail Avenue. In order to accommodate the proposed access drive, two on-street parking spaces along the west side of Highland Avenue. Pedestrian access to the residential units will be on Sigwalt Street along the south side of the building. A copy of the preliminary site plan depicting the proposed development and access is included in the Appendix.

Directional Distribution

The directions from which residents of the apartment units will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development generated traffic.

Estimated Site Traffic Generation

The volume of traffic generated by a development is based on the type of land uses and the size of the development. The number of peak hour vehicle trips estimated to be generated by the proposed development of 88 apartment units was based on vehicle trip generation rates contained in *Trip Generation*, 9th Edition, published by the Institute of Transportation Engineers (ITE). As previously indicated, the proposed apartment development is located within one-quarter mile of the Arlington Heights Milwaukee District- Northwest Metra Station. A review of the census data indicates that approximately 15 percent of the residents located within one-quarter mile of the Metra Station utilize alternative modes of transportation to get to work. As a result, the estimated number of generated trips for the proposed apartments was reduced by 15 percent to account for the residents that will use means of transportation other than the automobile to commute to work. **Table 1** shows the site-generated traffic volumes for the proposed development.



Proposed Apartments
Arlington Heights, Illinois

Estimated Directional Distribution

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 17-127 Figure: 5

Table 1
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	
220	Apartments (88 Units)	9	38	47	43	23	66	656
	<i>15% Transportation Reduction</i>	-1	-6	-7	-6	-4	-10	-98
	Total New Trips	8	32	40	37	19	56	558

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to ambient growth and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

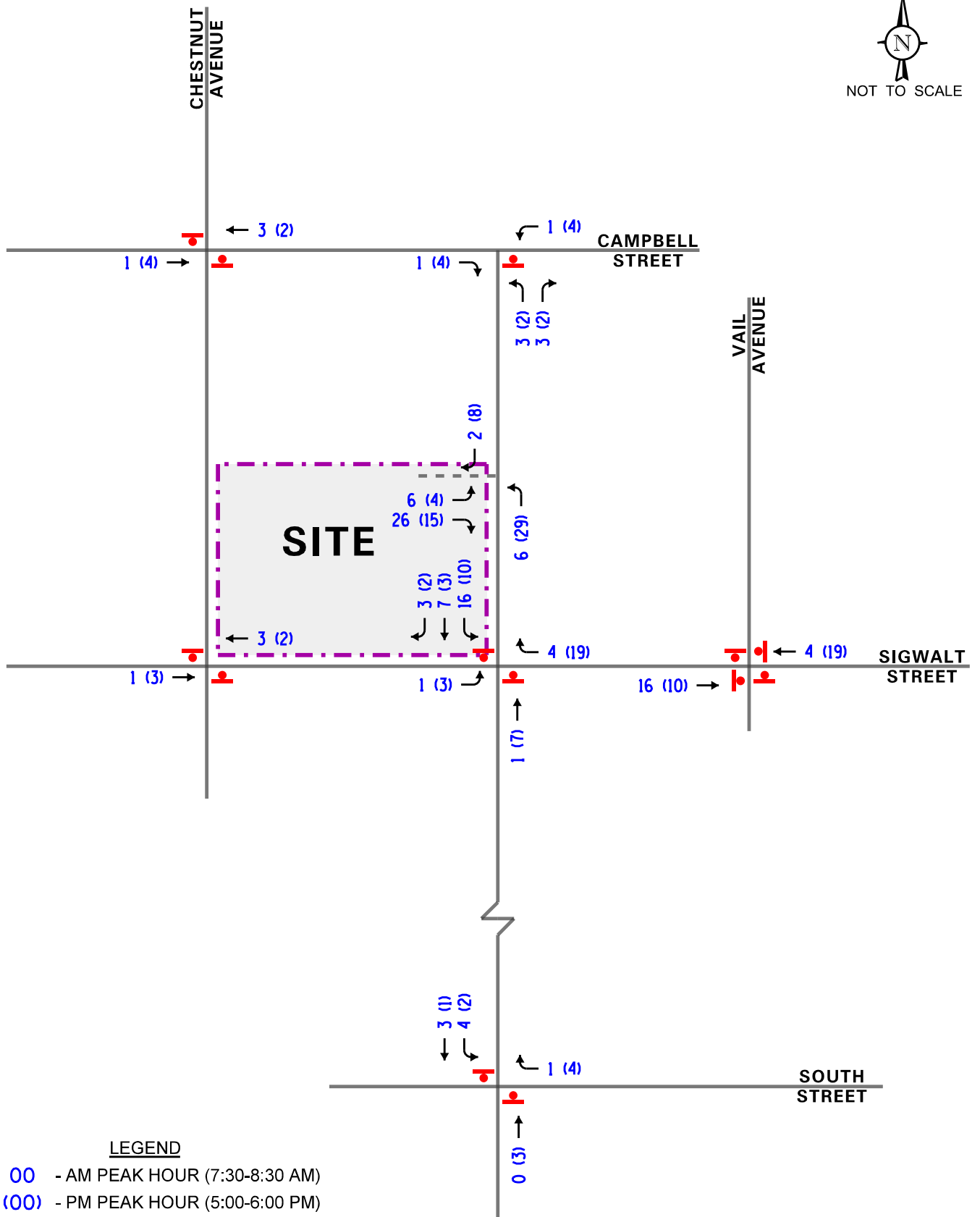
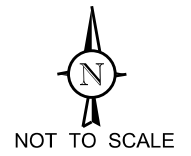
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The traffic assignment for the development is illustrated in **Figure 6**.

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on the Village of Arlington Heights 2015 Comprehensive Plan an increase of one-half percent per year over six years (three percent total) was applied to project Year 2023 conditions.

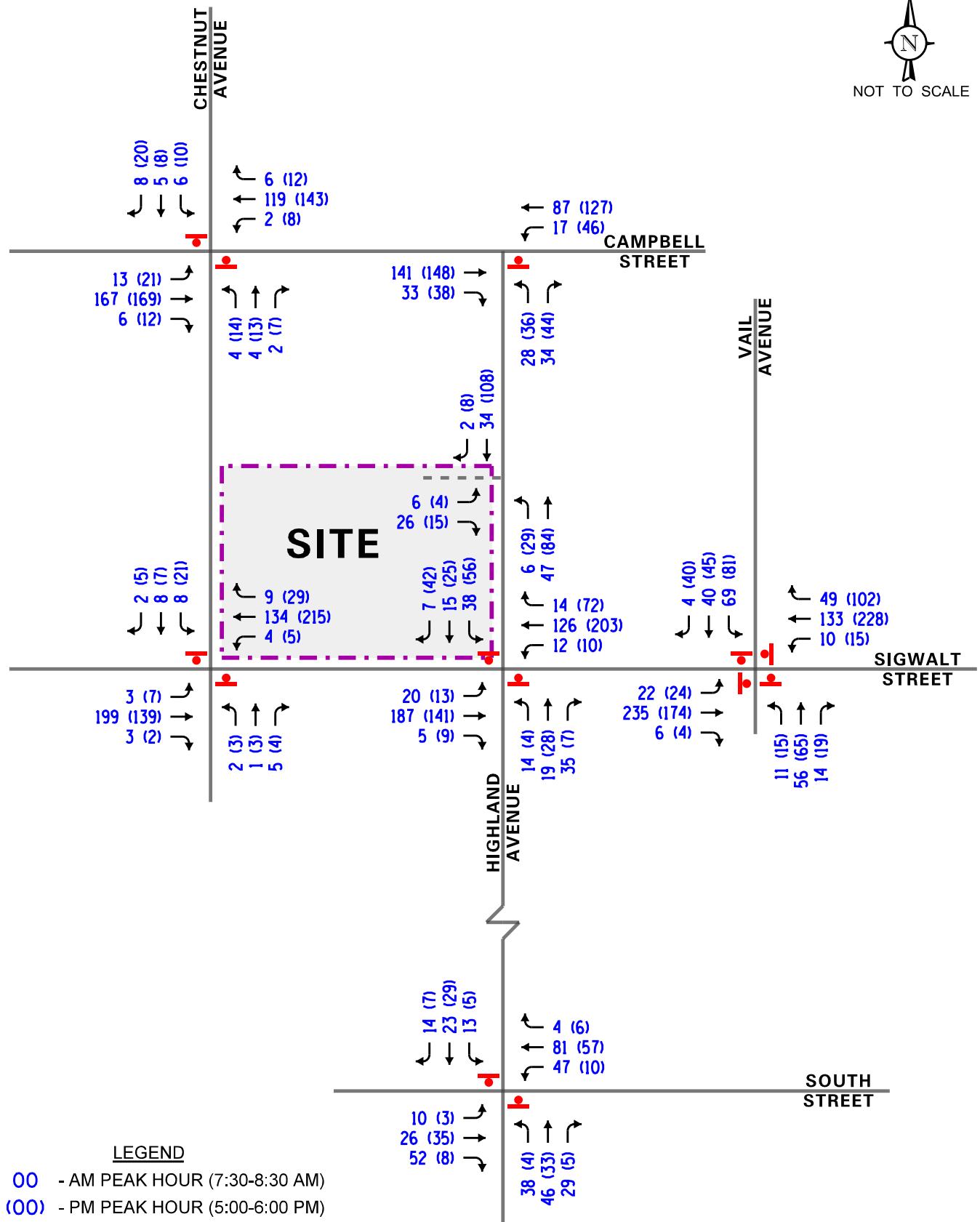
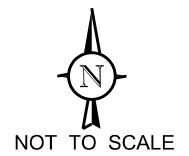
Total Projected Traffic Volumes

The addition of the development generated traffic to the existing traffic volumes accounting for background growth, to determine the Year 2023 total projected traffic volumes, are shown in **Figure 7**.



LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (5:00-6:00 PM)



Proposed Apartments
Arlington Heights, Illinois

Year 2023 Total Projected
Traffic Volumes

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modification are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hour periods for the existing (Year 2016) and future projected (Year 2023) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and analyzed using the HCS 7 computer software.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2023 total projected conditions are presented in **Tables 2** and **3**, respectively. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2

CAPACITY ANALYSIS RESULTS – EXISTING TRAFFIC CONDITIONS

	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Sigwalt Street with Highland Avenue				
• Northbound Approach	B	12.2	B	12.0
• Southbound Approach	B	13.9	B	12.5
• Eastbound Left-Turns	A	7.6	A	7.8
• Westbound Left-Turns	A	7.7	A	7.5
Sigwalt Street with Vail Avenue				
• Overall	B	11.0	B	10.6
• Eastbound Approach	B	12.0	B	10.1
• Westbound Approach	B	10.6	B	11.4
• Northbound Approach	A	9.6	A	9.4
• Southbound Approach	B	10.4	B	10.1
Sigwalt Street with Chestnut Avenue				
• Northbound Approach	B	10.6	B	10.7
• Southbound Approach	B	12.0	B	11.6
• Eastbound Left-Turns	A	7.6	A	7.7
• Westbound Left-Turns	A	7.5	A	7.5
Highland Avenue with South Street				
• Northbound Approach	B	14.6	A	10.0
• Southbound Approach	B	12.6	A	9.9
• Eastbound Left-Turns	A	7.6	A	7.3
• Westbound Left-Turns	A	7.6	A	7.3
Campbell Street with Chestnut Avenue				
• Northbound Approach	B	10.7	B	11.8
• Southbound Approach	B	10.2	B	10.9
• Eastbound Left-Turns	A	7.5	A	7.5
• Westbound Left-Turns	A	7.6	A	7.6
Campbell Street with Highland Avenue				
• Northbound Approach	B	10.4	B	11.2
• Westbound Left-Turns	A	7.6	A	7.7
LOS = Level of Service Delay is measured in seconds.				

Table 3

CAPACITY ANALYSIS RESULTS - PROJECTED YEAR 2023 TRAFFIC CONDITIONS

	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Sigwalt Street with Highland Avenue				
• Northbound Approach	B	12.8	B	12.7
• Southbound Approach	B	15.5	B	13.5
• Eastbound Left-Turns	A	7.6	A	7.8
• Westbound Left-Turns	A	7.8	A	7.5
Sigwalt Street with Vail Avenue				
• Overall	B	11.6	B	11.2
• Eastbound Approach	B	12.9	B	10.5
• Westbound Approach	B	11.0	B	12.3
• Northbound Approach	A	9.9	A	9.7
• Southbound Approach	B	10.7	B	10.5
Sigwalt Street with Chestnut Avenue				
• Northbound Approach	B	10.7	B	12.7
• Southbound Approach	B	12.2	B	13.5
• Eastbound Left-Turns	A	7.6	A	7.8
• Westbound Left-Turns	A	7.8	A	7.5
Highland Avenue with South Street				
• Northbound Approach	C	15.0	B	10.1
• Southbound Approach	B	13.3	A	10.0
• Eastbound Left-Turns	A	7.6	A	7.3
• Westbound Left-Turns	A	7.6	A	7.3
Highland Avenue with Proposed Access Drive				
• Eastbound Approach	A	8.7	A	9.2
• Northbound Left-Turns	A	7.3	A	7.5
Campbell Street with Chestnut Avenue				
• Northbound Approach	B	10.9	B	12.2
• Southbound Approach	B	10.3	B	11.2
• Eastbound Left-Turns	A	7.5	A	7.6
• Westbound Left-Turns	A	7.6	A	7.6
Campbell Street with Highland Avenue				
• Northbound Approach	B	10.6	B	11.6
• Westbound Left-Turns	A	7.7	A	7.8
LOS = Level of Service Delay is measured in seconds.				

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identify any roadway and traffic control improvements to accommodate the development traffic.

Sigwalt Street with Highland Avenue

The results of the capacity analyses indicate that the northbound and southbound approaches currently operate at level of service (LOS) B during the weekday morning and weekday evening peak hours. Under future conditions, the northbound and southbound approaches are projected to continue operating at LOS B during the peak hours with increases in delay of less than one second. Furthermore, eastbound and westbound left-turn movements from Sigwalt Street onto Highland Avenue are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Sigwalt Street with Vail Avenue

The results of the capacity analyses indicate that overall, this intersection currently operates at LOS B during the weekday morning and weekday evening peak hour is projected to continue operating at LOS B during the peak hours with increases in delay of less than one second. Furthermore, all of the approaches are projected to continue operating at LOS B or better during the peak hours with increases in delay of approximately one second or less. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Sigwalt Street with Chestnut Avenue

The results of the capacity analyses indicate that the northbound and southbound approaches currently operate at LOS B during the weekday morning and weekday evening peak hours. Under future conditions, the northbound and southbound approaches are projected to continue operating at LOS B during the peak hours with increases in delay of less than one second. Furthermore, eastbound and westbound left-turn movements from Sigwalt Street onto Chestnut Avenue are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Highland Avenue with South Street

The results of the capacity analyses indicate that the northbound and southbound approaches currently operate at LOS B or better during the peak hours. Under future conditions, the northbound and southbound approaches are projected to operate at LOS C or better during the peak hours with increases in delay of less than one second. Furthermore, eastbound and westbound left-turn movements from South Street onto Highland Avenue are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Highland Avenue with Proposed Access Drive

The results of the capacity analyses indicate that outbound movements from the proposed access drive are projected to operate at LOS A during the weekday morning and weekday evening peak hours. Furthermore, northbound left-turn movements from Highland Avenue onto the proposed access drive are projected to operate at LOS A during both peak hours with 95th percentile queues of one to two vehicles. As such, the proposed access drive will be adequate in accommodating the traffic projected to be generated by the proposed development and will have a limited impact on the operations of Highland Avenue.

Campbell Avenue with Chestnut Avenue

The results of the capacity analyses indicate that the northbound and southbound approaches currently operate at LOS B or better during the peak hours. Under future conditions, the northbound and southbound approaches are projected to continue to operate at LOS B or better during the peak hours with increases in delay of less than one second. Furthermore, eastbound and westbound left-turn movements from Campbell Street onto Chestnut Avenue are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Campbell Avenue with Highland Avenue

The results of the capacity analyses indicate that the northbound approaches currently operate at LOS B or better during the peak hours. Under future conditions, the northbound approach is projected to operate at LOS B or better during the peak hours with increases in delay of less than one second. Furthermore, westbound left-turn movements from Campbell Street onto Highland Avenue are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

6. Parking Evaluation

As proposed, the site will be developed with 88 apartment units and a 110 spaces parking garage (parking ratio of 1.25 spaces per unit). The Village of Arlington Heights requires 1.5 spaces per dwelling unit, thereby requiring 132 parking spaces. As such, the proposed parking supply does not meet the village's parking code.

Based on a review of survey data published by the Institute of Transportation Engineers (ITE) in the Parking Generation Manual, 4th Edition for Land Use Code 221 (Low/Mid-Rise Apartments), the average parking demand of the proposed development is projected to be 87 parking spaces (ratio of .98 spaces per unit). Additionally, the average peak parking demand of all surveyed apartment developments is 1.23 spaces per dwelling unit.

Furthermore, for comparison purposes, KLOA, Inc. also examined US Census data compiled by the Center for Transit-Oriented Development. Based on the Census data, the average number of vehicles available per renter occupied household within one-quarter mile from the Arlington Heights Metra station is 0.8 vehicles. Additionally, approximately 75 percent of households have zero or one vehicles available. Given that the proposed apartment building is located within one-quarter mile of the Arlington Heights Metra station, it is anticipated that the apartment building will have the same characteristics as other apartment developments within this radius.

Lastly, the proposed parking ratio of 1.25 spaces per unit is similar to other apartment developments (built or planned) in the Chicago area that are located within proximity to train stations. A review of the parking supply at 19 similar developments indicate that they provide an average ratio of 1.22 spaces per unit. Approximately 60 percent of the apartment developments provides less than 1.25 spaces per unit. A summary table of the location, number of units and parking spaces provided for these developments are included in the Appendix.

Based on the above, it is KLOA, Inc.'s opinion that providing 1.25 parking spaces per unit for the proposed apartment building will be adequate in accommodating its peak parking demand.

7. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The development is well located with respect to the area roadway system.
- The amount of traffic projected to be generated by the development will be reduced due to the proximity of the development to alternative modes of transportation
- The development generated traffic will not have a significant impact on area roadways.
- The proposed access and roadway system will be adequate in accommodating the development generated traffic and will ensure that an efficient and flexible access is provided.
- No geometric or traffic control improvements will be required under future conditions at the study area intersections
- The proposed development will provide a sufficient number of parking spaces to accommodate its peak needs.

Appendix

- Traffic Count Summary Sheets
- Site Plan
- Level of Service Criteria
- Capacity Analysis Summary Sheets
- Parking Ratios of Similar Developments

Traffic Count Summary Sheets

*Proposed Apartment Development
Arlington Heights, Illinois*





Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Campbell St and Highland Ave
Site Code:
Start Date: 08/08/2017
Page No: 1

Turning Movement Data

Start Time	Campbell St Eastbound					Campbell St Westbound					Highland Ave Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	0	24	8	1	32	1	3	14	13	18	0	10	9	4	19	69
7:15 AM	0	19	7	0	26	0	1	6	2	7	0	6	5	5	11	44
7:30 AM	0	20	10	0	30	0	3	21	4	24	0	6	7	3	13	67
7:45 AM	0	31	12	0	43	1	3	17	8	21	0	5	6	4	11	75
Hourly Total	0	94	37	1	131	2	10	58	27	70	0	27	27	16	54	255
8:00 AM	0	29	10	1	39	1	3	18	3	22	0	5	6	5	11	72
8:15 AM	0	27	11	0	38	1	5	22	1	28	0	8	8	6	16	82
8:30 AM	0	29	8	0	37	0	4	17	4	21	0	8	6	5	14	72
8:45 AM	0	52	2	1	54	2	4	27	2	33	0	3	10	10	13	100
Hourly Total	0	137	31	2	168	4	16	84	10	104	0	24	30	26	54	326
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	42	7	0	50	0	5	22	0	27	0	7	6	5	13	90
4:15 PM	0	30	8	1	38	0	5	36	4	41	0	6	11	5	17	96
4:30 PM	0	27	5	1	32	0	4	19	6	23	0	18	9	5	27	82
4:45 PM	0	29	6	2	35	0	4	28	4	32	1	5	10	6	16	83
Hourly Total	1	128	26	4	155	0	18	105	14	123	1	36	36	21	73	351
5:00 PM	0	33	7	5	40	0	5	27	1	32	0	13	8	13	21	93
5:15 PM	0	30	6	4	36	1	10	30	1	41	0	4	9	8	13	90
5:30 PM	0	25	5	1	30	1	9	35	0	45	0	10	14	12	24	99
5:45 PM	0	40	15	1	55	0	17	31	5	48	0	6	10	14	16	119
Hourly Total	0	128	33	11	161	2	41	123	7	166	0	33	41	47	74	401
Grand Total	1	487	127	18	615	8	85	370	58	463	1	120	134	110	255	1333
Approach %	0.2	79.2	20.7	-	-	1.7	18.4	79.9	-	-	0.4	47.1	52.5	-	-	-
Total %	0.1	36.5	9.5	-	46.1	0.6	6.4	27.8	-	34.7	0.1	9.0	10.1	-	19.1	-
Lights	1	477	126	-	604	8	84	360	-	452	1	120	132	-	253	1309
% Lights	100.0	97.9	99.2	-	98.2	100.0	98.8	97.3	-	97.6	100.0	100.0	98.5	-	99.2	98.2
Buses	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	-	0.2	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	6	1	-	7	0	0	5	-	5	0	0	0	-	0	12
% Single-Unit Trucks	0.0	1.2	0.8	-	1.1	0.0	0.0	1.4	-	1.1	0.0	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.2	0.0	-	0.2	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	3	0	-	3	0	1	4	-	5	0	0	2	-	2	10
% Bicycles on Road	0.0	0.6	0.0	-	0.5	0.0	1.2	1.1	-	1.1	0.0	0.0	1.5	-	0.8	0.8
Pedestrians	-	-	-	18	-	-	-	-	58	-	-	-	-	110	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Campbell St and Highland Ave
Site Code:
Start Date: 08/08/2017
Page No: 2

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Campbell St Eastbound					Campbell St Westbound					Highland Ave Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
8:00 AM	0	29	10	1	39	1	3	18	3	22	0	5	6	5	11	72
8:15 AM	0	27	11	0	38	1	5	22	1	28	0	8	8	6	16	82
8:30 AM	0	29	8	0	37	0	4	17	4	21	0	8	6	5	14	72
8:45 AM	0	52	2	1	54	2	4	27	2	33	0	3	10	10	13	100
Total	0	137	31	2	168	4	16	84	10	104	0	24	30	26	54	326
Approach %	0.0	81.5	18.5	-	-	3.8	15.4	80.8	-	-	0.0	44.4	55.6	-	-	-
Total %	0.0	42.0	9.5	-	51.5	1.2	4.9	25.8	-	31.9	0.0	7.4	9.2	-	16.6	-
PHF	0.000	0.659	0.705	-	0.778	0.500	0.800	0.778	-	0.788	0.000	0.750	0.750	-	0.844	0.815
Lights	0	134	31	-	165	4	16	80	-	100	0	24	30	-	54	319
% Lights	-	97.8	100.0	-	98.2	100.0	100.0	95.2	-	96.2	-	100.0	100.0	-	100.0	97.9
Buses	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	1.2	-	1.0	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	2	0	-	2	0	0	3	-	3	0	0	0	-	0	5
% Single-Unit Trucks	-	1.5	0.0	-	1.2	0.0	0.0	3.6	-	2.9	-	0.0	0.0	-	0.0	1.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	-	0.7	0.0	-	0.6	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	2	-	-	-	-	10	-	-	-	-	26	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Campbell St and Highland Ave
Site Code:
Start Date: 08/08/2017
Page No: 3

