



Village of Arlington Heights
Plan Commission
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
July 25, 2018
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. European Crystal - 7/11/18

IV. PUBLIC HEARINGS

- A. Napleton/Arlington Lanes Parking Lot - 3435 N. Kennicott Ave. -
PC#18-014
Land Use Variation for Auto Sales Lot, Variations
- B. Arlington Downs - 3400 W. Euclid Ave. - PC#18-010
PUD Amendment, Plat of Subdivision, Amendment to SUP,
Land Use Variation, 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: European Crystal Hotel - 7/11/18

Department: Planning & Community Development

ATTACHMENTS:

Description

European Crystal - 7/11/18

Type

Minutes

PLAN

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

COMMISSION

RE: EUROPEAN CRYSTAL HOTEL - 519 WEST ALGONQUIN ROAD - PC#18-013
 LAND USE VARIATION FOR HOTEL, VARIATION FROM CHAPTER 28 OF THE
 MUNICIPAL CODE

REPORT OF PROCEEDINGS had before the Village of
 Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village
 Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,
 Illinois on the 11th day of July, 2018 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Community Development Planner

VICE-CHAIR JENSEN: Okay, I'd like to call to order this meeting of the Arlington Heights Plan Commission. As the first order of business, let us rise and do our pledge of allegiance.

(Pledge of allegiance recited.)

VICE-CHAIR JENSEN: Okay, Sam, would you take roll call?

MR. HUBBARD: Sure. Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

(No response.)

MR. HUBBARD: Chairman Ennes.

(No response.)

MR. HUBBARD: And Vice-Chair Jensen.

VICE-CHAIR JENSEN: Here. I guess our first order of business is to approve two sets of minutes from the June 27th meeting, the first being the Hickory/Kensington minutes, and the second being the Christian Liberty Subdivision. Do I have a motion to approve the minutes?

COMMISSIONER GREEN: So moved.

COMMISSIONER SIGALOS: I'll second.

VICE-CHAIR JENSEN: So, they are moved and seconded. We'll just do a voice vote. All in favor, say aye.

(Chorus of ayes.)

VICE-CHAIR JENSEN: Any opposed?

(No response.)

VICE-CHAIR JENSEN: Any abstention?

COMMISSIONER LORENZINI: I was not here last meeting.

VICE-CHAIR JENSEN: Okay, duly noted. Okay, we're going to, we only have one order of business today, and that is the European Crystal Hotel at 519 West Algonquin, PC#18-013. Sam, have all the notices been made or published?

MR. HUBBARD: They have been, yes.

VICE-CHAIR JENSEN: Great. So, if we could have the Petitioner and anyone who will speak on behalf of the Petitioner come up for the swearing in? I'd appreciate that. So, all of you may testify at some point or another I take it? So, the question, if you all just raise your right hand?

(Witnesses sworn.)

VICE-CHAIR JENSEN: Great. As each of you come up to the podium to

speak to make your presentation, if you would say your name and spell it? You don't have to give your address, but if you'd like to you can for the reporter. So, why don't we let whoever is going to speak for the Petitioner start off?

MR. AREVALO: Good evening, Commissioners. I had the pleasure of being here a few weeks ago, I believe in June, for a different matter. In talking to the Applicant today, you know, he requested that I kind of go assist on this. It is my pleasure to be before you again.

The petition before you is the, as you have indicated at the outset, is the European Crystal Hotel and the development of it.

VICE-CHAIR JENSEN: Could I interrupt you for a second? You need to say your name and spell it for the reporter.

MR. AREVALO: Yes. Carlos Arevalo, A-r-e-v-a-l-o, and I'm with the firm of SmithAmundsen representing the Petitioner.

VICE-CHAIR JENSEN: Thank you.

MR. AREVALO: With me today, the Applicant James Cazares, and also we have Ted Mandigo and Rick. I believe Ted will take care of addressing some of the issues with the market and the feasibility study. Steve Corcoran is here and he will be addressing matters having to do with the parking and the traffic study. Enrique Castel is also here, and he is the architect designer of the facility and the hotel that's before you.

So, I'm going to just take a few moments to introduce obviously the Petitioner. I'm sure you've read the materials and are familiar with it. It is not the first time that the proposal has been before you with respect to the development of this hotel, and now we are here with a scaled-back proposal that sort of addresses, what we'd hope is the Petitioner is addressing some of the concerns that have been raised in the past with respect to size of the hotel and the facility as well as the parking requirements that are in place.