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Campbell St Eastbound					Campbell St Westbound					Highland Ave Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
5:00 PM	0	33	7	5	40	0	5	27	1	32	0	13	8	13	21	93
5:15 PM	0	30	6	4	36	1	10	30	1	41	0	4	9	8	13	90
5:30 PM	0	25	5	1	30	1	9	35	0	45	0	10	14	12	24	99
5:45 PM	0	40	15	1	55	0	17	31	5	48	0	6	10	14	16	119
Total	0	128	33	11	161	2	41	123	7	166	0	33	41	47	74	401
Approach %	0.0	79.5	20.5	-	-	1.2	24.7	74.1	-	-	0.0	44.6	55.4	-	-	-
Total %	0.0	31.9	8.2	-	40.1	0.5	10.2	30.7	-	41.4	0.0	8.2	10.2	-	18.5	-
PHF	0.000	0.800	0.550	-	0.732	0.500	0.603	0.879	-	0.865	0.000	0.635	0.732	-	0.771	0.842
Lights	0	127	33	-	160	2	41	120	-	163	0	33	41	-	74	397
% Lights	-	99.2	100.0	-	99.4	100.0	100.0	97.6	-	98.2	-	100.0	100.0	-	100.0	99.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	-	1	0	0	1	-	1	0	0	0	-	0	2
% Single-Unit Trucks	-	0.8	0.0	-	0.6	0.0	0.0	0.8	-	0.6	-	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	2	-	2	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	1.6	-	1.2	-	0.0	0.0	-	0.0	0.5
Pedestrians	-	-	-	11	-	-	-	-	7	-	-	-	-	47	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Campbell St and Highland Ave
Site Code:
Start Date: 08/08/2017
Page No: 4



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Campbell St and Chestnut Ave
Site Code:
Start Date: 08/08/2017
Page No: 1

Turning Movement Data

Start Time	Campbell Ave Eastbound						Campbell St Westbound						Chestnut Ave Northbound						Chestnut Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	4	24	0	0	28	0	0	24	2	3	26	0	0	1	2	3	3	0	0	5	2	2	7	64
7:15 AM	0	2	24	1	0	27	0	0	18	3	2	21	0	0	2	0	3	2	0	2	4	1	3	7	57
7:30 AM	0	5	26	0	1	31	0	0	22	2	1	24	0	1	1	0	0	2	0	1	3	2	5	6	63
7:45 AM	0	0	43	5	3	48	0	1	25	2	4	28	0	2	4	0	2	6	0	0	4	1	5	5	87
Hourly Total	0	11	117	6	4	134	0	1	89	9	10	99	0	3	8	2	8	13	0	3	16	6	15	25	271
8:00 AM	0	2	34	1	1	37	0	1	25	1	1	27	0	0	1	0	2	1	0	2	1	2	1	5	70
8:15 AM	0	3	38	1	1	42	0	0	28	2	3	30	0	2	0	0	1	2	0	2	2	2	3	6	80
8:30 AM	0	6	38	1	1	45	0	1	28	1	0	30	0	1	1	0	2	2	0	1	2	2	1	5	82
8:45 AM	0	2	43	3	1	48	0	0	26	2	2	28	0	1	2	2	2	5	0	1	0	2	2	3	84
Hourly Total	0	13	153	6	4	172	0	2	107	6	6	115	0	4	4	2	7	10	0	6	5	8	7	19	316
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	7	53	0	2	60	0	0	29	1	1	30	0	3	0	0	5	3	0	1	2	6	0	9	102
4:15 PM	0	4	35	0	1	39	0	0	38	2	1	40	0	6	1	0	0	7	0	0	2	7	2	9	95
4:30 PM	0	6	24	0	1	30	1	2	30	5	0	38	0	2	2	0	2	4	0	3	1	6	0	10	82
4:45 PM	0	3	33	4	0	40	0	0	31	2	0	33	0	2	2	3	2	7	0	1	3	3	2	7	87
Hourly Total	0	20	145	4	4	169	1	2	128	10	2	141	0	13	5	3	9	21	0	5	8	22	4	35	366
5:00 PM	0	2	40	3	0	45	0	0	34	0	0	34	0	4	2	2	2	8	0	1	1	9	2	11	98
5:15 PM	0	7	41	2	0	50	2	2	26	3	0	33	0	4	2	0	0	6	0	1	1	5	0	7	96
5:30 PM	0	5	29	4	0	38	1	5	35	6	2	47	0	4	1	2	4	7	0	5	2	3	4	10	102
5:45 PM	0	6	50	3	1	59	2	1	31	3	4	37	0	2	8	3	6	13	0	3	4	2	10	9	118
Hourly Total	0	20	160	12	1	192	5	8	126	12	6	151	0	14	13	7	12	34	0	10	8	19	16	37	414
Grand Total	0	64	575	28	13	667	6	13	450	37	24	506	0	34	30	14	36	78	0	24	37	55	42	116	1367
Approach %	0.0	9.6	86.2	4.2	-	-	1.2	2.6	88.9	7.3	-	-	0.0	43.6	38.5	17.9	-	-	0.0	20.7	31.9	47.4	-	-	-
Total %	0.0	4.7	42.1	2.0	-	48.8	0.4	1.0	32.9	2.7	-	37.0	0.0	2.5	2.2	1.0	-	5.7	0.0	1.8	2.7	4.0	-	8.5	-
Lights	0	60	564	27	-	651	6	13	440	35	-	494	0	34	27	13	-	74	0	24	34	53	-	111	1330
% Lights	-	93.8	98.1	96.4	-	97.6	100.0	100.0	97.8	94.6	-	97.6	-	100.0	90.0	92.9	-	94.9	-	100.0	91.9	96.4	-	95.7	97.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	2
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	6.7	0.0	-	2.6	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	7	0	-	7	0	0	5	2	-	7	0	0	1	1	-	2	0	0	1	2	-	3	19
% Single-Unit Trucks	-	0.0	1.2	0.0	-	1.0	0.0	0.0	1.1	5.4	-	1.4	-	0.0	3.3	7.1	-	2.6	-	0.0	2.7	3.6	-	2.6	1.4
Articulated Trucks	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	1.6	0.2	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	3	3	1	-	7	0	0	5	0	-	5	0	0	0	0	-	0	0	0	2	0	-	2	14
% Bicycles on Road	-	4.7	0.5	3.6	-	1.0	0.0	0.0	1.1	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	5.4	0.0	-	1.7	1.0
Pedestrians	-	-	-	-	13	-	-	-	-	-	24	-	-	-	-	-	36	-	-	-	-	-	42	-	-

% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-
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Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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Count Name: Campbell St and Chestnut Ave
Site Code:
Start Date: 08/08/2017
Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Campbell Ave Eastbound						Campbell St Westbound						Chestnut Ave Northbound						Chestnut Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	2	34	1	1	37	0	1	25	1	1	27	0	0	1	0	2	1	0	2	1	2	1	5	70
8:15 AM	0	3	38	1	1	42	0	0	28	2	3	30	0	2	0	0	1	2	0	2	2	2	3	6	80
8:30 AM	0	6	38	1	1	45	0	1	28	1	0	30	0	1	1	0	2	2	0	1	2	2	1	5	82
8:45 AM	0	2	43	3	1	48	0	0	26	2	2	28	0	1	2	2	2	5	0	1	0	2	2	3	84
Total	0	13	153	6	4	172	0	2	107	6	6	115	0	4	4	2	7	10	0	6	5	8	7	19	316
Approach %	0.0	7.6	89.0	3.5	-	-	0.0	1.7	93.0	5.2	-	-	0.0	40.0	40.0	20.0	-	-	0.0	31.6	26.3	42.1	-	-	-
Total %	0.0	4.1	48.4	1.9	-	54.4	0.0	0.6	33.9	1.9	-	36.4	0.0	1.3	1.3	0.6	-	3.2	0.0	1.9	1.6	2.5	-	6.0	-
PHF	0.000	0.542	0.890	0.500	-	0.896	0.000	0.500	0.955	0.750	-	0.958	0.000	0.500	0.500	0.250	-	0.500	0.000	0.750	0.625	1.000	-	0.792	0.940
Lights	0	13	151	6	-	170	0	2	104	5	-	111	0	4	4	2	-	10	0	6	5	7	-	18	309
% Lights	-	100.0	98.7	100.0	-	98.8	-	100.0	97.2	83.3	-	96.5	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	87.5	-	94.7	97.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	2	0	-	2	0	0	3	1	-	4	0	0	0	0	-	0	0	0	0	1	-	1	7
% Single-Unit Trucks	-	0.0	1.3	0.0	-	1.2	-	0.0	2.8	16.7	-	3.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	12.5	-	5.3	2.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	7	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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Count Name: Campbell St and Chestnut Ave
Site Code:
Start Date: 08/08/2017
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Campbell Ave Eastbound						Campbell St Westbound						Chestnut Ave Northbound						Chestnut Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	2	40	3	0	45	0	0	34	0	0	34	0	4	2	2	2	8	0	1	1	9	2	11	98
5:15 PM	0	7	41	2	0	50	2	2	26	3	0	33	0	4	2	0	0	6	0	1	1	5	0	7	96
5:30 PM	0	5	29	4	0	38	1	5	35	6	2	47	0	4	1	2	4	7	0	5	2	3	4	10	102
5:45 PM	0	6	50	3	1	59	2	1	31	3	4	37	0	2	8	3	6	13	0	3	4	2	10	9	118
Total	0	20	160	12	1	192	5	8	126	12	6	151	0	14	13	7	12	34	0	10	8	19	16	37	414
Approach %	0.0	10.4	83.3	6.3	-	-	3.3	5.3	83.4	7.9	-	-	0.0	41.2	38.2	20.6	-	-	0.0	27.0	21.6	51.4	-	-	-
Total %	0.0	4.8	38.6	2.9	-	46.4	1.2	1.9	30.4	2.9	-	36.5	0.0	3.4	3.1	1.7	-	8.2	0.0	2.4	1.9	4.6	-	8.9	-
PHF	0.000	0.714	0.800	0.750	-	0.814	0.625	0.400	0.900	0.500	-	0.803	0.000	0.875	0.406	0.583	-	0.654	0.000	0.500	0.500	0.528	-	0.841	0.877
Lights	0	20	157	11	-	188	5	8	123	12	-	148	0	14	13	7	-	34	0	10	6	19	-	35	405
% Lights	-	100.0	98.1	91.7	-	97.9	100.0	100.0	97.6	100.0	-	98.0	-	100.0	100.0	100.0	-	100.0	-	100.0	75.0	100.0	-	94.6	97.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	1.3	0.0	-	1.0	0.0	0.0	0.8	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	1	-	2	0	0	2	0	-	2	0	0	0	0	-	0	0	0	2	0	-	2	6
% Bicycles on Road	-	0.0	0.6	8.3	-	1.0	0.0	0.0	1.6	0.0	-	1.3	-	0.0	0.0	0.0	-	0.0	-	0.0	25.0	0.0	-	5.4	1.4
Pedestrians	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	12	-	-	-	-	-	16	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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Count Name: Campbell St and Chestnut Ave
Site Code:
Start Date: 08/08/2017
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Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Sigwalt/Vail
Site Code:
Start Date: 05/18/2017
Page No: 1

Turning Movement Data

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Vail Avenue Northbound						Vail Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	10	52	1	4	63	0	1	24	15	2	40	0	1	17	1	2	19	0	9	2	1	1	12	134
7:15 AM	0	2	33	1	1	36	0	2	18	6	0	26	0	1	8	4	3	13	0	14	7	1	0	22	97
7:30 AM	0	10	61	3	3	74	0	5	28	15	1	48	0	3	13	6	0	22	0	16	6	0	2	22	166
7:45 AM	0	8	73	2	6	83	0	3	37	14	2	54	0	4	23	2	4	29	0	23	15	1	0	39	205
Hourly Total	0	30	219	7	14	256	0	11	107	50	5	168	0	9	61	13	9	83	0	62	30	3	3	95	602
8:00 AM	0	2	44	0	2	46	0	1	35	11	0	47	0	3	13	4	0	20	0	16	10	2	4	28	141
8:15 AM	0	1	35	1	2	37	0	1	25	8	3	34	0	1	5	2	0	8	0	12	8	1	4	21	100
8:30 AM	0	1	31	2	0	34	0	1	27	4	1	32	0	1	9	3	0	13	0	14	7	3	0	24	103
8:45 AM	0	3	32	1	0	36	0	2	31	11	0	44	0	1	6	3	2	10	0	16	5	3	0	24	114
Hourly Total	0	7	142	4	4	153	0	5	118	34	4	157	0	6	33	12	2	51	0	58	30	9	8	97	458
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	2	41	2	5	45	0	2	41	28	0	71	0	0	14	2	5	16	1	23	14	8	6	46	178
4:15 PM	0	2	34	3	5	39	0	1	34	20	2	55	0	0	14	2	0	16	1	17	8	5	6	31	141
4:30 PM	0	4	39	0	6	43	0	4	50	30	5	84	0	1	12	0	1	13	0	19	13	5	6	37	177
4:45 PM	0	5	37	1	0	43	0	2	44	26	2	72	0	1	10	3	2	14	1	18	12	8	6	39	168
Hourly Total	0	13	151	6	16	170	0	9	169	104	9	282	0	2	50	7	8	59	3	77	47	26	24	153	664
5:00 PM	0	4	39	1	6	44	0	1	52	28	2	81	0	3	13	2	2	18	0	21	13	11	3	45	188
5:15 PM	0	3	44	0	3	47	0	6	57	17	0	80	0	5	14	8	2	27	0	17	4	8	0	29	183
5:30 PM	0	5	40	1	4	46	0	4	47	25	5	76	0	3	18	4	3	25	0	19	17	9	5	45	192
5:45 PM	1	11	36	2	5	50	0	4	47	29	5	80	0	4	18	4	7	26	0	22	10	11	6	43	199
Hourly Total	1	23	159	4	18	187	0	15	203	99	12	317	0	15	63	18	14	96	0	79	44	39	14	162	762
Grand Total	1	73	671	21	52	766	0	40	597	287	30	924	0	32	207	50	33	289	3	276	151	77	49	507	2486
Approach %	0.1	9.5	87.6	2.7	-	-	0.0	4.3	64.6	31.1	-	-	0.0	11.1	71.6	17.3	-	-	0.6	54.4	29.8	15.2	-	-	-
Total %	0.0	2.9	27.0	0.8	-	30.8	0.0	1.6	24.0	11.5	-	37.2	0.0	1.3	8.3	2.0	-	11.6	0.1	11.1	6.1	3.1	-	20.4	-
Lights	1	71	654	20	-	746	0	38	585	283	-	906	0	32	203	48	-	283	3	268	147	77	-	495	2430
% Lights	100.0	97.3	97.5	95.2	-	97.4	-	95.0	98.0	98.6	-	98.1	-	100.0	98.1	96.0	-	97.9	100.0	97.1	97.4	100.0	-	97.6	97.7
Buses	0	0	2	0	-	2	0	1	1	0	-	2	0	0	0	0	-	0	0	1	1	0	-	2	6
% Buses	0.0	0.0	0.3	0.0	-	0.3	-	2.5	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	0.0	0.4	0.7	0.0	-	0.4	0.2
Single-Unit Trucks	0	0	9	1	-	10	0	0	8	4	-	12	0	0	2	0	-	2	0	5	1	0	-	6	30
% Single-Unit Trucks	0.0	0.0	1.3	4.8	-	1.3	-	0.0	1.3	1.4	-	1.3	-	0.0	1.0	0.0	-	0.7	0.0	1.8	0.7	0.0	-	1.2	1.2
Articulated Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	0.0	1.4	0.0	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	6	0	-	7	0	1	3	0	-	4	0	0	2	2	-	4	0	2	2	0	-	4	19
% Bicycles on Road	0.0	1.4	0.9	0.0	-	0.9	-	2.5	0.5	0.0	-	0.4	-	0.0	1.0	4.0	-	1.4	0.0	0.7	1.3	0.0	-	0.8	0.8
Pedestrians	-	-	-	-	52	-	-	-	-	-	30	-	-	-	-	-	33	-	-	-	-	-	49	-	-

% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-
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Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Sigwalt/Vail
Site Code:
Start Date: 05/18/2017
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Vail Avenue Northbound						Vail Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	10	61	3	3	74	0	5	28	15	1	48	0	3	13	6	0	22	0	16	6	0	2	22	166
7:45 AM	0	8	73	2	6	83	0	3	37	14	2	54	0	4	23	2	4	29	0	23	15	1	0	39	205
8:00 AM	0	2	44	0	2	46	0	1	35	11	0	47	0	3	13	4	0	20	0	16	10	2	4	28	141
8:15 AM	0	1	35	1	2	37	0	1	25	8	3	34	0	1	5	2	0	8	0	12	8	1	4	21	100
Total	0	21	213	6	13	240	0	10	125	48	6	183	0	11	54	14	4	79	0	67	39	4	10	110	612
Approach %	0.0	8.8	88.8	2.5	-	-	0.0	5.5	68.3	26.2	-	-	0.0	13.9	68.4	17.7	-	-	0.0	60.9	35.5	3.6	-	-	-
Total %	0.0	3.4	34.8	1.0	-	39.2	0.0	1.6	20.4	7.8	-	29.9	0.0	1.8	8.8	2.3	-	12.9	0.0	10.9	6.4	0.7	-	18.0	-
PHF	0.000	0.525	0.729	0.500	-	0.723	0.000	0.500	0.845	0.800	-	0.847	0.000	0.688	0.587	0.583	-	0.681	0.000	0.728	0.650	0.500	-	0.705	0.746
Lights	0	20	210	6	-	236	0	8	123	45	-	176	0	11	52	13	-	76	0	66	36	4	-	106	594
% Lights	-	95.2	98.6	100.0	-	98.3	-	80.0	98.4	93.8	-	96.2	-	100.0	96.3	92.9	-	96.2	-	98.5	92.3	100.0	-	96.4	97.1
Buses	0	0	0	0	-	0	0	1	1	0	-	2	0	0	0	0	-	0	0	0	1	0	-	1	3
% Buses	-	0.0	0.0	0.0	-	0.0	-	10.0	0.8	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	-	0.0	2.6	0.0	-	0.9	0.5
Single-Unit Trucks	0	0	1	0	-	1	0	0	1	3	-	4	0	0	1	0	-	1	0	1	1	0	-	2	8
% Single-Unit Trucks	-	0.0	0.5	0.0	-	0.4	-	0.0	0.8	6.3	-	2.2	-	0.0	1.9	0.0	-	1.3	-	1.5	2.6	0.0	-	1.8	1.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	2	0	-	3	0	1	0	0	-	1	0	0	1	1	-	2	0	0	1	0	-	1	7
% Bicycles on Road	-	4.8	0.9	0.0	-	1.3	-	10.0	0.0	0.0	-	0.5	-	0.0	1.9	7.1	-	2.5	-	0.0	2.6	0.0	-	0.9	1.1
Pedestrians	-	-	-	-	13	-	-	-	-	-	6	-	-	-	-	-	4	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Sigwalt/Vail
Site Code:
Start Date: 05/18/2017
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Vail Avenue Northbound						Vail Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	4	39	1	6	44	0	1	52	28	2	81	0	3	13	2	2	18	0	21	13	11	3	45	188
5:15 PM	0	3	44	0	3	47	0	6	57	17	0	80	0	5	14	8	2	27	0	17	4	8	0	29	183
5:30 PM	0	5	40	1	4	46	0	4	47	25	5	76	0	3	18	4	3	25	0	19	17	9	5	45	192
5:45 PM	1	11	36	2	5	50	0	4	47	29	5	80	0	4	18	4	7	26	0	22	10	11	6	43	199
Total	1	23	159	4	18	187	0	15	203	99	12	317	0	15	63	18	14	96	0	79	44	39	14	162	762
Approach %	0.5	12.3	85.0	2.1	-	-	0.0	4.7	64.0	31.2	-	-	0.0	15.6	65.6	18.8	-	-	0.0	48.8	27.2	24.1	-	-	-
Total %	0.1	3.0	20.9	0.5	-	24.5	0.0	2.0	26.6	13.0	-	41.6	0.0	2.0	8.3	2.4	-	12.6	0.0	10.4	5.8	5.1	-	21.3	-
PHF	0.250	0.523	0.903	0.500	-	0.935	0.000	0.625	0.890	0.853	-	0.978	0.000	0.750	0.875	0.563	-	0.889	0.000	0.898	0.647	0.886	-	0.900	0.957
Lights	1	23	155	4	-	183	0	15	197	99	-	311	0	15	62	17	-	94	0	77	44	39	-	160	748
% Lights	100.0	100.0	97.5	100.0	-	97.9	-	100.0	97.0	100.0	-	98.1	-	100.0	98.4	94.4	-	97.9	-	97.5	100.0	100.0	-	98.8	98.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	2	0	-	2	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	6
% Single-Unit Trucks	0.0	0.0	1.3	0.0	-	1.1	-	0.0	2.0	0.0	-	1.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	2	0	-	2	0	0	2	0	-	2	0	0	1	1	-	2	0	2	0	0	-	2	8
% Bicycles on Road	0.0	0.0	1.3	0.0	-	1.1	-	0.0	1.0	0.0	-	0.6	-	0.0	1.6	5.6	-	2.1	-	2.5	0.0	0.0	-	1.2	1.0
Pedestrians	-	-	-	-	18	-	-	-	-	-	12	-	-	-	-	-	14	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

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Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Sigwalt/Chestnut
Site Code:
Start Date: 05/18/2017
Page No: 1