This is a hotel that is, or the proposal is for the property at 519 West Algonquin Road in Arlington Heights. It presently or currently houses the European Crystal Banquet facility which is a facility that is, you know, primarily for weddings and other kinds of events, a banquet facility. The purpose here is, on the part of the Petitioner, is to convert the facility to, or incorporate a hotel of 62 rooms with amenities as presented in the project and the design and to sort make it a conference center as well, to use the existing banquet facility as a way of connecting the two and so that the property can be fully utilized a hundred percent of the time as opposed to the banquet facility which is primarily used during the weekends. So, there is a certain portion of the week that is unutilized, and that leads us to the, you know, the reasons for the application, for the petition, to have it be the best use of the property in this proposal.

So, I'm going to first introduce the architect so that he can give you the layout, the design, so that you can see what the proposal entails. Mr. Castel?

MR. CASTEL: I am Enrique Castel, E-n-r-i-q-u-e, last name Castel, C-a-s-t-e-l. I'm the architect on the project.

So, basically, what we're proposing is to demolish the four small banquet halls on the front of the building and leave the existing arc banquet room or ballroom in the back, modifying the existing bathroom areas to accommodate the needs for the hotel that is proposed. It is an eight-story building with a ninth storage floor that is currently being proposed on this project. The first floor, basically we are going to have a larger lobby area, sitting area with a coffee vending area, a business area as an amenity to the hotel attendance, and also an

exercise area, also an amenity to the hotel. Also on the first floor, which I forgot to identify here, is the fire command center which is actually towards the east end of the building. So, we already accommodated that in the design.

On the upper floors, the second floor is basically going to be offices with a two-story lobby area to create a grander space. Third through seventh floors are basically the typical rooms in the hotel. On the eighth floor, we will have the two larger suites which are in essence the marital suites with some small rooms, but basically those two larger rooms will be facing the view towards the Chicago skyline.

The building consists of a stone facade on the first two floors, brick and masonry basically from the third through seventh, and then a combination of stucco finish with the brick piers on the final floor. That's a brief real summary of the project. The design actually, the colors and the materials on the building are designed to match the existing building that's already on site.

MR. CAZARES: I'm James Cazares, C-a-z-a-r-e-s. I'm the Petitioner here for the European Crystal Hotel. We are requesting a land use variation for a 62 guest room hotel in the M-2 Zoning District, also as well is a reduction for a two-way drive-up aisle for 24 feet to 22.6 feet for the Fire Department. All of the Staff recommendations are completed in regards to detention calculations, fire lane revisions, landscape plan, valet parking, shuttle service. Storage containers are going to be removed and replaced in the new basement of the hotel. The dumpsters are going to be located in the closed area and the bike parking is going to be located in a non-impervious area.

The history of the project, it's my two-and-a-half-year anniversary presenting in front of the Village, and working with Sam for over two years. We've had multiple different proposals. We've had a fifth, a sixth, and a seventh, the seventh reverting back to the fifth proposal, it being an eighth or ninth-story building with a parking deficit of zero to three cars, it's all subject to interpretation.

The history of our business, it's a family-owned business. We've been here for over 20 years. It was originally a restaurant that we converted to a banquet facility. In 2012, I opened a luxury lifestyle hotel in Chicago, and in June 2016, I proposed a lifestyle hotel for Arlington Heights. Conceptual Review is supporting it, Design Commission is approving it, Staff approved to proceed. This is something that Arlington Heights does not have.

Why are we doing this? It's because currently, 30 percent of all hotel constructions are unaffiliated consumers. They want to feel local. They want to be surprised. They want it to be unique, and this is something that is not represented in Arlington Heights. Arlington Heights hotels do not represent what the consumers want. They are the base, they are three-star property, and they have nothing exciting, and they have employees that don't even know what's going on in Downtown Arlington Heights unless you relocated here for the last six months.

It hurts me to see the shuttle buses go down Algonquin Road and make a left turn on Golf road over and over and over again. I see it everyday, shuttle buses going to Schaumburg. I think what does Schaumburg have that we don't have? We have wonderful amenities over here, and I'll go on and tell you about how our historical operations actually intertwine with the walkability in Downtown Arlington Heights.

Back to what consumers want, they want fine, stylish, upscale, green features, eco features, LED lighting, specialty HVAC, our signature Tesla shuttle service to

downtown, to O'Hare and to Downtown Arlington Heights. You know, you have to work with the locals, you have to get local artists to commission the artwork in the hotel that have a franchise, that has a typical painting in every hallway. You have to have partnerships with the community. I myself go to Core Power Yoga just down the street over here. I've talked to them. Our previous hotel as well had a partnership. Guests, you know, sometimes get tired of staying in, they want to come out. So, it's very important that we incorporate the walkability and amenities that Arlington features.

I'm going to give an example of what our hotel, a short video here, of what we feature.

(Video clip played.)

MR. CAZARES: So, being connected to the consumer, oh, I'm sorry, is an important aspect. We've been running the hotel for over five years. I will tell you I worked in a very residential area that had over 10,000 residents located within three blocks. I had a rooftop at the hotel, and my very good friend Alderman Riley told it to me like this, if I have one damn complaint, I'm going to pull your license and take your sign away. I'm telling you, within five years of operation, I've never had a single complaint. So, it's important that, you know, even the waiter or the house attendant or everyone needs to know and represent Arlington, the amenities, you know, and the walkability of Downtown Arlington.

We're going to bring in Ted Mandigo for a couple more minutes to talk to you about our market study and some of our STR reports. Then I'll also be back in a couple of seconds.

VICE-CHAIR JENSEN: Before you do that, I'd like to ask you, you have read the report of the Staff?

MR. CAZARES: I have, yes.

VICE-CHAIR JENSEN: There are a number of conditions and recommendations. Are you comfortable with all those conditions that they have in the Staff report?

MR. CAZARES: I am, yes.

VICE-CHAIR JENSEN: Thank you.

MR. CAZARES: Okay, why don't we have Ted Mandigo over here?

MR. MANDIGO: My name is Ted Mandigo, that's M-a-n-d-i-g-o. I am a hospitality consultant. I've been doing feasibility work in the Chicago area and national and internationally for the past four years, several projects in the Arlington Heights area, including appearing before the Zoning Commission that was considering the addition of the second property where the Marriott Courtyard is. We represented the Marriott team at that point in time.

As we understand it, there's a couple of objections that have been filed with respect to the property in terms of level of market support for the project. We have submitted a market feasibility study that analyzes in detail the competitive set of properties in the market area, the performance of those properties. We've looked at the performance of the overall market area, the area in which we would configure this property is in the northwest segment of the Chicago market area. That market has experienced a 3.8 percent growth in demand on a year to day basis through the month of May. That particular market also has presented an occupancy level three that same period of time of 60.7 percent which is a pretty strong performance for those first five months because it includes January and February.

A letter was submitted that indicates that the competitive set of

properties in the market area is operating at a 66 percent which is, if compared to all of the submarkets in the Chicago area, would be the second highest submarket in Chicago, falling only slightly behind the downtown market area. So, our analysis indicates that the support for the property and absorption in this market area has been sufficient to absorb that particular property. The 60 rooms would represent, in terms of the competitive set of properties, about an eight percent increase in room supply in the market area. It will be the first and new property in the market area in several years; 2007 I think was the last addition, so the newest property is 11 years old. Then we're down in the property in the market area, the Courtyard by Marriott is currently 34 years of age, a very mature property, does not necessarily represent the current standards and operations of hotels, the lifestyle and boutique type of operation that represents an interactive with guests and a focus on the immediate market area.

Our analysis would indicate a good level of support for the property. There will obviously be a nominal impact on existing properties in the market, on top of the growth in demand in the market area. But the characteristics of franchises, when they analyze the types of impact, have a cutoff point or a level of about a three percent impact before they, or a three percent occupancy drop before they will not proceed with the development of a project even within their own brand. This one falls well below that. Activity and promotion by the banquet facility for any new business in conjunction with a hotel should help to mediate any of that loss of business or impact on the other properties in the market area.

I would be glad to answer questions about the property.

MR. CAZARES: Parking, my favorite subject, working with Sam for two-and-a-half years over here. The facility has 175 total parking spots, and the project that we have proposed currently has zero deficits. We also have reduced the amount of valet parking spots from 40 plus prior to 23 valet parking spots. So, around 190 plus spots in the facility.

The reality of parking is that we have one day of free parking. So, around 220 guests is our average, that's going to be on a Saturday, and a handful of times, less than 10, we reached max capacity in the grand ballroom. In 18 years of operation, we haven't had a single complaint from the neighbors or from the patrons. We actually had two complaints, a gentleman left his Mercedes Benz on our valet ramp without the keys, and another Mercedes had parked in a handicap spot without a placard.

This is what our parking lot looks six days out of a week, it's empty. Sunday, Monday, Tuesday, Wednesday, Thursday and Friday, it's totally empty. It represents very poorly on the facility. We definitely some type of cars in the parking lot. It's literally a parking desert. You know, less and less cars are in the hotel industry. I'm sure that all of you travel and that you are familiar with Uber and Lyft and hotel shuttles, and we are providing a very swanky hotel shuttle that is going to go from O'Hare to our facility. You would be surprised at how high those shuttle usages are, especially when they're complementary.

Something that recently passed in Des Plaines, they approved 127 parking variance for a 136 hotel room. Owning and operating hotel for over five to seven years of very similar size, I'll tell you that parking is less and less. You know, I've had the pleasure to come here a couple of times and as well as sit at the Board, and I recently watched one of the Board members screen, like someone said he needs a plan. I want to present my plan to you far in advance.