Turning Movement Data

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Chestnut Avenue Northbound						Chestnut Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	58	0	0	58	0	0	26	0	1	26	0	1	0	1	2	2	0	1	2	2	2	5	91
7:15 AM	0	0	29	0	0	29	0	0	14	2	1	16	0	1	0	0	3	1	0	1	0	0	1	1	47
7:30 AM	0	0	53	1	0	54	0	2	30	1	0	33	0	0	0	2	1	2	0	4	4	0	1	8	97
7:45 AM	0	1	70	0	1	71	0	0	39	3	3	42	0	0	1	1	0	2	0	2	2	1	0	5	120
Hourly Total	0	1	210	1	1	212	0	2	109	6	5	117	0	2	1	4	6	7	0	8	8	3	4	19	355
8:00 AM	0	2	39	1	0	42	0	0	36	2	0	38	0	1	0	1	1	2	1	1	1	0	0	3	85
8:15 AM	0	0	30	1	0	31	0	2	22	3	0	27	0	1	0	1	0	2	0	1	1	1	0	3	63
8:30 AM	0	0	24	2	0	26	0	0	31	2	0	33	0	0	0	1	0	1	0	1	1	1	0	3	63
8:45 AM	0	1	32	0	3	33	0	1	29	3	0	33	0	0	1	0	0	1	0	3	1	2	0	6	73
Hourly Total	0	3	125	4	3	132	0	3	118	10	0	131	0	2	1	3	1	6	1	6	4	4	0	15	284
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	26	0	0	29	0	1	39	4	3	44	0	0	1	1	7	2	0	3	2	1	1	6	81
4:15 PM	0	1	25	0	1	26	0	0	34	1	2	35	0	0	1	1	6	2	0	8	2	1	1	11	74
4:30 PM	0	0	31	2	1	33	0	0	50	0	0	50	0	0	0	2	1	2	0	1	3	0	3	4	89
4:45 PM	0	1	33	0	0	34	0	4	45	8	2	57	0	0	0	0	2	0	0	2	2	2	2	6	97
Hourly Total	0	5	115	2	2	122	0	5	168	13	7	186	0	0	2	4	16	6	0	14	9	4	7	27	341
5:00 PM	0	1	30	0	0	31	0	2	61	3	1	66	0	2	0	1	1	3	0	8	0	1	0	9	109
5:15 PM	0	0	39	0	0	39	0	0	54	6	1	60	0	1	2	0	3	3	0	2	5	2	0	9	111
5:30 PM	0	4	30	1	1	35	0	1	43	5	1	49	0	0	1	2	1	3	0	5	1	2	1	8	95
5:45 PM	0	2	32	1	1	35	0	2	49	14	0	65	0	0	0	1	3	1	0	5	1	0	1	6	107
Hourly Total	0	7	131	2	2	140	0	5	207	28	3	240	0	3	3	4	8	10	0	20	7	5	2	32	422
Grand Total	0	16	581	9	8	606	0	15	602	57	15	674	0	7	7	15	31	29	1	48	28	16	13	93	1402
Approach %	0.0	2.6	95.9	1.5	-	-	0.0	2.2	89.3	8.5	-	-	0.0	24.1	24.1	51.7	-	-	1.1	51.6	30.1	17.2	-	-	-
Total %	0.0	1.1	41.4	0.6	-	43.2	0.0	1.1	42.9	4.1	-	48.1	0.0	0.5	0.5	1.1	-	2.1	0.1	3.4	2.0	1.1	-	6.6	-
Lights	0	16	568	8	-	592	0	15	587	55	-	657	0	7	7	15	-	29	1	48	27	16	-	92	1370
% Lights	-	100.0	97.8	88.9	-	97.7	-	100.0	97.5	96.5	-	97.5	-	100.0	100.0	100.0	-	100.0	100.0	100.0	96.4	100.0	-	98.9	97.7
Buses	0	0	1	0	-	1	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	-	0.0	0.2	0.0	-	0.2	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	4	1	-	5	0	0	8	1	-	9	0	0	0	0	-	0	0	0	0	0	-	0	14
% Single-Unit Trucks	-	0.0	0.7	11.1	-	0.8	-	0.0	1.3	1.8	-	1.3	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	8	0	-	8	0	0	4	1	-	5	0	0	0	0	-	0	0	0	1	0	-	1	14
% Bicycles on Road	-	0.0	1.4	0.0	-	1.3	-	0.0	0.7	1.8	-	0.7	-	0.0	0.0	0.0	-	0.0	0.0	0.0	3.6	0.0	-	1.1	1.0
Pedestrians	-	-	-	-	8	-	-	-	-	-	15	-	-	-	-	-	31	-	-	-	-	-	13	-	-

% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-
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Count Name: Sigwalt/Chestnut
Site Code:
Start Date: 05/18/2017
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Chestnut Avenue Northbound						Chestnut Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	0	53	1	0	54	0	2	30	1	0	33	0	0	0	2	1	2	0	4	4	0	1	8	97
7:45 AM	0	1	70	0	1	71	0	0	39	3	3	42	0	0	1	1	0	2	0	2	2	1	0	5	120
8:00 AM	0	2	39	1	0	42	0	0	36	2	0	38	0	1	0	1	1	2	1	1	1	0	0	3	85
8:15 AM	0	0	30	1	0	31	0	2	22	3	0	27	0	1	0	1	0	2	0	1	1	1	0	3	63
Total	0	3	192	3	1	198	0	4	127	9	3	140	0	2	1	5	2	8	1	8	8	2	1	19	365
Approach %	0.0	1.5	97.0	1.5	-	-	0.0	2.9	90.7	6.4	-	-	0.0	25.0	12.5	62.5	-	-	5.3	42.1	42.1	10.5	-	-	-
Total %	0.0	0.8	52.6	0.8	-	54.2	0.0	1.1	34.8	2.5	-	38.4	0.0	0.5	0.3	1.4	-	2.2	0.3	2.2	2.2	0.5	-	5.2	-
PHF	0.000	0.375	0.686	0.750	-	0.697	0.000	0.500	0.814	0.750	-	0.833	0.000	0.500	0.250	0.625	-	1.000	0.250	0.500	0.500	0.500	-	0.594	0.760
Lights	0	3	189	3	-	195	0	4	124	7	-	135	0	2	1	5	-	8	1	8	8	2	-	19	357
% Lights	-	100.0	98.4	100.0	-	98.5	-	100.0	97.6	77.8	-	96.4	-	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	97.8
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	1	0	-	1	0	0	2	1	-	3	0	0	0	0	-	0	0	0	0	0	-	0	4
% Single-Unit Trucks	-	0.0	0.5	0.0	-	0.5	-	0.0	1.6	11.1	-	2.1	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	1.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	2	0	-	2	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Bicycles on Road	-	0.0	1.0	0.0	-	1.0	-	0.0	0.0	11.1	-	0.7	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.8
Pedestrians	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Sigwalt/Chestnut
Site Code:
Start Date: 05/18/2017
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Chestnut Avenue Northbound						Chestnut Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	1	30	0	0	31	0	2	61	3	1	66	0	2	0	1	1	3	0	8	0	1	0	9	109
5:15 PM	0	0	39	0	0	39	0	0	54	6	1	60	0	1	2	0	3	3	0	2	5	2	0	9	111
5:30 PM	0	4	30	1	1	35	0	1	43	5	1	49	0	0	1	2	1	3	0	5	1	2	1	8	95
5:45 PM	0	2	32	1	1	35	0	2	49	14	0	65	0	0	0	1	3	1	0	5	1	0	1	6	107
Total	0	7	131	2	2	140	0	5	207	28	3	240	0	3	3	4	8	10	0	20	7	5	2	32	422
Approach %	0.0	5.0	93.6	1.4	-	-	0.0	2.1	86.3	11.7	-	-	0.0	30.0	30.0	40.0	-	-	0.0	62.5	21.9	15.6	-	-	-
Total %	0.0	1.7	31.0	0.5	-	33.2	0.0	1.2	49.1	6.6	-	56.9	0.0	0.7	0.7	0.9	-	2.4	0.0	4.7	1.7	1.2	-	7.6	-
PHF	0.000	0.438	0.840	0.500	-	0.897	0.000	0.625	0.848	0.500	-	0.909	0.000	0.375	0.375	0.500	-	0.833	0.000	0.625	0.350	0.625	-	0.889	0.950
Lights	0	7	126	2	-	135	0	5	201	28	-	234	0	3	3	4	-	10	0	20	6	5	-	31	410
% Lights	-	100.0	96.2	100.0	-	96.4	-	100.0	97.1	100.0	-	97.5	-	100.0	100.0	100.0	-	100.0	-	100.0	85.7	100.0	-	96.9	97.2
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	2	0	-	2	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	5
% Single-Unit Trucks	-	0.0	1.5	0.0	-	1.4	-	0.0	1.4	0.0	-	1.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	3	0	-	3	0	0	2	0	-	2	0	0	0	0	-	0	0	0	1	0	-	1	6
% Bicycles on Road	-	0.0	2.3	0.0	-	2.1	-	0.0	1.0	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	14.3	0.0	-	3.1	1.4
Pedestrians	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	8	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Sigwalt/Chestnut

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Start Date: 05/18/2017

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Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Highland/South
Site Code:
Start Date: 05/18/2017
Page No: 1

Turning Movement Data

Start Time	South Street Eastbound						South Street Westbound						Highland Avenue Northbound						Highland Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	5	2	1	7	0	4	12	2	0	18	0	2	3	0	1	5	0	0	1	2	0	3	33
7:15 AM	0	2	9	2	0	13	0	8	17	0	0	25	0	2	4	1	0	7	0	2	2	2	0	6	51
7:30 AM	0	6	4	32	1	42	0	37	24	2	2	63	0	3	15	17	2	35	0	1	5	6	1	12	152
7:45 AM	0	1	9	14	0	24	0	6	18	1	0	25	0	11	23	9	0	43	0	1	7	1	0	9	101
Hourly Total	0	9	27	50	2	86	0	55	71	5	2	131	0	18	45	27	3	90	0	4	15	11	1	30	337
8:00 AM	0	2	7	2	0	11	1	1	24	0	0	26	0	13	0	1	0	14	0	6	3	5	0	14	65
8:15 AM	0	1	3	2	0	6	0	2	13	0	0	15	0	10	7	1	1	18	0	1	4	2	0	7	46
8:30 AM	0	1	12	1	0	14	0	1	10	0	1	11	0	7	3	0	1	10	0	1	3	0	0	4	39
8:45 AM	0	1	8	3	1	12	0	1	13	0	2	14	0	5	3	0	2	8	0	1	3	0	0	4	38
Hourly Total	0	5	30	8	1	43	1	5	60	0	3	66	0	35	13	2	4	50	0	9	13	7	0	29	188
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	8	3	1	11	0	1	9	1	1	11	0	0	6	2	2	8	0	1	1	1	1	3	33
4:15 PM	0	0	11	0	1	11	0	3	9	1	1	13	0	2	4	3	2	9	0	1	2	0	1	3	36
4:30 PM	0	1	13	5	0	19	0	1	15	1	2	17	0	1	5	1	1	7	0	1	2	1	1	4	47
4:45 PM	0	1	5	1	0	7	0	1	6	1	1	8	0	2	5	0	3	7	0	1	4	1	3	6	28
Hourly Total	0	2	37	9	2	48	0	6	39	4	5	49	0	5	20	6	8	31	0	4	9	3	6	16	144
5:00 PM	0	0	6	0	0	6	0	1	14	1	1	16	0	0	4	1	0	5	0	1	9	0	1	10	37
5:15 PM	0	0	16	0	2	16	0	2	16	0	1	18	0	2	6	2	2	10	0	1	6	1	0	8	52
5:30 PM	0	3	7	0	3	10	0	1	10	1	2	12	0	0	11	1	2	12	0	0	5	3	0	8	42
5:45 PM	0	0	5	8	0	13	0	6	15	0	3	21	1	2	8	1	4	12	0	1	7	3	1	11	57
Hourly Total	0	3	34	8	5	45	0	10	55	2	7	67	1	4	29	5	8	39	0	3	27	7	2	37	188
Grand Total	0	19	128	75	10	222	1	76	225	11	17	313	1	62	107	40	23	210	0	20	64	28	9	112	857
Approach %	0.0	8.6	57.7	33.8	-	-	0.3	24.3	71.9	3.5	-	-	0.5	29.5	51.0	19.0	-	-	0.0	17.9	57.1	25.0	-	-	-
Total %	0.0	2.2	14.9	8.8	-	25.9	0.1	8.9	26.3	1.3	-	36.5	0.1	7.2	12.5	4.7	-	24.5	0.0	2.3	7.5	3.3	-	13.1	-
Lights	0	17	127	72	-	216	1	76	213	11	-	301	1	60	101	40	-	202	0	19	62	28	-	109	828
% Lights	-	89.5	99.2	96.0	-	97.3	100.0	100.0	94.7	100.0	-	96.2	100.0	96.8	94.4	100.0	-	96.2	-	95.0	96.9	100.0	-	97.3	96.6
Buses	0	1	0	0	-	1	0	0	8	0	-	8	0	0	1	0	-	1	0	0	0	0	-	0	10
% Buses	-	5.3	0.0	0.0	-	0.5	0.0	0.0	3.6	0.0	-	2.6	0.0	0.0	0.9	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	1.2
Single-Unit Trucks	0	1	0	2	-	3	0	0	1	0	-	1	0	0	1	0	-	1	0	1	1	0	-	2	7
% Single-Unit Trucks	-	5.3	0.0	2.7	-	1.4	0.0	0.0	0.4	0.0	-	0.3	0.0	0.0	0.9	0.0	-	0.5	-	5.0	1.6	0.0	-	1.8	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	1	-	2	0	0	3	0	-	3	0	2	4	0	-	6	0	0	1	0	-	1	12
% Bicycles on Road	-	0.0	0.8	1.3	-	0.9	0.0	0.0	1.3	0.0	-	1.0	0.0	3.2	3.7	0.0	-	2.9	-	0.0	1.6	0.0	-	0.9	1.4
Pedestrians	-	-	-	-	10	-	-	-	-	-	17	-	-	-	-	-	23	-	-	-	-	-	9	-	-

% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-
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Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Highland/South
Site Code:
Start Date: 05/18/2017
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	South Street Eastbound						South Street Westbound						Highland Avenue Northbound						Highland Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	6	4	32	1	42	0	37	24	2	2	63	0	3	15	17	2	35	0	1	5	6	1	12	152
7:45 AM	0	1	9	14	0	24	0	6	18	1	0	25	0	11	23	9	0	43	0	1	7	1	0	9	101
8:00 AM	0	2	7	2	0	11	1	1	24	0	0	26	0	13	0	1	0	14	0	6	3	5	0	14	65
8:15 AM	0	1	3	2	0	6	0	2	13	0	0	15	0	10	7	1	1	18	0	1	4	2	0	7	46
Total	0	10	23	50	1	83	1	46	79	3	2	129	0	37	45	28	3	110	0	9	19	14	1	42	364
Approach %	0.0	12.0	27.7	60.2	-	-	0.8	35.7	61.2	2.3	-	-	0.0	33.6	40.9	25.5	-	-	0.0	21.4	45.2	33.3	-	-	-
Total %	0.0	2.7	6.3	13.7	-	22.8	0.3	12.6	21.7	0.8	-	35.4	0.0	10.2	12.4	7.7	-	30.2	0.0	2.5	5.2	3.8	-	11.5	-
PHF	0.000	0.417	0.639	0.391	-	0.494	0.250	0.311	0.823	0.375	-	0.512	0.000	0.712	0.489	0.412	-	0.640	0.000	0.375	0.679	0.583	-	0.750	0.599
Lights	0	9	23	49	-	81	1	46	73	3	-	123	0	37	43	28	-	108	0	9	19	14	-	42	354
% Lights	-	90.0	100.0	98.0	-	97.6	100.0	100.0	92.4	100.0	-	95.3	-	100.0	95.6	100.0	-	98.2	-	100.0	100.0	100.0	-	100.0	97.3
Buses	0	1	0	0	-	1	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	6
% Buses	-	10.0	0.0	0.0	-	1.2	0.0	0.0	6.3	0.0	-	3.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.6
Single-Unit Trucks	0	0	0	1	-	1	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	0.0	2.0	-	1.2	0.0	0.0	1.3	0.0	-	0.8	-	0.0	2.2	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	2.2	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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9575 W. Higgins Rd., Suite 400

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Count Name: Highland/South
Site Code:
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Turning Movement Peak Hour Data (5:00 PM)

Start Time	South Street Eastbound						South Street Westbound						Highland Avenue Northbound						Highland Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	0	6	0	0	6	0	1	14	1	1	16	0	0	4	1	0	5	0	1	9	0	1	10	37
5:15 PM	0	0	16	0	2	16	0	2	16	0	1	18	0	2	6	2	2	10	0	1	6	1	0	8	52
5:30 PM	0	3	7	0	3	10	0	1	10	1	2	12	0	0	11	1	2	12	0	0	5	3	0	8	42
5:45 PM	0	0	5	8	0	13	0	6	15	0	3	21	1	2	8	1	4	12	0	1	7	3	1	11	57
Total	0	3	34	8	5	45	0	10	55	2	7	67	1	4	29	5	8	39	0	3	27	7	2	37	188
Approach %	0.0	6.7	75.6	17.8	-	-	0.0	14.9	82.1	3.0	-	-	2.6	10.3	74.4	12.8	-	-	0.0	8.1	73.0	18.9	-	-	-
Total %	0.0	1.6	18.1	4.3	-	23.9	0.0	5.3	29.3	1.1	-	35.6	0.5	2.1	15.4	2.7	-	20.7	0.0	1.6	14.4	3.7	-	19.7	-
PHF	0.000	0.250	0.531	0.250	-	0.703	0.000	0.417	0.859	0.500	-	0.798	0.250	0.500	0.659	0.625	-	0.813	0.000	0.750	0.750	0.583	-	0.841	0.825
Lights	0	3	33	8	-	44	0	10	55	2	-	67	1	4	27	5	-	37	0	3	26	7	-	36	184
% Lights	-	100.0	97.1	100.0	-	97.8	-	100.0	100.0	100.0	-	100.0	100.0	100.0	93.1	100.0	-	94.9	-	100.0	96.3	100.0	-	97.3	97.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	1	4
% Bicycles on Road	-	0.0	2.9	0.0	-	2.2	-	0.0	0.0	0.0	-	0.0	0.0	0.0	6.9	0.0	-	5.1	-	0.0	3.7	0.0	-	2.7	2.1
Pedestrians	-	-	-	-	5	-	-	-	-	-	7	-	-	-	-	-	8	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Highland/South
Site Code:
Start Date: 05/18/2017
Page No: 5



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Highland/Sigwalt
Site Code:
Start Date: 05/18/2017
Page No: 1

Turning Movement Data

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Highland Avenue Northbound						Highland Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	11	55	0	1	66	0	3	20	2	0	25	0	0	4	1	3	5	0	6	0	1	2	7	103
7:15 AM	0	1	27	1	1	29	0	3	15	5	0	23	0	0	4	2	2	6	0	8	2	4	0	14	72
7:30 AM	0	6	52	1	0	59	0	5	23	1	0	29	0	6	5	15	2	26	0	4	3	3	1	10	124
7:45 AM	0	10	60	2	1	72	0	3	34	4	1	41	0	5	7	14	3	26	0	6	2	0	1	8	147
Hourly Total	0	28	194	4	3	226	0	14	92	12	1	118	0	11	20	32	10	63	0	24	7	8	4	39	446
8:00 AM	0	0	40	1	0	41	0	1	39	3	0	43	0	1	0	2	1	3	0	4	2	0	0	6	93
8:15 AM	0	2	25	1	1	28	0	3	23	2	0	28	0	2	5	3	0	10	0	7	1	1	3	9	75
8:30 AM	0	2	25	0	1	27	0	1	26	2	0	29	0	2	2	2	0	6	0	4	1	5	1	10	72
8:45 AM	0	2	31	1	2	34	0	2	30	3	0	35	0	0	1	4	0	5	0	2	2	3	2	7	81
Hourly Total	0	6	121	3	4	130	0	7	118	10	0	135	0	5	8	11	1	24	0	17	6	9	6	32	321
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	30	0	0	30	0	3	38	8	1	49	0	0	2	6	4	8	2	8	0	7	2	17	104
4:15 PM	0	0	32	2	1	34	0	1	32	6	2	39	0	1	1	2	2	4	0	3	0	1	2	4	81
4:30 PM	0	1	33	0	1	34	0	1	45	7	1	53	0	0	3	2	5	5	1	7	3	4	4	15	107
4:45 PM	0	3	31	0	0	34	0	1	40	10	1	51	0	3	1	6	0	10	0	5	2	11	1	18	113
Hourly Total	0	4	126	2	2	132	0	6	155	31	5	192	0	4	7	16	11	27	3	23	5	23	9	54	405
5:00 PM	0	1	35	1	1	37	0	3	56	9	0	68	0	2	1	1	0	4	0	10	7	7	3	24	133
5:15 PM	0	3	40	2	2	45	0	4	56	14	1	74	0	1	3	1	4	5	0	6	0	5	0	11	135
5:30 PM	0	4	30	1	2	35	0	2	40	16	4	58	0	0	8	4	1	12	0	14	8	10	3	32	137
5:45 PM	0	2	32	5	1	39	0	1	45	12	2	58	0	1	8	1	4	10	0	15	6	17	4	38	145
Hourly Total	0	10	137	9	6	156	0	10	197	51	7	258	0	4	20	7	9	31	0	45	21	39	10	105	550
Grand Total	0	48	578	18	15	644	0	37	562	104	13	703	0	24	55	66	31	145	3	109	39	79	29	230	1722
Approach %	0.0	7.5	89.8	2.8	-	-	0.0	5.3	79.9	14.8	-	-	0.0	16.6	37.9	45.5	-	-	1.3	47.4	17.0	34.3	-	-	-
Total %	0.0	2.8	33.6	1.0	-	37.4	0.0	2.1	32.6	6.0	-	40.8	0.0	1.4	3.2	3.8	-	8.4	0.2	6.3	2.3	4.6	-	13.4	-
Lights	0	48	562	18	-	628	0	35	548	103	-	686	0	22	51	64	-	137	3	108	38	79	-	228	1679
% Lights	-	100.0	97.2	100.0	-	97.5	-	94.6	97.5	99.0	-	97.6	-	91.7	92.7	97.0	-	94.5	100.0	99.1	97.4	100.0	-	99.1	97.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	1	-	2	0	0	0	0	-	0	2
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	4.2	0.0	1.5	-	1.4	0.0	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	9	0	-	9	0	0	11	1	-	12	0	1	1	0	-	2	0	1	1	0	-	2	25
% Single-Unit Trucks	-	0.0	1.6	0.0	-	1.4	-	0.0	2.0	1.0	-	1.7	-	4.2	1.8	0.0	-	1.4	0.0	0.9	2.6	0.0	-	0.9	1.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	7	0	-	7	0	2	3	0	-	5	0	0	3	1	-	4	0	0	0	0	-	0	16
% Bicycles on Road	-	0.0	1.2	0.0	-	1.1	-	5.4	0.5	0.0	-	0.7	-	0.0	5.5	1.5	-	2.8	0.0	0.0	0.0	0.0	-	0.0	0.9
Pedestrians	-	-	-	-	15	-	-	-	-	-	13	-	-	-	-	-	31	-	-	-	-	-	29	-	-

% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-
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Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Highland/Sigwalt
Site Code:
Start Date: 05/18/2017
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Highland Avenue Northbound						Highland Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	6	52	1	0	59	0	5	23	1	0	29	0	6	5	15	2	26	0	4	3	3	1	10	124
7:45 AM	0	10	60	2	1	72	0	3	34	4	1	41	0	5	7	14	3	26	0	6	2	0	1	8	147
8:00 AM	0	0	40	1	0	41	0	1	39	3	0	43	0	1	0	2	1	3	0	4	2	0	0	6	93
8:15 AM	0	2	25	1	1	28	0	3	23	2	0	28	0	2	5	3	0	10	0	7	1	1	3	9	75
Total	0	18	177	5	2	200	0	12	119	10	1	141	0	14	17	34	6	65	0	21	8	4	5	33	439
Approach %	0.0	9.0	88.5	2.5	-	-	0.0	8.5	84.4	7.1	-	-	0.0	21.5	26.2	52.3	-	-	0.0	63.6	24.2	12.1	-	-	-
Total %	0.0	4.1	40.3	1.1	-	45.6	0.0	2.7	27.1	2.3	-	32.1	0.0	3.2	3.9	7.7	-	14.8	0.0	4.8	1.8	0.9	-	7.5	-
PHF	0.000	0.450	0.738	0.625	-	0.694	0.000	0.600	0.763	0.625	-	0.820	0.000	0.583	0.607	0.567	-	0.625	0.000	0.750	0.667	0.333	-	0.825	0.747
Lights	0	18	174	5	-	197	0	12	115	10	-	137	0	13	16	33	-	62	0	21	8	4	-	33	429
% Lights	-	100.0	98.3	100.0	-	98.5	-	100.0	96.6	100.0	-	97.2	-	92.9	94.1	97.1	-	95.4	-	100.0	100.0	100.0	-	100.0	97.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	1	0	-	1	0	0	4	0	-	4	0	1	0	0	-	1	0	0	0	0	-	0	6
% Single-Unit Trucks	-	0.0	0.6	0.0	-	0.5	-	0.0	3.4	0.0	-	2.8	-	7.1	0.0	0.0	-	1.5	-	0.0	0.0	0.0	-	0.0	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	2	0	-	2	0	0	0	0	-	0	0	0	1	1	-	2	0	0	0	0	-	0	4
% Bicycles on Road	-	0.0	1.1	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	5.9	2.9	-	3.1	-	0.0	0.0	0.0	-	0.0	0.9
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Highland/Sigwalt
Site Code:
Start Date: 05/18/2017
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Highland Avenue Northbound						Highland Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	1	35	1	1	37	0	3	56	9	0	68	0	2	1	1	0	4	0	10	7	7	3	24	133
5:15 PM	0	3	40	2	2	45	0	4	56	14	1	74	0	1	3	1	4	5	0	6	0	5	0	11	135
5:30 PM	0	4	30	1	2	35	0	2	40	16	4	58	0	0	8	4	1	12	0	14	8	10	3	32	137
5:45 PM	0	2	32	5	1	39	0	1	45	12	2	58	0	1	8	1	4	10	0	15	6	17	4	38	145
Total	0	10	137	9	6	156	0	10	197	51	7	258	0	4	20	7	9	31	0	45	21	39	10	105	550
Approach %	0.0	6.4	87.8	5.8	-	-	0.0	3.9	76.4	19.8	-	-	0.0	12.9	64.5	22.6	-	-	0.0	42.9	20.0	37.1	-	-	-
Total %	0.0	1.8	24.9	1.6	-	28.4	0.0	1.8	35.8	9.3	-	46.9	0.0	0.7	3.6	1.3	-	5.6	0.0	8.2	3.8	7.1	-	19.1	-
PHF	0.000	0.625	0.856	0.450	-	0.867	0.000	0.625	0.879	0.797	-	0.872	0.000	0.500	0.625	0.438	-	0.646	0.000	0.750	0.656	0.574	-	0.691	0.948
Lights	0	10	134	9	-	153	0	9	192	51	-	252	0	4	20	7	-	31	0	45	21	39	-	105	541
% Lights	-	100.0	97.8	100.0	-	98.1	-	90.0	97.5	100.0	-	97.7	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	98.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	1	0	-	1	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	5
% Single-Unit Trucks	-	0.0	0.7	0.0	-	0.6	-	0.0	2.0	0.0	-	1.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	2	0	-	2	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	4
% Bicycles on Road	-	0.0	1.5	0.0	-	1.3	-	10.0	0.5	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.7
Pedestrians	-	-	-	-	6	-	-	-	-	-	7	-	-	-	-	-	9	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Highland/Sigwalt

Site Code:

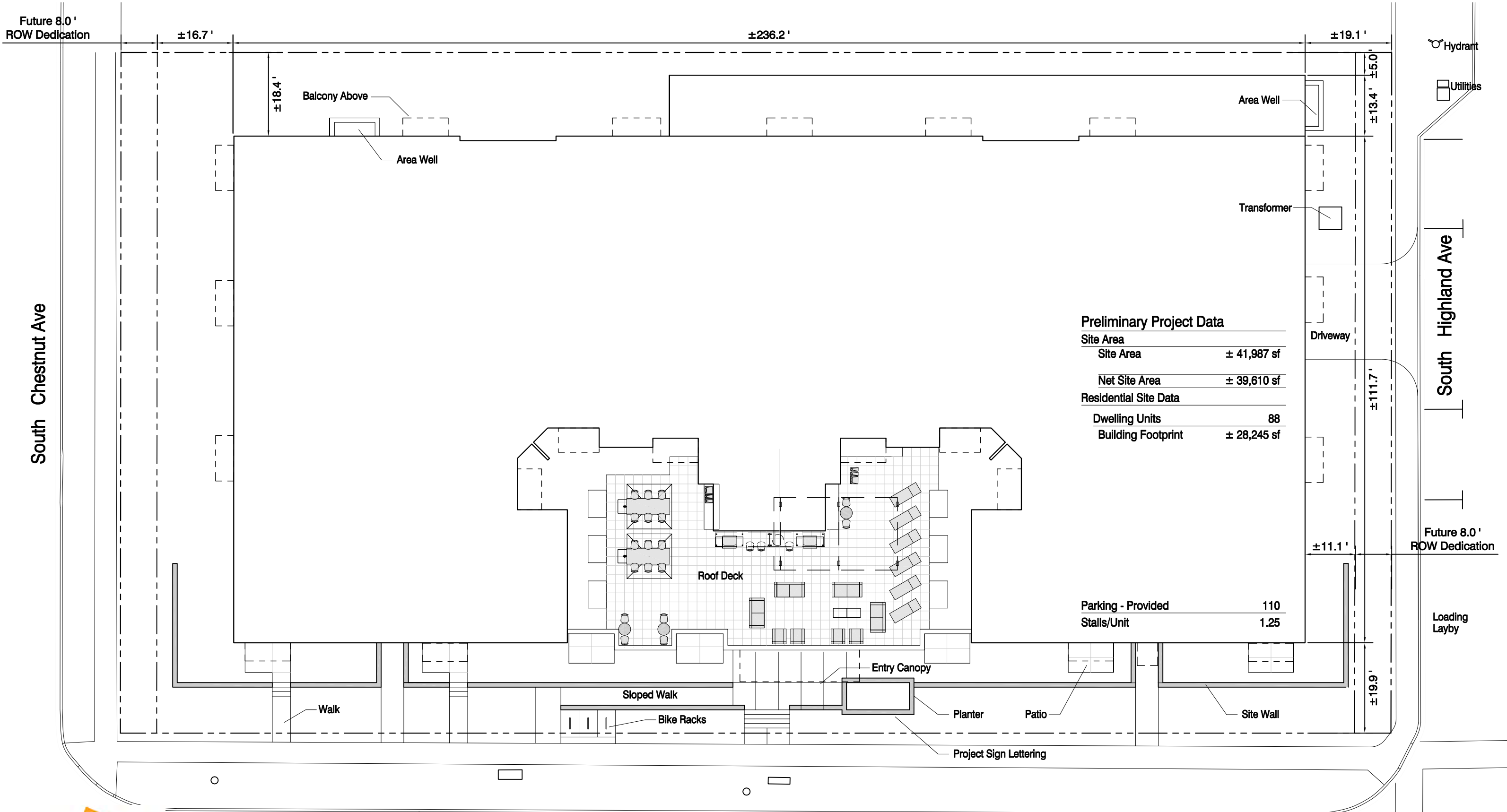
Start Date: 05/18/2017

Page No: 5

Site Plan

*Proposed Apartment Development
Arlington Heights, Illinois*

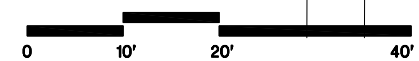




Sigwalt Apartments
Arlington Heights, IL

West Sigwalt Street

Site Plan



43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017



May 15, 2017 ARCHITECTS + PLANNERS, INC.

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

*Proposed Apartment Development
Arlington Heights, Illinois*



HCS7 Two-Way Stop-Control Report

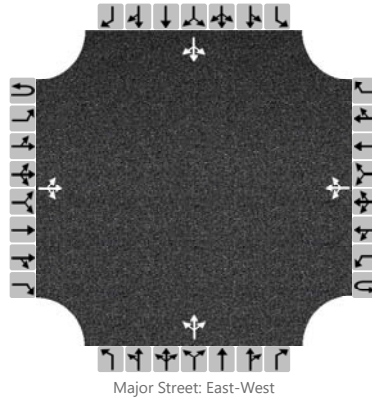
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2017
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Campbell with Chestnut
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Chestnut Avenue
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		13	160	6		2	107	6		4	4	2		6	5	8
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	12
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				2					10				20	
Capacity, c (veh/h)		1480				1413					641				713	
v/c Ratio		0.01				0.00					0.02				0.03	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.0				0.1	
Control Delay (s/veh)		7.5				7.6					10.7				10.2	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.6				0.1				10.7				10.2			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

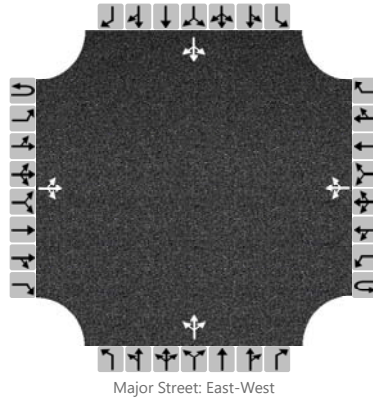
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2017
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Campbell with Chestnut
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Chestnut Avenue
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		20	160	12		8	126	12		14	13	7		10	8	19
Percent Heavy Vehicles (%)		0				0				0	0	0		0	25	12
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

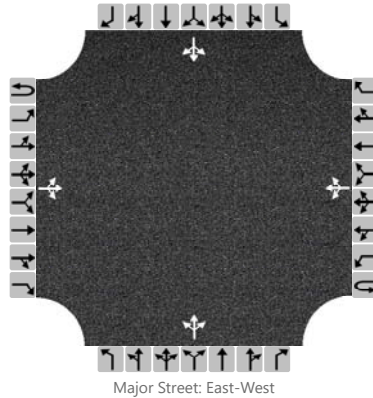
Flow Rate, v (veh/h)		23				9					39				42	
Capacity, c (veh/h)		1435				1389					565				649	
v/c Ratio		0.02				0.01					0.07				0.06	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.2				0.2	
Control Delay (s/veh)		7.5				7.6					11.8				10.9	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.9				0.5				11.8				10.9			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	ANB	Intersection	Campbell with Chestnut
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	8/10/2017	East/West Street	Campbell Street
Analysis Year	2023	North/South Street	Chestnut Avenue
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-127		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		21	169	12		8	148	12		14	13	7		10	8	20
Percent Heavy Vehicles (%)		0				0				0	0	0		0	25	12
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

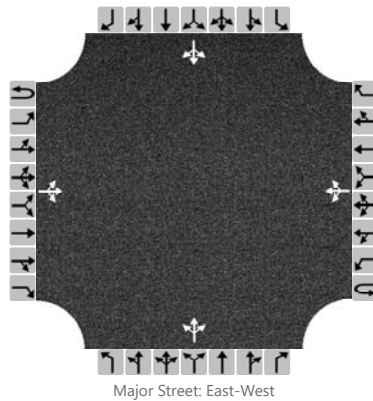
Flow Rate, v (veh/h)		24				9					39				43	
Capacity, c (veh/h)		1406				1378					537				623	
v/c Ratio		0.02				0.01					0.07				0.07	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.2				0.2	
Control Delay (s/veh)		7.6				7.6					12.2				11.2	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.9				0.4				12.2				11.2			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	ANB	Intersection	Campbell with Chestnut
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	8/10/2017	East/West Street	Campbell Street
Analysis Year	2023	North/South Street	Chestnut Avenue
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-127		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		13	167	6		2	119	6		4	4	2		6	5	8
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	12
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				2					10				20	
Capacity, c (veh/h)		1464				1403					624				695	
v/c Ratio		0.01				0.00					0.02				0.03	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.0				0.1	
Control Delay (s/veh)		7.5				7.6					10.9				10.3	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.6				0.1				10.9				10.3			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

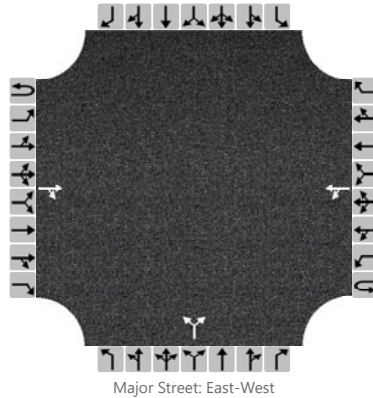
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2017
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Campbell with Highland
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Highland Avenue
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			137	31		16	84			24		30				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						20					66					
Capacity, c (veh/h)						1379					737					
v/c Ratio						0.01					0.09					
95% Queue Length, Q ₉₅ (veh)						0.0					0.3					
Control Delay (s/veh)						7.6					10.4					
Level of Service, LOS						A					B					
Approach Delay (s/veh)					1.4				10.4							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

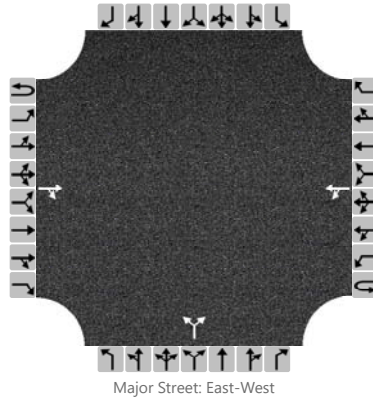
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2017
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Campbell with Highland
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Highland Avenue
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			144	33		41	123			33		41				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						49					88					
Capacity, c (veh/h)						1373					666					
v/c Ratio						0.04					0.13					
95% Queue Length, Q ₉₅ (veh)						0.1					0.5					
Control Delay (s/veh)						7.7					11.2					
Level of Service, LOS						A					B					
Approach Delay (s/veh)					2.2				11.2							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

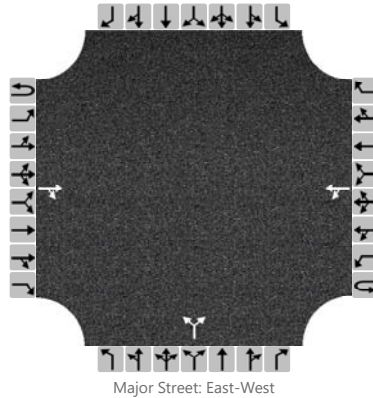
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2023
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Campbell with Highland
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Highland Avenue
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			141	33		17	87			28		34				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						21					75					
Capacity, c (veh/h)						1371					723					
v/c Ratio						0.02					0.10					
95% Queue Length, Q ₉₅ (veh)						0.0					0.3					
Control Delay (s/veh)						7.7					10.6					
Level of Service, LOS						A					B					
Approach Delay (s/veh)					1.4				10.6							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

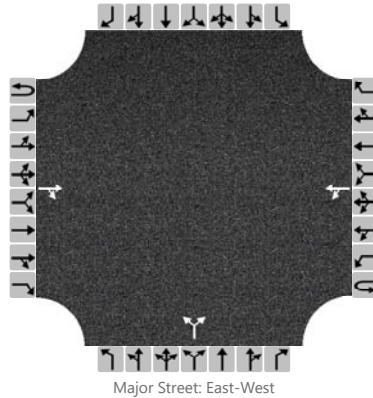
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2023
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Campbell with Highland
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Highland Avenue
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			148	38		46	127			36		44				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

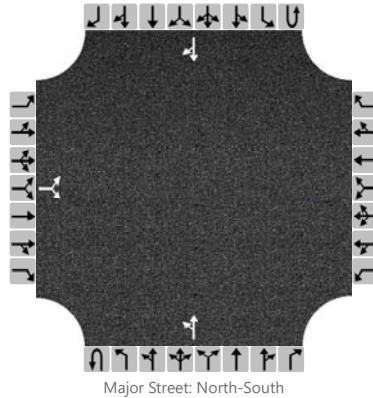
Flow Rate, v (veh/h)						55					95					
Capacity, c (veh/h)						1360					643					
v/c Ratio						0.04					0.15					
95% Queue Length, Q ₉₅ (veh)						0.1					0.5					
Control Delay (s/veh)						7.8					11.6					
Level of Service, LOS						A					B					
Approach Delay (s/veh)					2.3				11.6							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

General Information

Analyst	BSM	Intersection	Highland with Access
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	8/10/2017	East/West Street	Proposed Access Drive
Analysis Year	2023	North/South Street	Highland Avenue
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	17-127		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		6		26						6	47				34	2
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

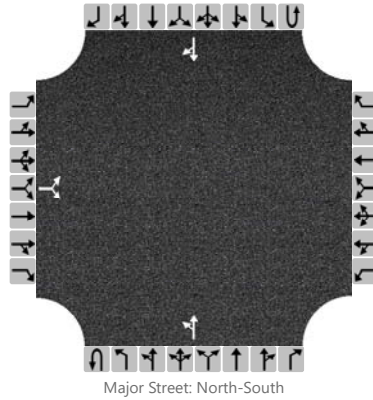
Flow Rate, v (veh/h)			33							6						
Capacity, c (veh/h)			1013							1585						
v/c Ratio			0.03							0.00						
95% Queue Length, Q ₉₅ (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.3						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	8.7								0.8							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

General Information

Analyst	BSM	Intersection	Highland with Access
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	8/10/2017	East/West Street	Proposed Access Drive
Analysis Year	2023	North/South Street	Highland Avenue
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	17-127		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		4		15						29	84				108	8
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			20							31						
Capacity, c (veh/h)			883							1478						
v/c Ratio			0.02							0.02						
95% Queue Length, Q ₉₅ (veh)			0.1							0.1						
Control Delay (s/veh)			9.2							7.5						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	9.2								2.1							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

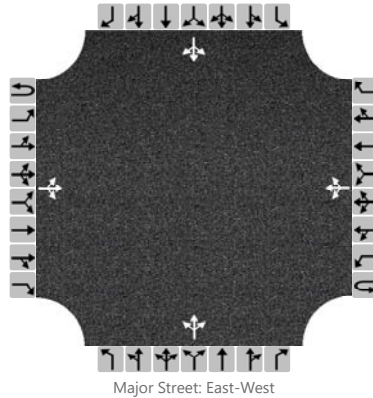
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2017
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Sigwalt with Chestnut
Jurisdiction	Arlington Heights
East/West Street	Sigwalt Street
North/South Street	Chestnut Avenue
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		3	192	3		4	127	9		2	1	5		8	8	2
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				5					11				25	
Capacity, c (veh/h)		1409				1320					656				537	
v/c Ratio		0.00				0.00					0.02				0.05	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.1				0.1	
Control Delay (s/veh)		7.6				7.7					10.6				12.0	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.1				0.2				10.6				12.0			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

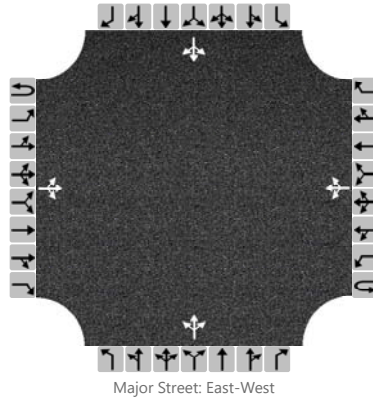
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2017
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Sigwalt with Chestnut
Jurisdiction	Arlington Heights
East/West Street	Sigwalt Street
North/South Street	Chestnut Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		7	132	2		5	207	28		3	3	4		20	7	5
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7				5					10				33	
Capacity, c (veh/h)		1331				1455					645				579	
v/c Ratio		0.01				0.00					0.02				0.06	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.0				0.2	
Control Delay (s/veh)		7.7				7.5					10.7				11.6	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.4				0.2				10.7				11.6			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

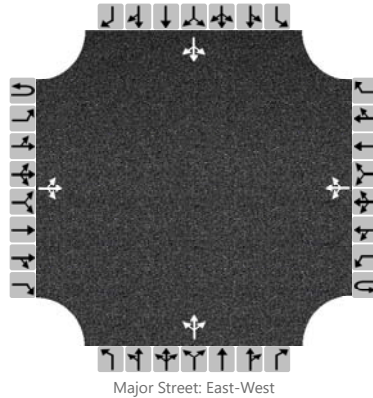
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2023
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Sigwalt with Chestnut
Jurisdiction	Arlington Heights
East/West Street	Sigwalt Street
North/South Street	Chestnut Avenue
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		3	199	3		4	134	9		2	1	5		8	8	2
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				5					11				25	
Capacity, c (veh/h)		1398				1310					643				524	
v/c Ratio		0.00				0.00					0.02				0.05	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.1				0.2	
Control Delay (s/veh)		7.6				7.8					10.7				12.2	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.1				0.2				10.7				12.2			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

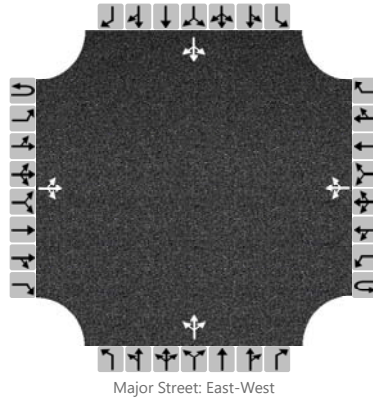
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2023
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Sigwalt with Highland
Jurisdiction	Arlington Heights
East/West Street	Sigwalt Street
North/South Street	Highland Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		13	141	9		10	203	72		4	28	7		56	25	42
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				11					40				129	
Capacity, c (veh/h)		1284				1435					509				551	
v/c Ratio		0.01				0.01					0.08				0.23	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.3				0.9	
Control Delay (s/veh)		7.8				7.5					12.7				13.5	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.7				0.3				12.7				13.5			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