We're removing that ballroom. We're reducing the hotel size. We actually now have three offsite hotel parking agreements. We have onsite valet parking

reduction, and back to that shuttle service. Step one of the plan is to get the shuttle service, that's very important. Step two, during peak events which are only a handful of times, and I have to emphasize, only a handful of times, these two hands, that we are going to work with giving notice to our employees to park at the Brite-O-Matic parking lot which is actually gravel, not paved, parking lot right immediately to the south of us. We'll have temporary signs directing guests to the valet only zone.

Here, it shows you the 23 spot valet configuration for our property, and I'll go to the hundreds of offsite parking. We have 25 spots at Brite-O-Matic. We have an 18-year running relationship without a single complaint, and another renewed partnership. The plan of action, that's going to be the first step. Second parking option is Hand Surgery. There's about, they have more 60 spots but we only accounted for 60 spots. It's so close in our mind that we just plan to direct guests to self-park over there. The recent addition that just happened a couple of days ago, PACE has, we've made an agreement with over 200 plus parking spots for the weekends. That we plan to use as valet parking only.

There are still more options. If those three were to go, we have Prima Power, that's right across the street from us, walking distance, 50 parking spots. There is another group that has proposed, Hamilton Partners, which is very close as well to them. They have over 150 spots. So, these three agreements were to terminate, there are many options in the area.

I took some pictures of our lot, of our peak occupancy. This is an event that had 347 guests on June 23rd, 2018. I have a little video, we'll skip that to keep it short. You can take a look at the parking lot on that day. The entire back of the parking lot is basically empty. Those are mostly just all the staff. On that day, we had around 17 to 18 staff workers working. You can see Brite-O-Matic, there isn't a single car over there. This is probably our peak event. Hand Surgery, crickets.

Nothing here, this is just three steps away from our property. Prima Power, there's one car there. I'm not sure if he left it over the weekend, but he was not one of our attendees.

I am going to introduce Mr. Corcoran who will talk to you about the parking study that we've done.

MR. CORCORAN: Thank you. Good evening. Steve Corcoran, C-o-r-c-o-r-a-n, Director of Traffic Engineering at Eriksson Engineering. We prepared a traffic and parking study. Let's do the traffic study first, that's the easy one.

Essentially, we took our counts done at the entrance, there's a single entrance private roadway on Algonquin Road that's shared with the banquet hall and several other self storage and industrial users. We did it in the morning, it was done in the morning/evening rush hours in the week day, and then Saturday evening. We basically then projected the amount of traffic at a hotel which have a rate, which varies from about 19 to 29 trips in a peak hour, at any one of those three peak hours. We added that to the road system and basically being near the interchange with 53 and interchange with I-90, we did a 50-50 split in terms of where the traffic goes on and off Algonquin Road.

We also took, in the morning obviously there's no banquet traffic. In the afternoon, in the evening and on a Saturday, we took the banquet traffic that was going on and we boosted that up to represent a higher end full attendance banquet. So, we increased the banquet traffic and then accounted for regional traffic on Algonquin Road, ranked capacity

analysis, and the intersection still works. Then, there's also a supporting gap study looking, during those same time periods, how many gaps were for left turns and right turns on Algonquin Road, and there's plenty of gaps, so the capacity analysis.

So, in terms of traffic, the access can accommodate it without any improvements. In terms of the parking lot, we're keeping the same circulation pattern, so that's not changing as part of this plan.

In terms of parking, we've done several things. As James touched upon, we looked at the zoning requirements. We basically meet the zoning requirements. No deficit or variation requested for that. We also looked at some national data, the good old ITE, Institute of Transportation Engineers and Urban Land Institute, and did one of my infamous shared parking studies that I presented before. That showed with just a typical hotel and a typical banquet facility, we have more than enough parking. We were less than 175 spaces without the valet in terms of the peak demand for that kind of analysis.

Staff did ask us to do a local analysis, you know, take a hotel/banquet hall facility. Obviously we had a very hard time finding a cooperative one, and obviously the letter that we received and I think you folks received today, too, the other hotels in the area weren't very cooperative and, you know, don't want to see this project to go through as competition. So, we couldn't get local data but we did use our national data analysis.

Then last but not least, we went out and did a number of parking surveys. Now, when we did these parking surveys, the only parking agreement at that time was with Brite-O-Matic. So, when we did the counts, there was no agreement with the doctor's office or with PACE across the street. Those spaces were all empty, there was no one using those improperly, they were just not, that those agreements were in place. So, our analysis is probably even more conservative because we had less spaces available.

Again, as was mentioned, peak time is just kind of like, you know, whether it's a church or a shopping center, there's a peak parking that occurs a few times a year. Most of the events that they've provided information that's in our report show that the peak time doesn't occur very often. So, peak operation isn't occurring everyday like in an apartment building or something like that, or an office building.

We did a number of parking studies, and one of the things we noted is when the attendance was lower, 100-200, you know, or in the one hundreds, I'm sorry, the peak hour, to see how many people per parked car, it was around two, actually a little over 2.06. When we looked at a couple of peak or higher events, the auto occupancy increased, because I mean most of those events were basically weddings and, again, families and more people tend to drive together than the smaller events. So, as the volume increases, the number of people per car increases.

So, when we looked at the parking generation, we still concluded that there was enough parking for peak events because as they increased, the number of people per car increased. I mean just like in a church, you know, at Christmas and Easter and those holidays, there's a lot more people in each car when they're parking versus a typical Sunday service and where there's maybe only two people per car. So, we kind of saw that same phenomenon with that.

Staff did bring up, they took a calculation where they took all our parking surveys and just averaged the total, so they came up with a little higher peak occupancy, or I'm sorry, auto occupancy. That resulted in a peak demand of 210 spaces, not the 198 that

we projected, so about 12 more spaces. So, under that calculation, I don't necessarily agree with that because as I say, as attendance increases, the number of people per car increases also. But either way, we're still over only 12 spots, and as James mentioned, now we have three options for those people for parking or to move employees off site to allow those people to park onsite.

Then, let's see. Then last but not least, our analysis was conservative in the sense that it did not account for during the weekday high usage of the hotel by airline employees or stewardesses or pilots as they get shuttled back and forth. We just assume it's a typical hotel. The other thing is we didn't assume any interaction between the banquet facility and the hotel so that, you know, obviously one of his markets he's going for is you can stay at the hotel and have your wedding, you know, your wedding celebration downstairs and you don't have to worry about driving home, and you just go upstairs, you know, the families and out-of-towners.

So, we did not account for that. So, obviously that would help reduce our demand, too. So, thank you.

MR. AREVALO: Okay, Carlos Arevalo again. I'm sort of concluding the presentation insofar as you've had a chance to hear the feasibility study. You've had a chance to hear the design and the architect. You've also had a chance to hear Mr. Cazares and the project and what his approach is to, you know, this hotel and this development, and also the traffic which, you know, going back being new to this project, being new to this application and looking into the history of it a little bit, it's clear that there were some concerns with the traffic and the parking. I believe that the Petitioner has, in his efforts to try to still maximize his profit and to develop a good hotel product that is unique and that is new to the area, he has scaled it back to the point where he can satisfy the requirements from Staff with respect to the parking requirements and whatever other requirements there are.

Vice-Chair Jensen indicated and asked the question as to whether the conditions that have been identified in the report, whether the Applicant and Petitioner had any issues with those. I would tell you, as he said, that he was, you know, he obviously has worked with Staff to get to the point where this application and this petition could be before you, and that he's willing to, you know, to abide by those conditions.

The one thing that I would say is obviously the request here is for the land variation, the first one, and that is to allow the 60-room hotel in an M-2 Zoning District. As the Staff report demonstrates, the standards required for that variation to be granted are in place insofar as there is a reason that the projected is being presented to you, and that is that, you know, the issue of the underutilization of the property during the week because of the banquet use only sort of situation, and how the addition of the hotel would act to that utilization and how that goes to the best use of the property, providing a reasonable return to the property owner and how that is satisfied as a result of that.

You know, we're also dealing with a question of the location and how this area, even though it is zoned in the manner in which it is, there are a number of hotels in the area. So, it is not something that's new, it's not something that, the use itself of the land would not be something that's new and it's not going to really alter what the essential nature of the area is. So, in that respect, what I would submit to you is that the Petitioner is satisfying the requirements, as Staff has indicated, necessary for the land variation.

The other variation or variance that is being requested has to do with

the two-way drive aisle for, you know, 22 feet, from 24 feet to 22.6 feet in width. What I would say to you is obviously that as Petitioner had indicated, he's willing to agree to whatever is necessary to address the issues with the fire safety folks, with the Fire Department, to make sure that, you know, the facility satisfied those requirements, whatever those are.

So, in conclusion, what I would say to you is that the Applicant has satisfied those requirements, is willing to continue to work with Staff to be able to bring this to completion. Obviously, at some point in time, you know, people need to go to the Board and whatever, you know, address whatever the conditions are. So, we would be looking for the approval of the variations as well as the conditions that have been proposed by Staff which Petitioner is in agreement with.

VICE-CHAIR JENSEN: Well, thank you for a thorough presentation. I'm sure we'll have some questions for the Petitioners later on, but we now go to the Staff report. Sam, would you like to give us your Staff report?

MR. HUBBARD: Sure. Thank you, Vice-Chair Jensen, I will get into my Staff report.