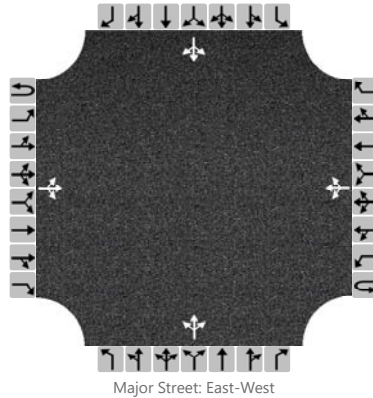
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2017
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Sigwalt with Highland
Jurisdiction	Arlington Heights
East/West Street	Sigwalt Street
North/South Street	Highland Avenue
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		18	182	5		12	122	10		14	17	34		21	8	4
Percent Heavy Vehicles (%)		0				0				7	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24				16					87				44	
Capacity, c (veh/h)		1413				1327					584				449	
v/c Ratio		0.02				0.01					0.15				0.10	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.5				0.3	
Control Delay (s/veh)		7.6				7.7					12.2				13.9	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.8				0.7				12.2				13.9			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

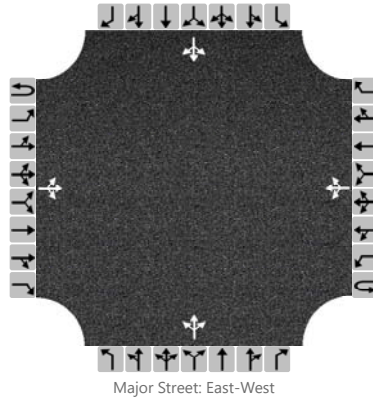
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2017
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Sigwalt with Highland
Jurisdiction	Arlington Heights
East/West Street	Sigwalt Street
North/South Street	Highland Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		10	137	9		10	197	51		4	20	7		45	21	39
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11				11					32				110	
Capacity, c (veh/h)		1315				1440					546				588	
v/c Ratio		0.01				0.01					0.06				0.19	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.2				0.7	
Control Delay (s/veh)		7.8				7.5					12.0				12.5	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.6				0.4				12.0				12.5			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

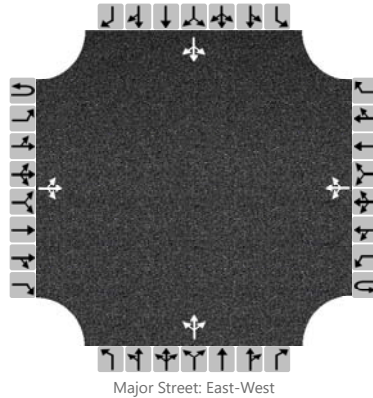
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2023
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Sigwalt with Highland
Jurisdiction	Arlington Heights
East/West Street	Sigwalt Street
North/South Street	Highland Avenue
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		20	197	5		12	126	14		14	19	35		38	15	7
Percent Heavy Vehicles (%)		0				0				7	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		27				16					91				80	
Capacity, c (veh/h)		1400				1305					555				423	
v/c Ratio		0.02				0.01					0.16				0.19	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.6				0.7	
Control Delay (s/veh)		7.6				7.8					12.8				15.5	
Level of Service, LOS		A				A					B				C	
Approach Delay (s/veh)	0.9				0.7				12.8				15.5			
Approach LOS									B				C			

HCS7 Two-Way Stop-Control Report

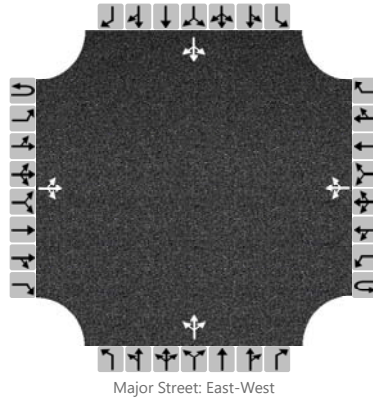
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2023
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Sigwalt with Highland
Jurisdiction	Arlington Heights
East/West Street	Sigwalt Street
North/South Street	Highland Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		13	141	9		10	203	72		4	28	7		56	25	42
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

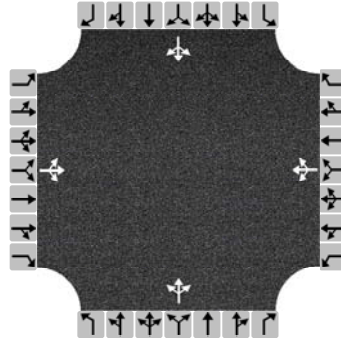
Flow Rate, v (veh/h)		14				11					40				129	
Capacity, c (veh/h)		1284				1435					509				551	
v/c Ratio		0.01				0.01					0.08				0.23	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.3				0.9	
Control Delay (s/veh)		7.8				7.5					12.7				13.5	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.7				0.3				12.7				13.5			
Approach LOS									B				B			

HCS7 All-Way Stop Control Report

General Information

Analyst	BSM	Intersection	Sigwalt with Vail
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	8/10/2017	East/West Street	Sigwalt Street
Analysis Year	2017	North/South Street	Vail Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.75
Time Analyzed	AM Peak Hour		
Project Description	17-127		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	21	213	6	10	125	48	11	54	14	67	39	4
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	320			244			105			147		
Percent Heavy Vehicles	1			3			1			3		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.284			0.217			0.094			0.130		
Final Departure Headway, hd (s)	5.00			5.00			5.56			5.68		
Final Degree of Utilization, x	0.445			0.339			0.163			0.232		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.00			3.00			3.56			3.68		

Capacity, Delay and Level of Service

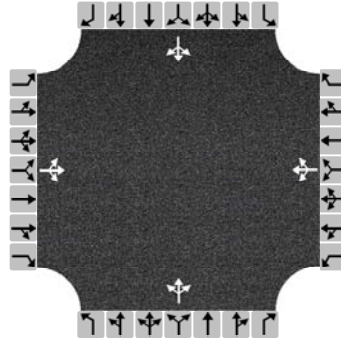
Flow Rate, v (veh/h)	320			244			105			147		
Capacity	719			720			648			633		
95% Queue Length, Q ₉₅ (veh)	2.3			1.5			0.6			0.9		
Control Delay (s/veh)	12.0			10.5			9.6			10.4		
Level of Service, LOS	B			B			A			B		
Approach Delay (s/veh)	12.0			10.5			9.6			10.4		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh LOS	11.0						B					

HCS7 All-Way Stop Control Report

General Information

Analyst	BSM	Intersection	Sigwalt with Vail
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	8/10/2017	East/West Street	Sigwalt Street
Analysis Year	2017	North/South Street	Vail Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.96
Time Analyzed	PM Peak Hour		
Project Description	17-127		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	23	159	4	15	203	99	15	63	18	79	44	37
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	194			330			100			167		
Percent Heavy Vehicles	1			1			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.172			0.294			0.089			0.148		
Final Departure Headway, hd (s)	5.13			4.77			5.43			5.35		
Final Degree of Utilization, x	0.276			0.437			0.151			0.248		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.13			2.77			3.43			3.35		

Capacity, Delay and Level of Service

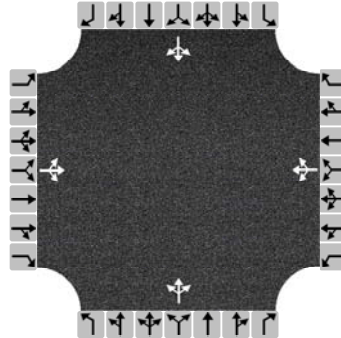
Flow Rate, v (veh/h)	194			330			100			167		
Capacity	702			755			663			673		
95% Queue Length, Q ₉₅ (veh)	1.1			2.2			0.5			1.0		
Control Delay (s/veh)	10.1			11.4			9.4			10.1		
Level of Service, LOS	B			B			A			B		
Approach Delay (s/veh)	10.1			11.4			9.4			10.1		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh LOS	10.6						B					

HCS7 All-Way Stop Control Report

General Information

Analyst	BSM	Intersection	Sigwalt with Vail
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	8/10/2017	East/West Street	Sigwalt Street
Analysis Year	2023	North/South Street	Vail Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.75
Time Analyzed	AM Peak Hour		
Project Description	17-127		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	22	235	6	10	133	49	11	56	14	69	40	4
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	351			256			108			151		
Percent Heavy Vehicles	1			3			1			3		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.312			0.228			0.096			0.134		
Final Departure Headway, hd (s)	5.07			5.09			5.71			5.82		
Final Degree of Utilization, x	0.494			0.362			0.171			0.244		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.07			3.09			3.71			3.82		

Capacity, Delay and Level of Service

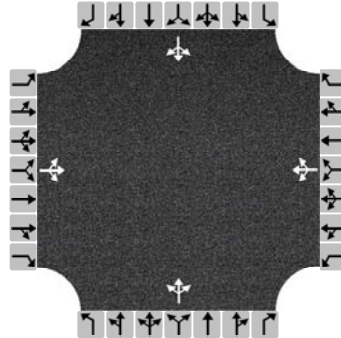
Flow Rate, v (veh/h)	351			256			108			151		
Capacity	710			707			631			618		
95% Queue Length, Q ₉₅ (veh)	2.8			1.7			0.6			1.0		
Control Delay (s/veh)	12.9			11.0			9.9			10.7		
Level of Service, LOS	B			B			A			B		
Approach Delay (s/veh)	12.9			11.0			9.9			10.7		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh LOS	11.6						B					

HCS7 All-Way Stop Control Report

General Information

Analyst	BSM	Intersection	Sigwalt with Vail
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	8/10/2017	East/West Street	Sigwalt Street
Analysis Year	2023	North/South Street	Vail Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.96
Time Analyzed	PM Peak Hour		
Project Description	17-127		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	24	174	4	15	228	102	15	65	19	81	45	40
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	210			359			103			173		
Percent Heavy Vehicles	1			1			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.187			0.319			0.092			0.154		
Final Departure Headway, hd (s)	5.23			4.86			5.59			5.49		
Final Degree of Utilization, x	0.306			0.485			0.160			0.264		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.23			2.86			3.59			3.49		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	210			359			103			173		
Capacity	688			741			644			655		
95% Queue Length, Q ₉₅ (veh)	1.3			2.7			0.6			1.1		
Control Delay (s/veh)	10.5			12.3			9.7			10.5		
Level of Service, LOS	B			B			A			B		
Approach Delay (s/veh)	10.5			12.3			9.7			10.5		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh LOS	11.2						B					

HCS7 Two-Way Stop-Control Report

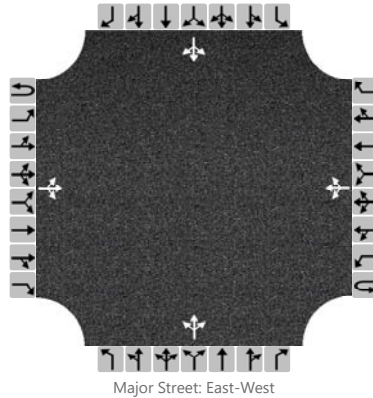
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2017
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	South with Highland
Jurisdiction	Arlington Heights
East/West Street	South Street
North/South Street	Highland Avenue
Peak Hour Factor	0.60
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		10	23	50		46	79	3		37	45	28		9	19	14
Percent Heavy Vehicles (%)		10				0				0	4	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

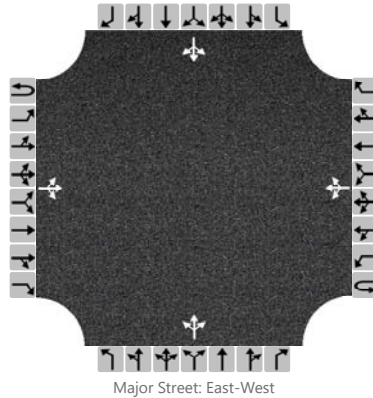
Flow Rate, v (veh/h)		17				77					184				70	
Capacity, c (veh/h)		1399				1479					557				543	
v/c Ratio		0.01				0.05					0.33				0.13	
95% Queue Length, Q ₉₅ (veh)		0.0				0.2					1.4				0.4	
Control Delay (s/veh)		7.6				7.6					14.6				12.6	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	1.0				3.0				14.6				12.6			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	BSM	Intersection	South with Highland
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	8/10/2017	East/West Street	South Street
Analysis Year	2017	North/South Street	Highland Avenue
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-127		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		3	34	8		10	55	2		4	29	5		3	27	7
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				12					46				45	
Capacity, c (veh/h)		1546				1568					772				776	
v/c Ratio		0.00				0.01					0.06				0.06	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.2				0.2	
Control Delay (s/veh)		7.3				7.3					10.0				9.9	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	0.6				1.1				10.0				9.9			
Approach LOS									A				A			

HCS7 Two-Way Stop-Control Report

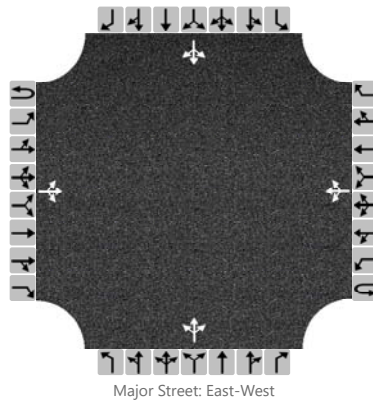
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2023
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	South with Highland
Jurisdiction	Arlington Heights
East/West Street	South Street
North/South Street	Highland Avenue
Peak Hour Factor	0.60
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		10	24	52		47	81	4		38	46	29		13	23	14
Percent Heavy Vehicles (%)		10				0				0	4	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				78					188				83	
Capacity, c (veh/h)		1393				1472					546				514	
v/c Ratio		0.01				0.05					0.34				0.16	
95% Queue Length, Q ₉₅ (veh)		0.0				0.2					1.5				0.6	
Control Delay (s/veh)		7.6				7.6					15.0				13.3	
Level of Service, LOS		A				A					C				B	
Approach Delay (s/veh)	1.0				3.0				15.0				13.3			
Approach LOS									C				B			

HCS7 Two-Way Stop-Control Report

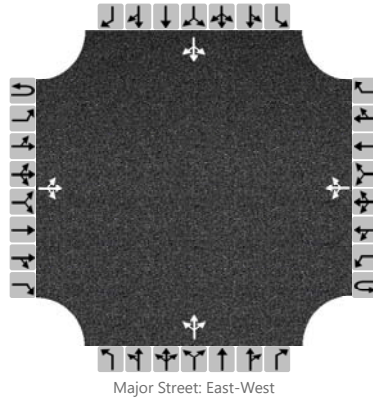
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2023
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	South with Highland
Jurisdiction	Arlington Heights
East/West Street	South Street
North/South Street	Highland Avenue
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		3	35	8		10	57	6		4	33	5		5	29	7
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				12					51				49	
Capacity, c (veh/h)		1536				1567					760				767	
v/c Ratio		0.00				0.01					0.07				0.06	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.2				0.2	
Control Delay (s/veh)		7.3				7.3					10.1				10.0	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.5				1.0				10.1				10.0			
Approach LOS									B				B			

Parking Ratios of Similar Developments

*Proposed Apartment Development
Arlington Heights, Illinois*



PARKING RATIOS OF SIMILAR DEVELOPMENTS

Development	Location	Units	Parking	Parking Ratio
Aloft at the Glen	Glenview	181	181	1.00
9750 on the Park	Orland Park	295	365	1.24
Wheaton 121	Wheaton	306	400	1.31
Glen Gate	Glenview	240	360	1.50
1717 Ridge	Evanston	175	205	1.17
AMLI Evanston	Evanston	214	312	1.46
Residences at the Grove	Downers Grove	294	345	1.17
Uptown La Grange	La Grange	254	336	1.32
The Reserve at Evanston	Evanston	195	219	1.12
Regency Place	Oak Brook	112	130	1.16
One Arlington	Arlington Heights	214	300	1.40
E2	Evanston	356	371	1.04
1717 Ridge	Evanston	175	200	1.14
Ninety7Fifty on the Park	Orland Park	295	300	1.02
Avant at the Arboretum	Warrenville	310	392	1.26
Central Station	Evanston	80	80	1.00
Wheaton 121	Wheaton	306	400	1.31
Midtown Square	Glenview	138	160	1.16
Uptown LaGrange	La Grange	254	336	1.32
Average		231	284	1.22

*Proposed Apartment Development
Arlington Heights, Illinois*





Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building & Life Safety Department

Subject: 45 S Chestnut Ave. – Preliminary and Final PUD for 5-Story, 88 unit Residential Housing Development. Preliminary and Final Plat of Subdivision to consolidate lots, Rezoning from R-3 to R-7 and multiple Variations (density, setbacks, building lot coverage, F.A.R., and parking)

PC#: 17-008

Date: July 17, 2017

Sam:

RECEIVED

JUL 18 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

I have reviewed the documents submitted for the above referenced project and offer the following comments:

1. Project will be reviewed per the 2009 International Building Code (I.B.C.) as a mixed use "S-2" (parking garage) and "R-2" (residential) occupancy.
2. What is the proposed construction type of the building?
3. Provide a height and area calculation for the building including all allowable increases.
4. Provide an occupant load calculation per floor.
5. Horizontal separation between "S-2" and "R-2" shall be a 1 hour rated assembly.
6. The North exterior wall shall have a minimum fire-resistant rating of 1-hour based on the distance to the lot line of 5 feet. Table 602.
7. Provide allowable area of openings calculation for the North exterior walls.
8. Exterior wall ratings shall comply with Table 602. Adjacent existing buildings will not be required to comply with current exterior wall ratings, however, future developments will.
9. Recommend all building materials utilized in balcony construction be non-combustible.
10. At least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the cab size shall be not less than 60 inches by 85 inches, to accommodate an ambulance stretcher in its horizontal, open position; and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame.

11. If the electrical service to the building is 1,200 amps or more, the electrical room shall have a minimum rating equal to the building construction, and have two exit doors on opposite ends of the room with panic hardware with a fire-rating equal to that of the room.
12. Elevator lobby shall be enclosed (IBC 708.14.1) or the hoistways pressurized (IBC 708.14.2.1-708.14.2.11).
13. Shaft enclosures shall be 2-hour fire-resistive construction for elevators and refuge chute.



**Village of Arlington Heights, IL
Department of Building & Life Safety**

Fire Safety Division



Date: 7/13/2017

P.C. Number: 17-008

Project Name: Five Story 88 Unit Rental Housing Development

Project Location: 45 South Chestnut Ave

Planning Department Contact: Sam Hubbard, Planning and Community Development

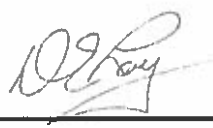
General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. Fire department connections shall be fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant.
2. Buildings or facilities having a gross building area of more than 62,000 square feet shall be provided with two separate and approved fire apparatus access roads.
3. A complete NFPA compliant fire suppression system is required. Supervised indicating control valves shall be provided at the point of connection to the riser on each floor.
4. An approved water supply capable of supplying the required fire flow for fire protection shall be provided.
5. Fire protection equipment and service rooms shall be identified in an approved manner.
6. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.
7. Buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building.
8. In buildings and structures where standby power is required or furnished to operate an elevator the operation shall comply with current code requirements.
9. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.
10. Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.
11. Visible alarm notification appliances shall be provided in public areas and common areas. A visible exterior weatherproof alarm notification device shall be located within closest proximity to the front main entrance of the building or tenant space.

12. A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance.
13. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.
14. Each location of a fire department communication device shall be an independent zone from the control panel.
15. Fire pumps, if provided, shall be installed in accordance with the Fire Code and NFPA 20 and shall comply with all current code requirements including a minimum of two water mains located in different streets.
16. Exit signs shall be illuminated at all times and have emergency power backup.
17. In order to be considered part of an accessible means of egress, an elevator shall comply with the emergency operation and signaling device requirements.
18. In buildings where a required accessible floor is four or more stories above or below a level of exit discharge, at least one required accessible means of egress shall be an elevator with some exceptions.
19. In buildings four or more stories above grade plane, one stairway shall extend to the roof surface, unless the roof has a slope steeper than four units vertical in 12 units horizontal.
20. Indicate the maneuvering capability of the Fire Department Tower Truck to confirm that the truck can negotiate the turns on pavement avoiding any dead-ends and identify any overhead wires that may be within the airspace of the truck set-up.
21. Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. **Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.**
22. Fire department connections shall be installed in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved.
23. Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved a visible Location.

Date 07-13-17

Reviewed By: 
Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: July 28, 2017
Subject: 45 S. Chestnut, P.C. #17-008



With regard to the proposed utility installation at 45 S. Chestnut, I have the following comments:

- 1) The permit lists address as 45 S Chestnut and the Engineering Plans lists the project as 37 S. Chestnut, reconcile this discrepancy
- 2) All existing storm sewers that are going to be abandoned must be abandoned at the respective storm main connections revise the utility plans to reflect these connections
- 3) Install chimney seals on all proposed storm and sanitary structures.
- 4) Verify the condition of the sidewalk fronting the property after the construction. If damage has occurred as a result of the construction, or drainage is not adequate (ponding), permittee must replace the affected squares.
- 5) The proposed 8" pressure connection must be enclosed within a vault with a minimum diameter of 60".
- 6) The Village will need an easement of 5' east of the east edge of the sidewalk on S. Chestnut for future maintenance of the existing 4" fiber optic conduit owned by the Village
- 7) Relocate the restrictor vault #25 to the south at least 10' from a permanent structure (wall).
- 8) There must be proper separation between the water service and the existing sewer line. Refer to the standard specifications of water and sewer installation for the State of Illinois 6th edition or newer.
- 9) All methods of construction and materials must conform to the most recent version of "A Manual of Practice for the Design of Public & Private Improvements" as published by the Village of Arlington Heights Engineering Department.
- 10) A compound meter within the building will be required.
 - a. The compound meter will require a 3" bypass meter configuration.
 - b. The compound meter will be a 6" x 2" meter.
- 11) Required backflow devices (RPZ) are as listed;

- a. 1 – 6" RPZ for fire protection
- b. 1 – 3" RPZ for domestic purposes

12) A separate RPZ will be required if an irrigation system will be installed.

13) Restrictor manhole shall be accessible.

14) All roadway patches shall have surface asphalt layer extend 2' beyond edge of trench.

15) All improved sidewalk ramps shall meet ADA standards. Wherever an improvement is made, the corresponding ramp across the street shall also be improved.

16) I did not see any site lighting improvements or street lights.

17) A warning sign and light warning pedestrians of vehicle traffic is required.

18) Any existing depressed curbs along Chestnut shall be removed and replaced for full height curb.

19) Brick pavers on Highland shall match new existing downtown design including perimeter concrete ribbon curb.

20) Norway spruce spacing appears to be too close to the building. In addition, numerous large trees appear to be proposed on top of detention vault. Is the cover sufficient for these trees to prosper?

C. file

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17-008
 Petitioner: Michael Porto
CA Ventures
 Owner: CA Ventures "Clark Street Holdings, LLC"
 Contact Person: Michael Porto - CA Ventures
 Address: 130 E. Randolph St. Suite 2100
Chicago, IL 60601
 Phone #: 312-248-2095
 Fax #: _____
 E-Mail: mporto@ca-ventures.com

P.I.N.# TBD with Subdivision
 Location: 45 S. Chestnut
 Rezoning: ✓ Current: R3 Proposed: R7
 Subdivision: ✓
 # of Lots: _____ Current: 6 Proposed: 1
 PUD: ✓ For: _____
 Special Use: _____ For: _____
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 41,987
 # of Units Total: 88
 1BR: 38 2BR: 38 3BR: 4 4BR: 2 50

(Petitioner: Please do not write below this line.)