As you've heard, the subject property is located at 519 West Algonquin Road. That is within an M-2 Limited Heavy Manufacturing District. In the M-2 District, hotel uses are neither a permitted use nor a special use. So, for that reason, the Petitioner would need a land use variation to allow the proposed 62-room hotel within the M-2 District, and that's the principal reason why they are before you this evening.

The Comprehensive Plan designates the site as suitable for future research development and manufacturing uses. There is one variation that has been identified here, and that is as referred relative to the drive aisle. I'd like to say that Staff is supportive of this project and we'll get into the specific variation later on.

There have been several actions taking place to date bringing the Petitioner to where he is. On April 11th of this year, the Petitioner appeared for the third time in front of the Conceptual Plan Review Committee. I would say that the Conceptual Plan Review Committee was enthusiastic for the proposed use and thought that the combination of banquet hall and hotel made sense. But they were somewhat cautious about the parking given the previous proposal and some of the issues surrounding that. On June 12th, the Petitioner appeared in front of the Design Commission, received a recommendation of approval. There were some minor tweaks on the part of the Design Commission just relative to some architectural detailing, but nothing major.

So, here is an aerial of the site. North is at the top, you can see Algonquin Road runs diagonally through the site. The subject property is outlined in red. The area of demolition is indicated by the yellow on the aerial. That's the current four auxiliary banquet hall spaces that will be demolished to accommodate the proposed hotel.

I'd like to outline that the site circulation, as you've heard, would remain the same. Most of the site will remain unchanged. All the parking areas will continue to exist as such. There will be some very minor modifications to the drive aisle in front of the hotel addition, and then at the one-way drop-off/pickup entrance on the western side of the site.

While I have the aerial up, I'll just point out the containers as circled in blue. There was a condition of approval that Staff has recommended that would require those containers to be removed. We've discussed that with the Petitioner, and they are comfortable with that condition. There is enough storage space within the proposed hotel to accommodate

for what's being currently stored in the containers. That's three parking spaces where they are currently located now and have been for several years, and it will free up those parking spaces to allow them to be used again as parking.

While I'm touching on some of the conditions here, I just want to point out the dumpsters, and they're at the rear of the site on the side. This is the same area, you can see those three containers. Here, the current dumpsters are just stored alongside the building. That's not code compliant, and so they would have to be stored within the small garage enclosure area. You can see that here with the white garage door and the brick siding. Petitioner is aware that this is a condition of approval to store those dumpsters within that roofed enclosure area, and he has agreed to that.

So, on this graphic, this is the site plan. It's kind of reoriented relative to the aerial, so on this graphic, Algonquin Road is on the right side, and north is to the right. So, the green area here represents the hotel addition. Again, you'll see the site remains mostly unchanged to accommodate for that addition. During our analysis of this, we did consider conforming to all standards within the M-2 District, height, setbacks, bulk, and mass, and the proposal does conform to all of those standards.

That being said, there is a small variation relative to a drive aisle width reduction, and I'm going to show you exactly where that's taking place. It's really in this area right here. It's a small pinch point, that's the 22 and roughly a half-foot wide area. Here, it's about 23 feet and about 23 feet, and then as it goes down, it's 24 here which is the code requirement, and then 24 up here. So, it's a small variation.

COMMISSIONER LORENZINI: Sam, it isn't showing up on the screen.

MR. HUBBARD: Oh, I'm sorry. Here we go. So, here's the pinch point right where it's 22.5, up here it's about 23 feet, down here it's about 23 as well, and then as it goes here, it gets to the code compliant 24 feet, and then again up here 24 feet. So, a small variation.

We are supportive of the variation. The Petitioner has submitted the required fire truck turning radius exhibits, and they, you know, they aren't impeded by the slightly smaller drive aisle width. Additionally, there is not a high turnover of car parking in this area, so it wouldn't impede the ability for cars to get into and leave parking spaces. However, one thing I do want to bring up is relative to the fire lane.

The Fire Department and the Building Department have identified that the fire lane in this location does not meet code requirements. So, here you can see the fire lane outlined in red. The building code generally states that a fire lane must be no more than 15 feet and no less than 30 feet away from a building. Because there is going to be a relatively substantial eight-story addition with a ninth story here, the fire lane which currently is located about three from the building needs to be adjusted. So, we've asked the Petitioner to adjust that and we're recommending a condition of approval that prior to Village Board consideration this be addressed.

The Petitioner has provided a plan showing how they think they could address it. Basically, what would happen is these parking spaces here would be flip-flopped, and so they would be closer to the entrance of the building, and then the lane would be shifted more here, bringing it at least 15 feet away from the building. That would cause a slight reduction in parking, about three spaces, and we're still working with the Petitioner to see if that's a viable alternative. It's still under review by Staff, but I did want to bring that up. You know, if

the Plan Commission is comfortable with this condition and comfortable moving forward as such, then we would resolve that prior to Village Board consideration. If a slight three-space variation was needed, it's something that the Village Board could ultimately choose to grant if necessary.

So, I really only want to focus on the parking. As you've heard, the Petitioner did do several parking studies. The table on the top is showing parking studies that were taken by the Petitioner during events in 2018, and then the table on the bottom is showing the three surveys done by the traffic consultant and parking consultant. These were done during March and April of this year.

You can see on the bottom surveys, that there were two fairly large events on a Saturday, April 21st and April 28th, including 346 attendees and 359 attendees in the main ballroom. That main ballroom mass capacity is 377 persons, so that's about a 95 percent occupancy on Saturday, April 28th. During that largest event, they observed a peak occupancy of the 175-space parking lot with 129 cars. So, that was what they observed as peak occupancy for the banquet facility.

We took these numbers and, as you heard, we averaged them out to figure out that on average, there were about 4.3 cars per attendee at the banquet facility. If we multiplied that by a 377-person banquet hall event, that would translate to a parking demand of 162 spaces. When you take into account the onsite parking demand for the banquet facility and the 162 spaces, plus what they're forecasting for the peak hotel demand at 48 spaces, that puts the peak demand for parking at 210 spaces. Again, there are 175 spaces on site, 23 valet spaces, so that would be 198 spaces on site with a 12-space deficit during times of peak demand, although I would mention that relative to code requirements, 175 spaces would be required and provided on the site. So, it does meet code, but given the projected parking demand, there is a slight parking deficit.

The Petitioner has provided verification this time around of agreements with Brite-O-Matic located immediately to the south, and the Hand to Shoulder Associates located to the east. I think you have agreements for overflow parking on evenings and weekends when those facilities are not in use. I would mention those are non-perpetuity agreements, so they can be terminated by either party at any time. But they would allow for a significant overflow capacity at those sites.

So, relative to the subject property, again you can see the subject property outlined in red. The Brite-O-Matic spaces are located immediately to the south, in very close proximity. There is enough space for about 23 cars to park in the parking lot there. The Hand to Shoulder Associates parking facility to the east, immediately to the east, there's about 29 spaces there. Then if you consider the remainder of the Hand to Shoulder Associates site, there's probably over 150 spaces in that parking lot.

So, this aerial was actually taken on a Saturday in 2017. So, you'll see there is really not much usage on these areas during the weekends. The only real usage you'll see is that there are parking of some PACE shuttle buses on the Hand to Shoulder site. But other than that, these spaces are mostly vacant.

After the Staff report was written, this Petitioner did provide verification that they do have an agreement with the PACE facility located here to the north to use that site as well for parking on weekends and evenings. Again, you can see this aerial photo taken at 1:30 p.m. on a Saturday shows that there's really no usage of this PACE facility relative to parking.

So, although there is a slight deficit relative to anticipated demand, we believe that the Petitioner does have, has demonstrated that there is overflow capacity to accommodate for that demand. We think that this proposal is viable relative to the other proposal that came before the Plan Commission for a hotel on the site for several reasons. One is that there will be shuttle service offered to and from the airport, which would open up the hotel for potential clients that are business related and taking taxis and Uber and Lyft and not bringing a car during their stay. Additionally, the overlap of banquet hall and hotel would mean that both won't create dual demands at the same time; there may be one person that's staying at the banquet and the hotel as well.

Additionally, peak capacity, according to the data provided by the Petitioner, peak events at the banquet facility is a rare event. You know, we do have to plan for it, but it doesn't appear to be something that is commonly occurring at the banquet hall presently. Again, they have provided those parking agreements with the neighboring properties for overflow capacity.

So, we are recommending approval of the application subject to several conditions, and I would like to go over those briefly. Prior to Village Board consideration, we're asking the Petitioner to provide detention calculations for review by the Engineering Department. They have done that. Those have been reviewed by the Engineering Department and it has been determined that there is enough stormwater capacity in their underground detention vault to accommodate for the increase in impervious surface relative to this development. So, the motion sheet before you does not include that condition; it's already been satisfied.

As you've heard, we're asking them to revise the plans to address the concerns about the fire lane. There were some minor issues with the landscape plan that we'd like them to revise. They've submitted a revised plan to us and it's still under review, but we'd like the opportunity to conduct a complete review on that and provide comments and ask for changes if necessary prior to appearing before the Village Board.

Additionally, we're recommending that the property owner maintain all of the existing agreements for overflow parking at both the Brite-O-Matic site and the Hand to Shoulder Associates site. If those agreements are altered or terminated, the Petitioner and the property owner would have to notify the Village within 30 days and secure comparable alternatives for overflow parking agreements to the satisfaction of the Village. If those cannot be secured, then we'd have to put a cap on the number of peak occupants that could take place at the banquet facility, and the Petitioner would have to work to minimize overlapping bookings at both the hotel and banquet hall.