1. PUBLIC IMPROVEMENTS

REQUIRED: YES NO COMMENTS

- a. Underground Utilities
 Water X
 Sanitary Sewer X
 Storm Sewer X
 b. Surface Improvement
 Pavement X
 Curb & Gutter X
 Sidewalks X
 Street Lighting X
 c. Easements
 Utility & Drainage X
 Access X

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 PLANNING & COMMUNITY
 DEVELOPMENT DEPARTMENT

2. PERMITS REQUIRED OTHER THAN VILLAGE:

- a. MWRDGC X b. IDOT _____
 c. ARMY CORP _____ d. IEPA X
 e. CCHD _____

3. R.O.W. DEDICATIONS?
 4. SITE PLAN ACCEPTABLE?
 5. PRELIMINARY PLAT ACCEPTABLE?
 6. TRAFFIC STUDY ACCEPTABLE?
 7. STORM WATER DETENTION REQUIRED?
 8. CONTRIBUTION ORDINANCE EXISTING?
 9. FLOOD PLAIN OR FLOODWAY EXISTING? ...
 10. WETLAND EXISTING?

YES	NO	COMMENTS
<u>X</u>	_____	_____
<u>X</u>	_____	_____
_____	<u>X</u>	_____
_____	_____	_____
<u>X</u>	_____	_____
_____	<u>X</u>	_____
_____	<u>X</u>	_____
_____	<u>X</u>	_____

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: RWG ENGR
 DATE OF PLANS: 7/10/17

James J. Mull 8/1/17
 Director Date

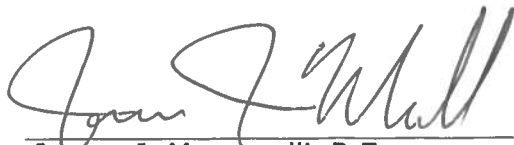
PLAN COMMISSION PC #17-008
45 S. CHESTNUT
Preliminary Plat of Subdivision, Preliminary and Final PUD,
Rezone
Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
12. A consolidation is still considered a subdivision by Code. Since a resubdivision is being proposed the plans must meet all subdivision requirements. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. An Engineer's estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. An Engineer's estimate of construction cost for public improvements is also required to complete the calculation for the required public improvement guarantee deposit. The public improvements for this development would be the proposed sanitary main, the water main extension, and the public sidewalk. These estimates should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.
13. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System: NAD_1983_StatePlane_Illinois_East_FIPS_201_Feet
Project: Transverse_Mercator
False_Easting: 984250.00000000
Central_Meridian: -88.33333333
Scale_Factor: 0.99997500
Latitude_Of_Origin: 36.66666667
Linear Unit: Foot_US
Geographic Coordinate System: GCS_North_American_1983
Datum: D_North_American_1983
Prime Meridian: Greenwich
Angular Unit: Degree
14. The Final Plat of Resubdivision must be reviewed and approved by the Engineering Department prior to final Plan Commission approval. The original signed mylar Final Plat of Resubdivision, containing all non-Village signatures,

shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.

15. The proposed detention facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Example attached. Call for an editable Word file.
16. No Preliminary Plat of Subdivision was provided.
17. Construction phasing and any road closures need to be reviewed as part of final Engineering.
18. New brick sidewalk detail meeting ADA requirements must be reviewed and approved by the Engineering Department.
19. If R.O.W. dedications along Chestnut are required, please show that on final Engineering plans and Plat of Subdivision.
20. Traffic review will be completed by August 4, 2017.

 8/1/17
James J. Massarelli, P.E. Date
Director of Engineering



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 17-008

Project Name

CA Ventures/Sigwalt Apartments

Project Location

45 S. Chestnut Ave.

Planning Department Contact Sam Hubbard

General Comments

Round 1

General Comments:

1) Building is to be sprinkled per code.

2) The Fire Department Connection shall be located on the front of the building on Sigwalt Street, be fully visible, and located at the main entrance of the building within a maximum travel distance of 100 feet to the nearest fire hydrant.

3) A Knox Box shall be mounted on the main front door of the building.

4) A fire alarm zoning indicator panel and associated controls or fire alarm control panel (full functioning auxiliary panel) shall be located within the closest proximity to the front main entrance of the building.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date July 24, 2017

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Sigwalt Apartments
45 S. Chestnut Ave.

Round 1 Review Comments

07/31/2017

1. Character of use:

The character of use is consistent with the area. It will be necessary to limit access to the grounds, especially the open courtyard- is this for residents only and does it have controlled access? This is recommended to limit access and loitering. The addition of Trespass signs is recommended.

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights Code. Special attention should be given to those outside common areas- ie courtyard and parking garage. Landscaping must not create hiding locations and should provide for natural surveillance.

3. Present traffic problems?

There are no traffic problems at this location.

4. Traffic accidents at particular location?

This is not a problem area in relation to traffic accidents.

5. Traffic problems that may be created by the development.

The area around the vehicle entrance/exit should be clear of obstructions. Vehicle traffic entering and exiting the available covered parking must be able to view other vehicles and pedestrians. Street parking adjacent to the entrances/exits should be prohibited. Warning lights/audible signals could be used to signal that vehicles are exiting.

6. General comments:

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

-Parking could become an issue if a larger percentage of residents than expected have vehicles.

Emergency telephones should be installed in the parking area for added safety.

-The storage area, lower level, should be secure and accessible only to residents. There should be signage to encourage users to lock their storage lockers and video surveillance of the area to deter theft and help identify potential offenders.

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Arlington Heights Police Department

Emergency Information Card

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: policemail@vah.com.

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL. 60005
Attention: Police Administration

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Print Form (To Mail)

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐

No

☐

Yes

Phone number:

Alarm Company Name

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>17-008</u>	P.I.N.# <u>TBD with Subdivision</u>
Petitioner: <u>Michael Porto</u>	Location: <u>45 S. Chestnut</u>
<u>CA Ventures</u>	Rezoning: <u>✓</u> Current: <u>R3</u> Proposed: <u>R7</u>
	Subdivision: <u>✓</u>
Owner: <u>CA Ventures "Clark Street Holdings, LLC"</u>	# of Lots: <u> </u> Current: <u>6</u> Proposed: <u>1</u>
	PUD: <u>✓</u> For: <u> </u>
	Special Use: <u> </u> For: <u> </u>
	Land Use Variation: <u> </u> For: <u> </u>
Contact Person: <u>Michael Porto - CA Ventures</u>	
Address: <u>130 E. Randolph St. Suite 2100</u>	Land Use: <u> </u> Current: <u> </u>
<u>Chicago, IL 60601</u>	Proposed: <u> </u>
Phone #: <u>312-248-2095</u>	Site Gross Area: <u>41,987</u>
Fax #: <u> </u>	# of Units Total: <u>88</u>
E-Mail: <u>mporto@ca-ventures.com</u>	1BR: <u>38</u> 2BR: <u>38</u> 3BR: <u>4BR: 2BR</u> 50

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

See the attached accessibility comments

RECEIVED
JUL 25 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Sean Freres, LEHP

Environmental Health Officer

7/24/17

Date

James McCalister

tor

7/24/17

Director
Date

Plan Review for Accessibility

Address: 45 S. Chestnut Avenue
Preliminary and PUD for five-story 88 unit rental housing development. Preliminary and Final Plat of Subdivision to consolidate the lots, Rezoning from R-3 to R-7 and multiple variations (density, setbacks, building lot coverage, F.A.R, parking)

P.C. #17-008

Round 1

Submitted to: Sam Hubbard, Planning & Community Development

Submitted by: David Robb, Disability Services Coordinator (847) 368-5793 

Date: July 21, 2017

Re: Illinois Accessibility Code (IAC):
<https://www.illinois.gov/cdb/business/codes/Pages/IllinoisAccessibilityCode.aspx>

1. Illinois Accessibility Code, Subpart D: Multistory Housing, New Construction Sections 400.350, 400.360 and 400.310 apply.

First Floor plan

2. Shift Accessible Parking stall so the striped access aisle aligns with the Lobby Entrance Doorway.
3. IAC Section 400.310(c) requires 5 Accessible Parking Spaces in parking facilities with 110 parking spaces.
4. IAC Section 400.Illustration B., Figures 5 and 6 apply to mail boxes, the Coffee Station and Trash receptacles.
5. Important note: The Federal Fair Housing Accessibility Guidelines apply to all public and common use areas and to 100 percent of dwelling units in elevator buildings. (See Fair Housing Amendments Act, 42 U.S.C. §3601 et seq.) and the "Fair Housing First" website links below.
<http://www.fairhousingfirst.org/fairhousing/requirements.html>
<http://www.fairhousingfirst.org/faq/safeharbors.html>

RECEIVED

JUL 25 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17-008
 Petitioner: Michael Porto
CA Ventures
 Owner: CA Ventures "Clark Street Holdings, LLC"
 Contact Person: Michael Porto - CA Ventures
 Address: 130 E. Randolph St. Suite 2100
Chicago, IL 60601
 Phone #: 312-248-2095
 Fax #: _____
 E-Mail: mporto@ca-ventures.com

P.I.N.# TBD with Subdivision
 Location: 45 S. Chestnut
 Rezoning: ✓ Current: R3 Proposed: R7
 Subdivision: ✓
 # of Lots: _____ Current: 6 Proposed: 1
 PUD: ✓ For: _____
 Special Use: _____ For: _____
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 41,987
 # of Units Total: 88
 1BR: 38 2BR: 38 3BR: 10 4BR: 2 5BR: 0

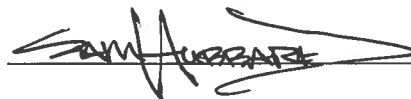
(Petitioner: Please do not write below this line.)

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.



Date

Planning & Community Development Dept. Review

July 26, 2017



REVIEW ROUND 1

Project: Southern 1/3 of Block 425 – CA Ventures
Sigwalt Apartments

Case Number: PC 17-008

General:

7. A courtesy meeting with the neighbors is required prior to appearing before the Plan Commission. Has this meeting been scheduled? It is suggested that this meeting take place prior to any revisions to the plans as a result of 1st Round Departmental review comments since further revisions to the plans may be needed to address neighborhood concerns. Please provide a summary of this meeting once it has been held.
8. Please reach out to Nora Boyer, Housing Planner with the Village of Arlington Heights, to coordinate an appearance before the Housing Commission relative to the Village's Affordable Housing Policy. Appearance before the Housing Commission must be completed prior to appearing before the Plan Commission.
9. The Plat of Subdivision to consolidate the lots into one lot of record was not provided within the 1st Round submittal documents. Please provide the required Plat of Subdivision. Relative to the Plat, please note that the Final Plat, as approved by the Engineering Dept., must be printed on mylar and submitted to the Village, with signatures obtained from all parties except those to be coordinated by the Village, no less than one week prior to the Plan Commission hearing date. If this requirement cannot be met, you can proceed with Preliminary Plat approval with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval.
10. Please note that final engineering must be approved by the Engineering Dept. no less than one week prior to appearance before the Plan Commission, which will include the payment of all engineering fees and the provision of all surety bonds, public improvement deposits, and engineering fee's. If this requirement cannot be met, you can proceed with Preliminary Plat approval with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval.
11. School, Park, Library, and Affordable housing contributions will be required prior to the issuance of a building permit.
12. When plans are resubmitted, please ensure that all HKM Plans (architectural and landscape) are submitted on full sized sheets (36"). Additionally, it appears that certain sheets from HKM were not included in the submittal (missing sheets 2, 11, 16).
13. The following Variations have been identified:
 - a. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. .91 acres where code requires a minimum of 2 acres for the R-7 District.
 - b. Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 67,800 sq. ft. in lot size.
 - c. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of approx. 11' where code requires a 44' setback. Please note that the extent of this Variation may increase as a result of the final determined building height.

- d. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of approx. 16.8' where code requires a 44' setback. Please note that the extent of this Variation may increase as a result of the final determined building height.
 - e. Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of approx. 4.8' where code requires a 34' setback. Please note that the extent of this Variation may increase as a result of the final determined building height.
 - f. Chapter 28, Section 5.1-7.6, Required Exterior Side Yard, to allow a exterior side yard setback of approx. 18.2' where code requires a 20' setback. Please note that the extent of this Variation may increase as a result of the final determined building height.
 - g. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 71.3% building lot coverage where code allows a maximum 45% building lot coverage.
 - h. A variation to the maximum allowable building height may be required based on further details (see comment # 26 below).
 - i. Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 252.5% FAR where code limits maximum FAR to 200%.
 - j. Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
 - k. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balcony's to project 4' into the required front, exterior side, and side yards.
 - l. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front yard setback where code requires all transformers to be located outside of all setback areas.
14. Please provide additional details on the 2nd floor outdoor amenity roof deck. What types of amenities will be provided other than tables and chairs? Will there be a firepit? Barbeque grills? Outdoor kitchen? Games? Etc.
 15. The market study indicates that the development will be 86 units and the bedroom mix outlined in the market study does not reflect the current proposed bedroom mix. Please verify that the conclusions of the market study are still applicable to the current design of the project.
 16. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.

Site Plan:

17. Please revise architectural sheet 3 and engineering sheet 3 to include the actual exterior side yard setback of the building, **at its closest point**, to the property line abutting Sigwalt Street. The exterior side yard measurements provided are from the corners of the building south towards Sigwalt Street, however, the front entry of the building is closer to the street than the corners of the building. The exterior side yard setback should be measured from the closest point of the building to the corresponding property line. Similarly, on both sheets please revise the side yard setback (north) to show the distance from the one-story ramp bump out to the northern property line.
18. Please provide additional details on the overhead wires which run down the center of the site and will be removed as part of this development. Are these lines active? Who do they provide service to?
19. It appears that the overhead wires that run west from the utility pole located at the midpoint of the site along Sigwalt Street to the northeast corner of Sigwalt and Chestnut, as well as across Sigwalt to the southwest corner of Sigwalt and Chestnut, and also directly south across Sigwalt, are not proposed to be buried. Please provide a confirmation letter from all utility companies that have infrastructure on the utility pole that the overhead utilities can be engineered underground and are feasible to bury. If feasible, the petitioner shall coordinate the burial of all overhead utilities with the relevant utility companies.
20. Are any changes proposed to the existing telephone and electric utility boxes located along Sigwalt Street? Can these utility boxes be relocated to the rear of the site or put underground? Other than the transformer along Highland Ave., are any new above ground utility boxes proposed?

21. Please provide cross sections showing the storm trap with landscaping above, and cross sections from the sidewalk to all retaining walls/planter walls. Details indicating the maximum height of all retaining walls and planter walls is required.
22. There was previous discussion about an at grade detention infiltration area that would include native plantings and would be located in the northwest corner of the site. Is this element no longer proposed?
23. The site plan should be revised so that there are only two parking spaces between the garage entrance and the corner of Sigwalt and Highland. These spaces can double as a loading zoning with parking restrictions for loading between certain hours. Please revise the site plan accordingly and propose desired loading zone no parking times.

Building:

24. Please provide conceptual floor plans for all unit models.
25. Building height shall be measured from the average finished grade along the property line of the front of the property. Since the property has two "fronts" per code (frontage along Highland and along Chestnut), the height of the building along these frontages will determine the height of the building per zoning code regulations. Please update the elevations to show maximum height at both corners of the building in the east elevation and west elevation **as measured from grade at the property line in those locations** (i.e. not from grade at the first floor as currently shown in the south elevation). Please note that this will likely change the height of the building from a zoning perspective, which may alter the extent of the setback Variations and may create the need for a height Variation.
26. Please note that balconies are not allowed to project into a require front, side, or exterior side yard. As the balconies along the south, east, and west elevations project outward from the building and into the required yards, a Variation is required and has been added to the summary contained in comment #12.
27. Will any of the proposed den's have closets, doors, or windows? What is a "blind den"?
28. How will access to the green roof above the ramp be provided for maintenance?
29. Please provide measurements for the width of **all** drive aisles within the interior garage. It appears that the ramp will be only 20' wide, and certain drive aisle may only be 23'-6" wide. Additionally, the entry drive into the garage appears to be only 20' wide. All two-way drive aisles are required to be a minimum of 24' wide. Please clarify if a Variation is requested.
30. Certain parking spaces are proposed at only 16' in depth with no overhang. Code requires that all parking spaces be 9' wide by 18' deep, with the exception for 16.5' deep spaces where a 1.5' overhang is provided. In addition, certain spaces may be 8.5' in width upon review and approval by the Engineering Department. Please clarify if a variation is requested for parking space size.

Landscaping:

31. The landscape architect should verify that the location of all proposed trees is viable given the underground storm trap and certain utility lines.
32. The landscape plan indicated a "lawn" area at the southwest corner of the building, however, that area is shown as brown and not shaded as green like the other lawn areas on the plan. Please revise the plan to clarify if this area will be mulched or will be lawn.
33. The proposed transformer located in the front yard along Highland needs to be screened with landscaping. Please note that a Variation to allow this transformer in the front yard is required and has been added to the summary in comment #12.

Parking and Traffic:

34. The parking requirements for the site are shown below:

DEVELOPMENT	PARKING CODE USE	NUMBER OF UNITS	SQUARE FOOTAGE	PARKING RATIO	PARKING REQUIRED
Sigwalt Apartment Building	R-7 Multi-Family	88	N/A	1.5 spaces per unit	132
Total Parking Required					132
Total Parking Provided					110
Parking Surplus /(Deficit)					22 (16.6% reduction in required parking)

As outlined above, a parking variation is required. In lieu of a parking Variation, the developer may request that the 22 required spaces be provided in the Vail Avenue garage through an agreement with the Village, which would require that the developer contribute to the downtown parking fund at a rate of approx. \$4,400 per required parking space. Please note that all agreements for parking within Village owned garages must be discussed with the Parking Committee. The applicant has to option to provide adequate justification for a parking variation (see comment #35), request that the parking be provided in the Vail Avenue garage through an agreement with the Village, or provide the code required parking on site. Please clarify what approach is proposed.

35. If a variation is requested, additional information is needed to substantiate the viability of the proposed 1.25 spaces per unit parking ratio. Please provide additional data on the most applicable developments surveyed in the KLOA study (9750 on the Park, Wheaton 121, Residences at the Grove, and Uptown La Grange), including the number of bedrooms in each unit of those developments, the occupancy of each of those developments, and the actual usage of the provided parking in those developments. The supply has been provided for each of those developments, however, the demand for parking in those developments has not been analyzed. Are the parking facilities at these developments at capacity, or do they experience a surplus of parking? Additional comparative examples would also be helpful, please consider the Deerfield Village Center Apartments in Deerfield, River 595 in Des Plaines, Kingston Pointe Apartments in Des Plaines, Elmhurst 225 in Elmhurst, and the Park 205 development in Park Ridge. Unless clear evidence has been provided to show that the proposed 1.25 parking spaces per unit ratio will be sufficient for parking demand, staff will recommend that the 22-space deficit be accommodated in the Vail Avenue garage (if space allows), or that additional on-site parking be provided.
36. The KLOA study makes several references to parking areas being accessed off Chestnut, however, the site plan does not show any access from Chestnut. Please clarify and make revisions accordingly.

Prepared by: 

45 S. Chestnut Avenue
PC #17-008
July 26, 2017

Landscape Issues

- 1) Provide landscaping adjacent to the transformer on the east elevation. Any utility meters or mechanical units must be screened with landscaping or another appropriate method of screening.
- 2) There are trees proposed above the detention vault. Please verify what can be planted and show the outline of the vault on the landscape plan.
- 3) The proposed elms along Sigwalt Street may potentially conflict with the overhead utility line along Sigwalt. Evaluate the placement and species of the proposed trees.
- 4) Provide details of the streetscape along Highland Avenue.
- 5) Overall, the landscaping is minimal and it is recommended that additional landscaping be provided. The landscaping should be layered in order to help soften the proposed building. In addition, consider specialty pavement at the main entrance of the building.

August 16, 2017

Mr. Sam Hubbard
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: Sigwalt Apartments – 45 S. Chestnut Ave.
Village PC#: 17-008
HKM Project No. 16031

Dear Mr. Hubbard,
Please accept the following responses to the Plan Commission Department Review
Comments – Round 1, dated as indicated below.

Building & Life Safety Department, dated July 17, 2017

1. Project will be reviewed per 2009 IBC as mixed use “S-2” (parking garage) and “R-2” (residential) occupancy. – ok
2. The proposed construction type of the building is III-A.
3. Height and Area calculation:
Per Table 503 for III-A
R-2 allowed: 65' height, 4 stories, 24,000 sf/story
S-2 allowed: 65' height, 4 stories, 39,000 sf/story
With height and area increases due to NFPA 13 sprinkler per IBC 504.2 and 506.3:
R-2 allowed: 85' height, 5 stories, 72,000 sf/story (max. actual is 28,245 sf)
S-2 allowed: 85' height, 5 stories, 117,000 sf/story (max. actual is 28,245 sf)
Per IBC 508.3.2 for nonseparated occupancies (dwelling units will be separated as required by other sections of the code), allowable building area and height shall be based on the most restrictive allowances for each occupancy group.
Applying IBC 506.4 for total allowable overall building area:
R-2 allowed: 72,000 sf/story * 3 = 216,000 sf (actual w/o basement: 118,401 sf)
S-2 allowed: 117,000 sf/story * 3 = 351,000 sf (actual w/o basement: 118,401 sf)
4. Occupant Load Calculation (Parking garage and Residential both 200 sf/occ):
Basement 26,549 sf/200 = 133 occupants



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- 1st Floor 28,245 sf/200 = 142 occupants
- 2nd Floor 22,539 sf/200 = 113 occupants
- 3rd Floor 22,539 sf/200 = 113 occupants
- 4th Floor 22,539 sf/200 = 113 occupants
- 5th Floor 22,539 sf/200 = 113 occupants
- 5. Horizontal separation between "S-2" and "R-2" will be a 1-hour rated assembly.
- 6. The North exterior wall within 5' of the property line will have a fire-resistant rating of 1-hour.
- 7. Allowable area of openings calculation for the North exterior wall per IBC 705.8.1 and Table 705.8:
There are no openings in the exterior wall that is 5' from the north property line. Maximum allowed area of unprotected exterior wall openings in the wall with fire separation distance of 18.35' (15' to less than 20' on Table), for a sprinklered building, is 75% in any story.
Total area of wall of one story = $236' \times 11'-4" = 2675 \text{ sf}$
Total area of unprotected openings = 1616 sf
 $1616 \text{ sf} / 2675 \text{ sf} = 60.4\% \text{ actual} < 75\% \text{ allowed}$
- 8. Exterior wall ratings will comply with Table 602.
- 9. The balconies are currently planned to be non-combustible.
- 10. At least one elevator will be provided for fire department emergency access with a cab size to accommodate the village's ambulance stretcher requirements. Elevator manufacturer's information regarding cab size and stretchers was emailed to the village for review.
- 11. The electrical room will comply with the applicable village-adopted codes and requirements.
- 12. Elevator lobbies are not required because the building will have an automatic sprinkler system to comply with IBC 708.14.1, Exception 4.
- 13. Shaft enclosures, including those for elevators and refuse chutes, will be 2-hour fire-rated to meet the applicable village-adopted codes and requirements.

Fire Safety Division, dated July 13, 2017

- 1. Fire department connections will be located near the main front entrance and within 100 feet of a fire hydrant.
- 2. A Fire Lane and Truck Maneuvering Plan has been provided to identify three available fire apparatus access roads.



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3. A complete NFPA compliant fire suppression system to meet the applicable village-adopted codes and requirements will be provided.
4. An approved water supply capable of supplying the required fire flow for fire protection will be provided.
5. Fire protection equipment and service rooms will be identified to meet village requirements.
6. Access to fire protection equipment will be provided to meet village requirements.
7. Building will provide radio coverage for emergency responders to meet village requirements.
8. Standby power is not required for the elevators because the building will have an automatic sprinkler system and a horizontal exit to comply with IBC 1007.2.1, Exception 1.
9. A fully functional fire alarm will be provided to meet village requirements and the alarm annunciator panel will be located at the front entrance.
10. Shop drawings for fire alarm systems will be submitted by the General Contractor for village review prior to installation.
11. Visible alarm notification appliances will be provided in public areas and common areas to meet village requirements and a visible exterior weatherproof alarm notification device will be located near the front main entrance.
12. A zoning indicator panel and associated controls or a fire alarm control panel to meet village requirements will be located in the vestibule of the front main entrance.
13. A Knox Box containing keys will be provided near the front main entrance to meet village requirements.
14. Fire department communication devices will be zoned to meet village requirements.
15. A fire pump, if provided, will be installed to meet the applicable village-adopted codes and requirements.
16. Exit signs will be illuminated at all times and have emergency power battery backup to meet the applicable village-adopted codes and requirements.
17. The elevators will not be used as accessible means of egress since the building will have an automatic sprinkler system and a horizontal exit to comply with IBC 1007.2.1, Exception 1.
18. The elevators will not be used as accessible means of egress. See comment 17 response.



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19. As allowed by IBC 1009.13, since the main roof is not occupied, access will be provided by an alternating tread device and will comply with the applicable village-adopted codes and requirements.
20. The maneuvering capability of the fire trucks and the available fire apparatus access roads relative to the existing overhead wires have been indicated on the Fire Lane and Truck Maneuvering Plan.
21. The fire apparatus access road along Sigwalt will stop where the existing overhead wires are located to avoid any conflicts with the aerial apparatus.
22. Fire department connections will be installed to meet the applicable village-adopted codes and requirements and will be located near the main front entrance.
23. Fire department connections will be located near the main front entrance unless a different location is desired by the village.

Fire Department, dated July 24, 2017

1. The building will be sprinklered to meet the applicable village-adopted codes and requirements.
2. The fire department connection will be in a visible location near the main front entrance on Sigwalt Street and within 100 feet of a fire hydrant.
3. A Knox Box containing keys will be provided near the front main entrance to meet village requirements.
4. A fire alarm zoning indicator panel and associated controls or fire alarm control panel to meet village requirements will be located in the vestibule of the front main entrance.

Health Services Department, dated July 24, 2017

1. The building will comply with the applicable sections of the Illinois Accessibility Code.
2. The accessible parking stalls have been adjusted to align the striped access aisle with the Lobby entrance door.
3. The parking garage has been modified to provide (5) total accessible parking spaces.
4. The coffee station and trash receptacles and at least 20% of the mailboxes will comply with the applicable sections of the Illinois Accessibility Code.
5. The building will comply with applicable federal regulations, including the Fair Housing Act.



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Planning & Community Development Department, dated July 26, 2017

7. The neighborhood meeting has been scheduled for August 21.
8. The Housing Commission meeting has been scheduled for August 15.
9. The Plat of Subdivision has been included with this re-submittal.
10. Revised final engineering plans have been included with this re-submittal.
11. School, Park, Library, and Affordable Housing contributions will be made prior to issuance of the building permit.
12. The re-submittal includes the required full-size sheets and sheets 2 and 16.
When we have completed design revisions due to comments during our Design Commission meeting, we will update your sets with revised exterior elevations and provide the remaining renderings, materials and sign sheets.
13. The variations needed based on the rezoning requirements are requested by the Owner. Regarding item k, since the exact depth of the balconies has not been fully determined at this point, we would like to request that the variance for Permitted Obstructions indicate to allow certain balconies to project up to 5'-4" into the required front, exterior side, and side yards.
14. The 2nd floor outdoor amenity roof deck is shown on the Site Plan and Landscape Plan and includes a pergola/trellis structure and tables and chairs. No firepits, outdoor kitchens, nor games are proposed, but there are (2) barbeque grills planned for each side of the elevator tower with a dry-pipe sprinkler head located on the exterior wall above each to prevent possible fire issues.
15. Please see attached letter from Appraisal Research Counselors that confirms the current unit mix still yields the same conclusions as the original market study.
16. All plans and/or studies being resubmitted include a revision date.
17. The setback dimensions have been revised to be located at the closest points of the building to the corresponding property lines.
18. The Owner has met with ComEd and learned that ComEd will relocate the existing overhead wires that run north-south through the property, most likely to the overhead lines that exist on the west side of Chestnut.
19. The Owner has met with ComEd and the existing overhead wires along Sigwalt are not feasible to bury. ComEd has indicated they would be willing to relocate the overhead wires that run diagonally across Sigwalt. If the Village allows ComEd to set a new pole across Sigwalt (south side), they will run the existing overhead wires across Sigwalt, north to south from the midpoint of the site on



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Sigwalt. However, there are still existing cable wires (WOW Cable) that run east to west along Sigwalt and the Owner is currently working with the companies to see if those can be relocated also. Further discussions with ComEd and the cable companies are still pending.

20. There are no changes proposed to the existing telephone and utility boxes along Sigwalt. They are AT&T main distribution panels that cannot be relocated as they serve the entire neighborhood, and the second box is an AT&T fiber box that cannot be relocated. The transformer shown on Highland is the only new above ground utility box proposed.
21. Cross sections of the storm trap with landscaping above and from the sidewalk to the retaining walls/planter walls with heights indicated have been provided in the Civil Engineering drawings.
22. The underground storm trap for village detention requirements has been located in the northwest corner of the site and is no longer planned for an at-grade detention infiltration area.
23. The site plan has been revised to show a loading space between the garage entrance and the corner of Sigwalt and Highland.
24. Conceptual floor plans for the dwelling units have been included with this re-submittal.
25. The elevations have been updated to show the maximum height at both corners of the building in the East Elevation and West Elevation, as measured from grade at the property line in those locations. Any new variances needed due to this revised building height are requested.
26. Since the exact depth of the balconies has not been fully determined at this point, we would like to request that the variance for Permitted Obstructions indicate to allow certain balconies to project up to 5'-4" into the required front, exterior side, and side yards.
27. The proposed dens will not have doors or windows, but where they are located near the apartment entry door, there may be an entry closet off the den. A "blind den" would be a den without an exterior window directly into the space. Any "blind" rooms will be provided with artificial light and ventilation to comply with building code requirements of IBC 1205.1 and 1203.1, or they will comply with IBC 1205.2.1 and 1203.4.1.1 for adjoining spaces to borrow natural light and ventilation.
28. Access to the green roof above the ramp for maintenance will be provided by a portable ladder.



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29. Additional dimensions for the drive aisles have been provided in the parking garage.
30. Additional dimensions for the parking spaces have been provided. The foundation wall has been modified to eliminate most of the 16' deep spaces, but due to the column spacing, there are some spaces that are 8.5' wide. We would like to request a variance for parking space size.
31. The landscape plan has been modified to accommodate the underground storm trap and utility lines.
32. The area at the southwest corner of the building has been revised to clarify what is being proposed.
33. Landscaping has been added to screen the transformer along Highland.
34. See responses to Traffic, Access, & Parking in attached letter from RWG.
35. See responses to Traffic, Access, & Parking in attached letter from RWG.
36. See responses to Traffic, Access, & Parking in attached letter from RWG.

Planning & Community Development Department – Landscape Issues, dated July 26, 2017

1. Landscaping has been added to screen the transformer along Highland.
2. The outline of the detention vault has been shown on the landscape plan and plantings have been modified.
3. The proposed trees along Sigwalt are a medium scale narrow cultivar of Elm that should not conflict with the overhead utility lines.
4. The sidewalk along Highland Avenue will comply with the village streetscape paving standards.
5. We respectfully disagree and believe the landscaping proposed is an appropriate amount and has been layered to help soften the building. Specialty pavement at the main entrance was considered, but we felt the area currently has significant visual variation due to the grade changes, sloping walk, steps, and palette of materials being used for the exterior walls and the site/planter walls.

Police Department, dated July 31, 2017

1. The courtyard area is the roof of the 1st story and will not be accessible to passersby.
2. Lighting will be provided to meet the applicable village-adopted codes and requirements with special attention given to the courtyard and parking garage. Landscaping has been selected with concern to not create hiding locations.



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INTERIOR ARCHITECTURE

3. There are no traffic problems at this location. – ok
4. This is not a problem area in relation to traffic accidents. – ok
5. Regarding street parking near the vehicle entrance/exit drive, a full-time loading zone is proposed to the south of the entry drive and a single parking space is proposed to the north. Warning lights/audible bollards will be provided near the sidewalk to signal that vehicles are exiting.
6. Emergency information/contact card has been included with this re-submittal and will be kept current through all construction phases. Justification for the number of parking spaces has been provided in the traffic/parking study. Security cameras will be installed in the parking garage for added safety. The storage area, lower level, will be secured and accessible only to residents with signage and security cameras provided.

Public Works Department, dated July 28, 2017

Please see attached letter from RWG.

Engineering Department, dated August 1 and 3, 2017

Please see attached letter from RWG, and the following items:

24. Adjustments to the parking garage have been made to improve access to doorways and building management will coordinate requirements for assignment of spaces as needed to meet tenant needs.
25. Additional dimensions have been added to the parking garage plans. Spaces are 18' deep and 8.5' wide with the exception of the one 16' deep space.

August 16, 2017

Mr. Sam Hubbard
Department of Planning and Community Development
Village of Arlington Heights
33 S Arlington Heights Road
Arlington Heights, IL 60005

Re: Sigwalt Apartments – 45 S. Chestnut Ave.
Village PC#: 17-008
RWG Project #291-127-16

Dear Mr. Hubbard,

Please accept the following responses to the Plan Commission Department Review Comments – Round 1, dated as indicated below.

Public Works Department, dated July 28, 2017

1. The address was corrected on the Final Engineering Plans to reflect 45 S. Chestnut Avenue.
2. A note was added to require storm sewers to be abandon at the respective main connections. Some of the existing storm sewers that are to be removed could not be entirely located because of existing blind connections. These sewers will be exposed in the field and properly abandon.
3. Chimney seals were called out to be required on all proposed sanitary and storm sewer structures.
4. A note was added, in your words, to address the condition of the sidewalk after construction.
5. The pressure connection is within a 60" diameter vault.
6. The village will be receiving an 8' wide dedication of ROW along the east side of Chestnut. The 4" fiber optic conduit was located in the field and its proper location is now shown on the plans. This line falls within the current Chestnut ROW. The new 8' dedicated ROW is free of all "wet" utilities and the fiber optic line.
7. The restrictor structure was relocated south of the wall for easier access.
8. The water service is located 10' from existing and proposed utilities. (The only exception is the 4" perforated pvc needed to drain the permeable pavers.)
9. All methods of construction and materials shall conform to the most recent version of "A Manual of Practice for the Design of Public & Private Improvements" as published by the Village of Arlington Heights.
10. A compound meter within the building will be provided as required by the village. Noted.
11. Required backflow devices will also be provided. Noted.
12. Separate RPZ will be provided if an irrigation system is installed. Noted.

13. The restrictor structure was relocated for easier access.
14. All roadway patches shall extend 2' beyond the trench.
15. We are introducing only one entrance with 2 ADA sidewalk ramps. No other ramps on any of the existing corners are being modified or touched. We are currently waiting to receive the village's approved brick paver detail with ramps. As soon as we receive this detail, we will add it to our plans.
16. No street lights or site lighting is being proposed at this time.
17. A warning sign and light warning pedestrians of vehicle traffic will be coordinated by the architect.
18. All existing depressed curbs along Chestnut are called out to be removed and replaced with B6.12 curb and gutter.
19. We are currently waiting to receive the village's detail. A spot for the detail is allocated on sheet 8.
20. The landscaping is revised to not include any large trees over the storm trap. Only sod/grass and small bushes will be planted in the 2.0 feet of cover.

Engineering Department, dated August 1 and 3, 2017

11. The petitioner acknowledges that these comments are only to ensure the project meets the requirements for the Plan Commission.
12. The Plat is included in this submittal and the Engineer's cost estimates will be submitted after this next round of reviews (3 weeks before final Plan commission meeting).
13. The Final Engineering plans will be georeferenced in the next submittal.
14. The Final Plat of Subdivision is included in this submittal. The utility easements for the watermain services and valves are still under village review. The petitioner acknowledges that Final Plat with signatures shall be submitted one week before final Plan Commission meeting.
15. The proposed underground detention system will be private. The onsite utility maintenance agreement is in review with our client. Once it is clear about ownership of the watermain services (if it includes the valves on private property or not), the agreement can be completed.
16. The Plat is included with this submittal for review.
17. Construction phasing and road closure exhibit is submitted by the contractor as part of this review.
18. The village's detail for downtown brick pavers will be added to the plans when we receive it.
19. ROW dedications are shown on Engineering Plans and Plat.
20. For traffic responses, see below from KLOA.

Traffic, Access & Parking

- 21. The proposal to have the driveway into the basement parking level of this building off chestnut is going to pose problems with exit beacon and audible signal, and shining headlights being a nuisance for adjacent single family residences.**

The traffic impact study has been revised to match the site plan which shows access only from Highland Avenue. All reference to an access drive on Chestnut Street has been removed. Traffic Distribution and Analysis has been updated accordingly.

- 22. The representation of site traffic distribution seems incorrect as only 10% of site traffic is proposed from the north. The Traffic data reflected in Figures 4, 5, 6, and 7 should be modified to show the peak hour traffic counts for the intersections of Campbell and Chestnut.**

The traffic impact study has been revised to include the intersections of Campbell Street with Chestnut Avenue and Campbell Street with Highland Avenue. The directional distribution has been adjusted to properly reflect traffic using these intersections.

- 23. The parking ratio table provided to support the request for 1.25 parking stalls per unit does not provide information as to whether the original number off proposed parking stalls are full and potentially over saturated. If excess demand or tenants are on lists for additional parking, needs to be verified through contact with property management with the locations provided to verify the real usage of parking stalls at these properties.**

The appendix table provides additional examples of similar residential developments that provide parking at a comparable parking ratio to that of the proposed development.

- 24. The layout of the parking stalls in the underground garage is extremely unconventional and peculiar. Cars parked tandem, at 90 degrees, and dead end into the end of a drive aisle poses issues for packing out of stall, pinning in certain tenant vehicles, and access to doorways**

To be addressed by others.

- 25. Specific detailed plans with exact dimensions of parking stall lengths and widths, column locations and dimensions, ramp widths, etc. should be provided for review.**

To be addressed by others

- 26. Are any provisional arrangements being made for reciprocal stalls in the Vail Avenue Parking Garage?**

No parking arrangements are being made to provide additional stalls within the Vail Avenue Parking Garage

- 34. The parking requirements for the site are shown below:**

<i>DEVELOPMENT</i>	<i>PARKING CODE USE</i>	<i>NUMBER OF UNITS</i>	<i>SQUARE FOOTAGE</i>	<i>PARKING RATIO</i>	<i>PARKING REQUIRED</i>
<i>Sigwalt Apartment Building</i>	<i>R-7 Multi-Family</i>	<i>88</i>	<i>N/A</i>	<i>1.5 spaces per unit</i>	<i>132</i>
<i>Total Parking Required</i>					<i>132</i>
<i>Total Parking Provided</i>					<i>110</i>
<i>Parking Surplus/(Deficit)</i>					<i>22 (16.6% reduction in required parking)</i>

As outlined above, a parking variation is required. In lieu of a parking Variation, the developer may request that the 22 required spaces be provided in the Vail Avenue garage through an agreement with the Village, which would require that the developer contribute to the downtown parking fund at a rate of approx. \$4,400 per required parking space. Please note that all agreements for parking within Village owned garages must be discussed with the Parking Committee. The applicant has to option to provide adequate justification for a parking variation (see comment #35), request that the parking be provided in the Vail Avenue garage through an agreement with the Village, or provide the code

required parking on site. Please clarify what approach is proposed.

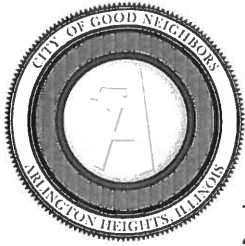
No parking arrangements are being made to provide additional stalls within the Vail Avenue Parking Garage. Justification has been provided for the proposed parking supply in comment 35.

- 35. If a variation is requested, additional information is needed to substantiate the viability of the proposed 1.25 spaces per unit parking ratio. Please provide additional data on the most applicable developments surveyed in the KLOA study (9750 on the Park, Wheaton 121, Residences at the Grove, and Uptown La Grange), including the number of bedrooms in each unit of those developments, the occupancy of each of those developments, and the actual usage of the provided parking in those developments. The supply has been provided for each of those developments, however, the demand for parking in those developments has not been analyzed. Are the parking facilities at these developments at capacity, or do they experience a surplus of parking? Additional comparative examples would also be helpful, please consider the Deerfield Village Center Apartments in Deerfield, River 595 in Des Plaines, Kingston Pointe Apartments in Des Plaines, Elmhurst 225 in Elmhurst, and the Park 205 development in Park Ridge. Unless clear evidence has been provided to show that the proposed 1.25 parking spaces per unit ratio will be sufficient for parking demand, staff will recommend that the 22-space deficit be accommodated in the Vail Avenue garage (if space allows), or that additional on-site parking be provided.**

Additional locations with similar access to public transit were added as further justification. The new average spaces per unit is 1.22. The added residential developments used in the study can be found in the Appendix, along with their location, number of units, and parking provided.

- 36. The KLOA study makes several references to parking areas being accessed off Chestnut, however, the site plan does not show any access from Chestnut. Please clarify and make revisions accordingly.**

The traffic impact study has been revised to match the site plan which shows access only from Highland Avenue. All reference to an access drive on Chestnut Street has been removed. Traffic Distribution and Analysis has been updated accordingly.



Village of Arlington Heights Building & Life Safety Department

Zon

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building & Life Safety Department

Subject: 45 S Chestnut Ave. – Preliminary and Final PUD for 5-Story, 88 unit Residential Housing Development. Preliminary and Final Plat of Subdivision to consolidate lots, Rezoning from R-3 to R-7 and multiple Variations (density, setbacks, building lot coverage, F.A.R., and parking)

PC#: 17-008 - Round 2

Date: August 18, 2017

Sam:

I have reviewed the documents submitted for the above referenced project and do not have any more comments.

RECEIVED
AUG 21 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



Village of Arlington Heights, IL
Department of Building & Life Safety

Fire Safety Division



Date: 8/21/2017

P.C. Number: 17-008 Round 2

Project Name: Five Story Rental Housing Development

Project Location: 45 South Chestnut Ave

Planning Department Contact: Sam Hubbard, Planning and Community Development

The information provided is conceptual only and subject to a formal plan review.

1. Response comments from round comment number 21 states "The fire apparatus road along Sigwalt will stop where the existing overhead wires are located to avoid any conflicts with the aerial apparatus". An explanation of the intent and practicability of this comment is being requested. The Fire Code states specifically that buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. **Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. FINAL PLAN APPROVAL SHALL BE OBTAINED BY THE FIRE CHIEF.**
2. Regarding the comment to Planning & Community Development dated July 26, 2017; comment number 14 states that the 2nd floor amenity roof deck includes tables and chairs. No firepits, outdoor kitchens, nor games are proposed, but there are two barbeque grills planned for each side of the elevator tower with a dry-pipe sprinkler head located on the exterior wall above each to prevent possible fire issues.

The following shall be adhered to:

- 1) The dry pipe fire suppression system shall be connected to the fire alarm system, be approved prior to installation and shall be part of the final acceptance test
- 2) No charcoal or solid fuel shall be used for grill cooking
- 3) Portable fire extinguishers appropriate for this type of use shall be provided within immediate reach at each grill location.
- 4) Grill shall not have ability to move or be relocated from final approved position.

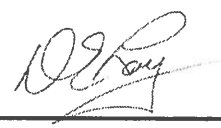
Date 08-23-17

Reviewed By:

RECEIVED

AUG 23 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT


Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: August 28, 2017
Subject: 45 S. Chestnut, P.C. #17-008



With regard to the proposed utility installation at 45 S. Chestnut, I have the following comments:

- 1) The proposed water main should split after it enters the building (in the utility room). This will reduce the meter count to one 6" or 8" fire line rated water meter (depending up on flow requirements).
- 2) The water main should be zinc coated ductile iron pipe and should be wrapped in "V-Bio" poly ethylene wrapping.
- 3) Required backflow devices (RPZ) are as listed;
 - a. 1 – RPZ for fire protection (size to be determined after further detail is submitted)
 - b. 1 – RPZ for domestic purposes (size to be determined after further detail is submitted)
- 4) Submit a comprehensive maintenance plan and attach it to the submitted civil drawings for future reference by HOA.
- 5) Crosswalk shown on northwest corner of site on page 3 of civil plans requires future ADA review by Engineering Department to ensure compliance.
- 6) Any stairways leading to public sidewalk cannot affect the ADA compliance of the public walk. Ensure adequate loading space as well as clearance from hand rails.
- 7) Public Works does not agree with response comment #15. The public sidewalk along W. Sigwalt will need to meet ADA compliance at the intersections. In addition, construction of building will most likely cause the replacement of this sidewalk. It is important to note that any repairs or replacement of ADA ramps will require ADA compliance of sidewalk at the receiving end on the other side of the street.
- 8) An adequate earth retention systems appears to be needed in order to install detention storm trap "within inches" of Village R.O.W. in order to protect existing utility along Chestnut St.

C. file

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AUG 30 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #17-008
Sigwalt Apartments
45 S. Chestnut Avenue
Preliminary Plat of Subdivision, Pre & Final PUD, Rezone
Round 2

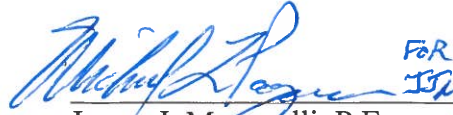


27. The responses made by the petitioner to comments #11-16, 18-21 & 25 are acceptable.
28. The response made by the petitioner to comment #17 is noted. The Staging Plan Narrative is appreciated. A plan showing any lane closures, striping modifications, flagger locations, detour signage, etc. is required.
29. The response made by the petitioner to comment #22 is not acceptable. Although the site generated traffic has included the additional intersections requested, the values shown on Figure 6 do not sum correctly through the intersection of Sigwalt and Highland for the site generated traffic.
30. The response made by the petitioner to comment #23 is not acceptable. The rate of occupancy of the stalls provided needs to be verified through property management. Additionally, the rate for the solitary Arlington Heights site provided is 1.40, which suggests that rates in this town may be higher.
31. The response made by the petitioner to comment #24 is not acceptable. The access to several of the stalls requires backing out the entire distance that the driver utilizes to pull into the stall. There is not enough room to back out of the stall in a conventional manner, and the two stalls perpendicular to the one location of tandem parking pulls so far forward that the tandem driver wouldn't be able to open the their door.
32. The response made by the petitioner to comment #26 is not acceptable. In conjunction with the statements made above, it is suggested that provisional contingencies be made for parking shortages, based upon demand in Arlington Heights.

Final Plat of Resubdivision:

33. Modify the Final Plat of Resubdivision using the attached Final Plat of Subdivision Checklist. The elementary school district is Consolidated Community School District #25, Township High School District #214, Harper Community College District #512. Add the utility signature blocks.
34. The bold outline of the subdivision should include the portions to be dedicated, as these are within the current property ownership. The dedications should be delineated by hatching. Show the area of each dedicated space.
35. The two easement shown for public utilities shall be eliminated. The proposed utilities in those areas are private service lines.

36. Construction of the StormTrap facility may require an easement from the adjacent property due to its proximity to the north lot line. It is suggested that a permanent maintenance easement be considered.

 FOR ISM 8-30-17
James J. Massarelli, P.E. Date
Director of Engineering

Attachments:

Final Plat of Subdivision Checklist (3 pages)
Contacts for Plat Signatures (1 page)
Sample Utility Signature Blocks (1 page)

Needed:

Cost estimates

Final Plat of Subdivision Checklist
Municipal Code Section 29-209(a – t)

- ☐ a. The date of preparation of the final plat and by whom prepared.
- ☐ b. The boundary of the plat, based on accurate traverse, with angles and lineal dimensions.
- ☐ c. All permanent survey monuments, markers and bench marks.
- ☐ d. Exact location, width and name of all streets within and adjoining the plat, and the exact location and widths of all cross walkways.
- ☐ e. True angles and distances to the nearest established street lines or official monuments, not less than three.
- ☐ f. Municipal, township, county and section lines accurately tied to the lines of the subdivision by distances and angles.
- ☐ g. Radii, internal angles, points and curvatures, tangent bearings and lengths of all arcs.
- ☐ h. All easements for rights of way established for public use and utilities.
- ☐ i. All lot numbers and lines, with accurate dimensions given in hundredths of feet.
- ☐ j. Accurate outlines and legal descriptions of all areas dedicated or reserved for public use, with the proposed uses indicated thereon; and all areas to be reserved by deed covenant for the common use of all property owners; together with the proposed uses indicated thereon.
- ☐ k. The text of protective covenants, approved by the Plan Commission, relating to the proposed subdivision.
- ☐ l. An endorsement by the County Clerk in the form acceptable to Cook County, that there are no delinquent, forfeited, foreclosed or purchased general taxes, or unpaid current general taxes, against the land proposed to be subdivided.
- ☐ m. A summary of all restrictions applicable to any part of such subdivision concerning building restrictions, use restrictions, building setback lines and similar matters.
- ☐ n. A deed of dedication in the form set forth in Section 29-217(a):
The Final plat shall contain a deed of dedication substantially as follows:

"We, the undersigned, (Names), owners of the real estate shown and described herein, do hereby lay off, plat and subdivide said real estate in accordance with the within plat. This subdivision shall be known and designated as (Name), an addition to the Village of Arlington Heights, Cook County. All streets and alleys and public open spaces shown and not heretofore dedicated are hereby dedicated to the public. Front and side yard building setback lines are established as shown on this plat, between which lines and the property lines of the streets, there shall be erected or maintained no building or structure. There are strips of ground, (Number) feet in width, as shown on this plat and marked 'Easement' reserved for the use of public utilities for the installation of water and sewer mains, poles, ducts, lines and wires, subject at all times to the proper authorities and to the easement herein reserved. No permanent or other structures are to be erected or maintained upon

these strips of land, but owners of lots in this subdivision shall take their titles subject to the rights of the public utilities, and to the rights of the owners of other lots in this subdivision.

(Additional dedications and protective covenants, or private restrictions, would be inserted here upon the subdivider's initiative or the recommendation of the Plan Commission or Village Board; important provisions are those specifying the use to be made of the property and, in the case of residential use, the minimum habitable floor area.)

The foregoing covenants (or restrictions), are to run with the land and shall be binding on all parties and all persons claiming under them until January 1, 20____ [25 year period is suggested], at which time said covenants (or restrictions) shall be automatically extended for successive periods of ten years unless indicated otherwise by negative vote of a majority of the then owners of the building sites covered by these covenants (or restrictions), in whole or in part, which said vote will be evidenced by a petition in writing signed by the owners and duly recorded. Invalidation of any one of the foregoing covenants (or restrictions) by judgment or court order shall in no way affect any of the other various covenants (or restrictions), which shall remain in full force and effect.

The right to enforce these provisions by injunction, together with the right to cause the removal, by due process of law, of any structure or part thereof erected or maintained in violation, is hereby dedicated to the public, and reserved to the several owners of the several lots in this subdivision and to their heirs and assigns.

WITNESS our hands and seals this ____ day of _____, 20____.

STATE OF ILLINOIS)
COUNTY OF COOK) SS.

Before me the undersigned Notary Public, in and for the County and State aforesaid, personally appeared (Names), and each separately and severally acknowledged the execution of the foregoing instrument as his or her voluntary act and deed, for the purposes therein expressed.

WITNESS my hand and notarial seal this ____ day of 20 ____.

Notary Public"

- ☐ o. A blank certificate of approval in the form set forth in Section 29-217(b).
The Final plat shall contain a certificate of approval as follows:

"Under the authority provided by 65 ILCS 5/11-12 as amended by the State Legislature of the State of Illinois and Ordinance adopted by the Village Board of the Village of Arlington Heights, Illinois, this plat was given approval by the Village of Arlington Heights AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED by the Plan Commission at a meeting held _____

Chairman

Secretary

APPROVED by the Village Board of Trustees at a meeting held _____

President

Village Clerk

APPROVED by the Village Collector

APPROVED by the Director of Engineering
_____ "

- ☐ p. A certification by a registered surveyor in the form set forth in Section 29-217(c). The Final plat shall contain a certificate signed by an Illinois Registered Land Surveyor in substantially the following form:

"I, (Name), hereby certify that I am an Illinois Registered Land Surveyor in compliance with the laws of the State of Illinois, and that this plat correctly represents a survey completed by me on (Date); that all monuments and markers shown thereon actually exist, and that I have accurately shown the materials that they are made of.

(SURVEYOR'S SEAL) Signature
Illinois Land Surveyor
No. _____ "

- ☐ q. A notarized statement from the owner indicating the school district in which each tract, parcel, lot or block lies.
- ☐ r. A certificate in the form as required by the Illinois Department of Transportation or Cook County Highway Department, respectively, when any new street or new driveway will access one of these Department's streets.
- ☐ s. The parcel index numbers of all lots contained within the plat shall be included on the plat of subdivision.
- ☐ t. A block stating "Send Tax Bill To: (Name/Address)." The actual name and address shall be provided by the developer.
- ☐ u. Provide a location to identify the address of each new lot.

The Village of Arlington Heights Municipal Code can be accessed over the internet at www.vah.com .

Contacts for Plat Signatures

Mr. Frank Gautier
Comcast Cable
688 Industrial Drive
Elmhurst, IL 60125

630/600-6348
frank_gautier@cable.comcast.com

Alternate: Martha Gieras 630/600-6352
Martha_gieras@cable.comcast.net

Ms. Mark Cozzi
ComEd
Three Lincoln Center – 4th Floor
Oakbrook Terrace, IL 60181

630/576-6530
Mark.Cozzi@ComEd.com

Ms. Kim Augustine
NICOR Gas
300 W. Terra Cotta Avenue
Crystal Lake, IL 60014

630/338-2976
kaugust@aglresources.com

Ms. Sue E. Manshum
ROW Engineer
Ameritech
2004 Miner, 1st Floor
Des Plaines, IL 60016

847/759-5603
sm9231@att.com

Mr. Greg Argetsinger
VPGM of Illinois
WOW Internet Cable
1674 Frontenac Road
Naperville, IL 60563-1757

630/536-3121
Tom Gebens
630/536-3153
Brian Herd
630/669-5227

Mr. Jonathan Karabowicz
IDOT Permits
201 W. Center Court
Schaumburg, IL 60196

847/705-4149

Mr. Michael Sterr, P.E.
Permit Office
Cook County Highway Department
69 West Washington Street
23rd Floor, Suite 2354
Chicago, IL 60602

312/603-1670

Sample Signature Blocks

COMMONWEALTH EDISON COMPANY
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

AMERITECH/SBC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

NICOR GAS
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

COMCAST CABLE
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

WIDE OPEN WEST, LLC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

From: Aleckson, Mark

Sent: Wednesday, August 23, 2017 4:18 PM

To: Hubbard, Sam <shubbard@vah.com>; Lyons, Bernard <blyons@vah.com>

Cc: Lay, Donald <dlay@vah.com>

Subject: RE: Utility Burial - Block 425 Site (Sigwalt/Campbell/Highland)

Hello Sam,

The Chief officers meet and they would like the developer to either bury or move any wires to the south side of Sigwalt street.

- Anytime there are power lines the safety, speed, and effectiveness of the ladder truck are compromised. Under a high stress situation during a fire or rescue, we need to maximize safety and effectiveness.
- The ladder needs to be a least 10 feet away from any power lines to avoid any arcing that can occur even without contacting the lines.
- Not only can a fire or rescue situation be a stressful environment to work it can be dark and smoky making it difficult see the wires.
- Power lines also limit our ability to swing the ladder around to lower the entire basket to the ground to get a victim out who cannot climb down the ladder. This method is faster than having a capable victims climb down.
- The power line represented by the blue line takes away tactically desirable option of operating from the corner of the building. This allows the ladder to reach two sides. The corner is also the safest spot in the event of a collapse.
- All three power lines will greatly affect a ladder truck to reach any victims.

Thanks,
Mark

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

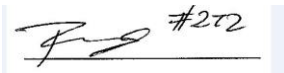
DEPARTMENT PLAN REVIEW SUMMARY

Sigwalt Apartments
45 S. Chestnut Ave.

Round 2 Review Comments

08/28/2017

1. **Character of use:**
Nothing Further.
2. **Are lighting requirements adequate?**
Nothing Further.
3. **Present traffic problems?**
There are no traffic problems at this location.
4. **Traffic accidents at particular location?**
This is not a problem area in relation to traffic accidents.
5. **Traffic problems that may be created by the development.**
Nothing Further.
6. **General comments:**
Nothing Further.



Brandi Romag, Crime Prevention Officer
Community Services Bureau

Plan Review for Accessibility

Address: 45 S. Chestnut Avenue
Preliminary and PUD for five-story 88 unit rental housing development. Preliminary and Final Plat of Subdivision to consolidate the lots, Rezoning from R-3 to R-7 and multiple variations (density, setbacks, building lot coverage, F.A.R, parking)

P.C. #17-008

Round 2

Submitted to: Sam Hubbard, Planning & Community Development

Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793



Date: August 22, 2017

Re: Illinois Accessibility Code (IAC):
<https://www.illinois.gov/cdb/business/codes/Pages/IllinoisAccessibilityCode.aspx>

-
1. Petitioner's response to "number 4 Health Services Department, dated July 24, 2017," stating: "at least 20% of the mailboxes will comply with the applicable sections of the Illinois Accessibility Code," does not comply with IAC Section 400.350(a) which states: "all common use and public use spaces... shall be accessible utilizing subsections of Section 400.310 as required to ensure accessibility." The mailboxes are in a common use area requiring 100% of the mailboxes to be accessible per the applicable requirements of IAC Section 400.310 and 400.Illustration B., Figures 5 and 6.
 2. Petitioner shall supply a list of the 20% adaptable/accessible dwelling units required by IAC Section 400.350(d).
 3. For the adaptable/accessible units an accessible route per IAC Section 400.310(a) shall be provided into and within all private patios, terraces, balconies..." per IAC Section 400.350(e)(3).

RECEIVED

AUG 23 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Planning & Community Development Dept. Review

August 29, 2017



REVIEW ROUND 2

Project: Southern 1/3 of Block 425 – CA Ventures
Sigwalt Apartments

Case Number: PC 17-008

General:

37. Comments #7, #8, 10-#12, #15-#17, #20, #22-#24, #26-28, #31-#33, and #36 have been addressed.
38. The response to comment #9 has been noted and staff is reviewing the Preliminary Plat of Subdivision. As you know, the Final Plat of Subdivision must be submitted, including all signatures, by Sept. 20. In the event that this deadline cannot be met, it is suggested that the next submittal include both the revised Preliminary Plat of Subdivision, as well as a draft of the Final Plat of Subdivision. This way, we can at least move forward with Preliminary Plat of Subdivision approval on Sept. 27th. Final Plat of Subdivision can be approved at a future date shortly after the mylar is signed and submitted to the Village. Please note that Final Plat of Subdivision does **not** require public notice to neighbors or signage posted on the site.
39. The response to comment #13 is noted. The Variation list has been revised to show the required Variations that have been identified:
- a. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. .91 acres where code requires a minimum of 2 acres for the R-7 District.
 - b. Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 67,800 sq. ft. in lot size.
 - c. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of approx. 11' where code requires a 48' setback.
 - d. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of approx. 16.8' where code requires a 48' setback.
 - e. Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a 34' setback.
 - f. Chapter 28, Section 5.1-7.6, Required Exterior Side Yard, to allow a exterior side yard setback of 18.3' where code requires a 20' setback.
 - g. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 71.3% building lot coverage where code allows a maximum 45% building lot coverage.
 - h. A variation to the maximum allowable building height to increase the maximum allowable building height from 60' to 62.5'.
 - i. Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 252% FAR where code limits maximum FAR to 200%.
 - j. Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
 - k. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balcony's to project 5.3' into the required front, exterior side, and side yards.
 - l. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front yard setback where code requires all transformers to be located outside of all setback areas.
 - m. Chapter 28, Section 11.4-4, to allow 110 parking spaces (1.25 per unit) where code requires 132 parking spaces (1.5 per unit).

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

40. The response to comment #14 is noted. Will the outdoor patio be closed for use after a certain time in the evening, or after a certain date for the winter?

Site Plan:

41. The responses to comment #18 and #19 are noted. Staff has recommended that all utility lines along Sigwalt Street be buried for aesthetic and fire safety purposes. Staff notes the developer's response that burial is not "feasible"; please provide details as to why it is believed that burial of the overhead utilities as requested is not feasible. Developer is requested to work with the Village to explore this further.
42. The response to comment #21 is noted. Please confirm that all retaining walls will not exceed 3.5' in height.

Building:

43. The response to comment #25 is acceptable. An additional variation for the building height has been added to the list of required variations (comment #39h).
44. The responses to comment #29 and #30 are noted. Additional variations for drive aisle width and parking space depth have been added to the list of required variations (comment #39n and #39o). The Planning Dept. does not have any objection to the 8.5' wide stalls.

Parking and Traffic:

45. The response to comment #34 noted. Staff acknowledges that the petitioner does not desire to lease spaces within the Vail Avenue garage.
46. The response to comment #35 is noted and staff appreciates the data of comparable developments outside of the downtown Arlington Heights area. According to staff's research, data on similar residential developments within Downtown Arlington Heights show that demand for parking spaces is somewhere between 1.4 and 1.5 spaces per unit. Therefore, some parking within the Vail Avenue garage will likely be required. Staff is still evaluating the appropriate amount for the required parking within the Vail Avenue garage and will communicate this recommended amount and cost to you shortly.

Prepared by:



45 S. Chestnut Avenue
PC 17-008
August 18, 2017

No Comments

RECEIVED
AUG 18 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

September 13, 2017

Mr. Sam Hubbard
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: Sigwalt Apartments – 45 S. Chestnut Ave.
Village PC#: 17-008
HKM Project No. 16031

Dear Mr. Hubbard,

Please accept the following responses to the Plan Commission Department Review Comments – Round 2, dated as indicated below.

Fire Safety Division, dated August 21, 2017

1. The developer and the Village staff will work together to determine the construction and financial feasibility of relocating the existing overhead utility lines along Sigwalt in the Village Right-Of-Row. There are 2 options that need to be obtained in order to make a final determination.
 - Option 1 – The existing AT&T and WOW overhead lines that run along Sigwalt would be relocated to an overhead line that runs south across Sigwalt to a new pole placed on the south side of Sigwalt. The existing pole on the north side of Sigwalt would remain. In addition, the ComEd overhead lines that run diagonally along Sigwalt would be relocated to run overhead, south across Sigwalt, similar to the AT&T and WOW lines.
 - Option 2 – The existing AT&T and WOW overhead lines that run along Sigwalt would be buried. In addition those lines, the existing ComEd, Comcast and AT&T lines that connect to the existing pole on the north side of Sigwalt would be buried.
2. Regarding the two barbeque grills on the 2nd floor amenity roof deck with dry-pipe sprinkler heads above, the following will be adhered to:
 - 1) The dry pipe fire suppression system will be connected to the fire alarm system, will be included in the submitted sprinkler shop drawings for approval prior to installation, and will be part of the final acceptance test.

- 2) No charcoal or solid fuel will be allowed for grill cooking.
- 3) Portable fire extinguishers appropriate for this type of use will be provided within immediate reach at each grill location.
- 4) The grill will be stationary without the ability to be moved or relocated from the final approved position.

Fire Department, dated August 28, 2017 and email of August 23, 2017

1. Please see response to Fire Safety Division comment #1.

Public Works Department, dated August 28, 2017

Please see response letter from RWG.

Engineering Department, dated August 30, 2017

Please see response letter from RWG, and the following items:

28. A plan from the contractor showing traffic control is attached.
29. The traffic study has been updated to reflect the discrepancy.
30. The Petitioner believes that the provided parking ratio of 1.25 spaces per unit (increased from 1.1 spaces per unit) on site is sufficient based on the third party market and traffic studies provided by Appraisal Research Counselors and KLOA. Both professional studies suggested 1.25:1 will be ample parking for this size building in this downtown suburban location. The Petitioner does not believe additional spaces are needed in the garage but would be willing to work with the Village and staff if that is their recommendation
31. Column locations have been adjusted to allow for better driver access to the tandem stalls with adjacent perpendicular stalls. In addition, the drive aisles to the stalls in the southern area of the parking garage have been shifted to provide for better access and a more conventional manner of backing out of the stalls in that area. We believe the layout is acceptable for a non-public parking garage with assigned parking.
32. Please see response to Engineering Department comment #30.

Health Services Department – Plan Review for Accessibility, dated August 22, 2017

1. The common use and public use spaces, and associated elements, will comply with the applicable sections of the Illinois Accessibility Code.
2. The 20% adaptable/accessible units will be Units 1BR-05, 2BR-03, 2BR-08, and 2BR-09, which results in (8) 1-bedrooms (of 38 total) and (10) 2-bedrooms (of 50

total). 18 adaptable units / 88 total units = 20.5%. In addition, 100% of the units will comply with the Fair Housing Act.

3. For the adaptable/accessible units, an accessible route will be provided into and within the private patios, terraces, and balconies to comply with the applicable sections of the Illinois Accessibility Code.

Planning & Community Development Department, dated August 29, 2017

38. The Plat has been revised and reviewed by the Engineering Department and is believed to be complete. Signatures are being obtained on the mylar and it should be submitted by Sept. 20.
39. Due to some small adjustments to the building perimeter based on the staff Design review meeting; some of the required Variations that are needed have different values than those indicated in the review comments. Please see adjusted Provided values in the Project Data list on the submitted Site Plan.
40. A third party management company will be the operator of the property. It is expected that the outdoor patio will have limited access at night and in the winter, but the specifics of the restrictions will be determined by the management company at a later date.
41. Please see response to Fire Safety Division comment #1.
42. Retaining walls (not including the "Planter" walls that form the "Project Sign") will not exceed 3.5' in height. A note has been added to the cross section on sheet 5 of the Engineering Plans.
43. The additional variation for building height is acknowledged, no additional response needed.
44. The additional variations for drive aisles and parking spaces are acknowledged, no additional response needed.
45. Please see response to Engineering Department comment #30.
46. Please see response to Engineering Department comment #30.

September 7, 2017

Mr. Sam Hubbard
Department of Planning and Community Development
Village of Arlington Heights
33 S Arlington Heights Road
Arlington Heights, IL 60005

Re: Sigwalt Apartments – 45 S. Chestnut Ave.
Village PC#: 17-008
RWG Project #291-127-16

Dear Mr. Hubbard,

Please accept the following responses to the Plan Commission Department Review Comments – Round 2, dated as indicated below.

Public Works Department, dated August 28, 2017

1. The proposed watermain will now be split inside the building.
2. A note about the watermain being zinc coated DIP and being wrapped in V-Bio poly ethylene was added to the plans on page 6.
3. The backflow devices will be added to the architectural plans.
4. A comprehensive Maintenance Plan is included. It is also the same maintenance plan required by MWRD and is their “Exhibit R”. This plan, along with their Schedule R, gets recorded before construction starts.
5. The cross walk shown on the northeast corner of the site was eliminated. It was determined that the location on the receiving walk was not ideal, and therefore eliminated.
6. A note about the stairways leading to public walks and maintaining ADA compliance was added to the plans on page 3.
7. A note was revised on page 3 to add that it is a possibility for the entire sidewalk to be replaced. Please note that all 4 ADA crosswalks on each corner on Highland and Chestnut, have been recently replaced. They are in very good condition. We do not anticipate needing to replace them, unless damaged during construction. Parts of the sidewalk along Sigwalt have also been replaced recently. But if damaged during construction, they will be replaced.
8. The detention stormtrap will be installed close to the village ROW, however, it is the “new” village ROW. This now gives 8’ of separation between the old ROW line and the stormtrap. There are no existing utilities located within this 8’. Having 8’ of room to constructed the stormtrap will be efficient. It will not damage or come close to existing utilities.

Final Plat of Resubdivision

- 33. The Plat was revised.
- 34. The Plat was revised.
- 35. The plat was revised.
- 36. A permanent easement on the adjacent property to the north is not achievable. However, a 10.0' temporary construction easement can be achieved with the property owner to the north. This will allow for the installation of the storm trap during construction and then expire when construction is complete.

Sincerely,

Maureen Mulligan, P.E.