Additionally, we would recommend that the property owner continue to provide onsite valet. We believe that that's an important service that would help reduce parking onsite, and then, as we talked about, removing the storage containers, putting the dumpsters in the enclosure. Then, there was 10 bicycle parking spaces that the Petitioner hadn't put on the plan but it was in the middle of a landscape area, and so we'd ask that they put it on a paved surface.

So, those are the recommended conditions of approval. Again, we are supportive of this project, and that concludes the Staff report.

VICE-CHAIR JENSEN: Thank you, Sam, it was a nice presentation. Do I have a motion to include the Staff report in the public record?

COMMISSIONER GREEN: So moved.

COMMISSIONER CHERWIN: Second.

VICE-CHAIR JENSEN: Voice vote. All in favor, say aye.

(Chorus of ayes.)

VICE-CHAIR JENSEN: Any opposed?

(No response.)

VICE-CHAIR JENSEN: Okay, great. Now, we'll go to questions from the Commissioners. We'll do it a little differently than we've done in the past, we're going to alternate from end to end. So, I'm going to start with Commissioner Cherwin, and then we will come back to --

COMMISSIONER CHERWIN: Well, thank you. You know, I've read through the materials and obviously I've seen this a few times. I'm pretty familiar with the project. Yes, I would say that the Petitioner has made a lot of progress. I think my biggest concern from last time was the parking situation and didn't feel that they had kind of done enough diligence and tried to get partnerships from their neighbors. But I've seen that in the meantime they've done that substantially.

So, really happy to see that. I know that some of the agreements obviously are somewhat casual and maybe not be long term in nature. But you know, I'm pleased to see that it looks to me like the neighbors are not, you know, concerned and that at this point they're willing to accommodate the use.

The one thing that I would like a little bit, I couldn't follow it quite, Sam, was that parking lane, sort of the alternative of moving the spot. Could you just maybe take one minute and just really quick explain that again? Because I just couldn't follow that too well.

MR. HUBBARD: So, the red is, the red shaded here is the existing lane.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: What they would essentially do is they would take these spots here and they would put them here, which would free up this area to have a lane like this.

COMMISSIONER CHERWIN: And what's the benefit to that? Just to get that kink out of the lane like that?

MR. HUBBARD: So, a fire lane per the building code has to be at least 15 feet away from the building.

COMMISSIONER CHERWIN: Away from the building.

MR. HUBBARD: Yes, to give enough room for suitable fire prevention services. Right now, it's about three feet away because they're building up so high.

COMMISSIONER CHERWIN: Yes, okay.

MR. HUBBARD: You know, the Fire Department wants enough room to maneuver and to get their ladder truck up there in case of emergency.

COMMISSIONER CHERWIN: Okay, okay. All right, thanks. I'll defer to fellow Commissioners and see what the public has to say. Thank you.

VICE-CHAIR JENSEN: Thank you. Now, we'll go to Commissioner Lorenzini.

COMMISSIONER LORENZINI: Thank you. Questions about who's going to be using the hotel. Mr. Mandigo, could you come back up? So, you were talking about percentage and three percent were developed and would take place with a hotel chain. Could

you just please explain that again?

MR. MANDIGO: Sure. What typically happens is if you have a hotel brand, and a new property that is in the same brand family wants to build adjacent to that property, let's use Intercontinental Hotels for example which has Holiday Inns, Holiday Express, and Crowne Plaza. If you wanted to build a Crowne Plaza near a Holiday Inn, they would have an impact study done for that project. If that project increased the, or impacted the existing property by more than three percent occupancy, they would not grant the license to be able to build that property. So, three percent is their --

COMMISSIONER LORENZINI: How is that three percent determined?

MR. MANDIGO: Three percent is determined by calculating projected performance of the property based upon market demand history of the property, the amount of demand that comes off the reservation system, and the performance of the property after the project is built. It's done on a projection basis, looking into the existing market and building in the amount of demand that would be absorbed by the new property, and how much of that would come from the old one.

COMMISSIONER LORENZINI: Okay, so here's my next question, and Mr. Cazares can answer this also or you. How do we know we're going to be attracting new people rather than just taking away customers from the existing hotels in the area?

MR. MANDIGO: We don't know specifically that, but what we have is the opportunity to expand the banquet operations during the week, like business meetings and business travelers that would use the meeting facilities at the hotel. We believe that that's going to be a significant volume of business that would be attracted there because of the size and space of the banquet facility. Somewhere around 15 percent of the demand is expected to come from expansion of the banquet business at the property.

Providing the shuttle from the airport provides convenient transportation for business travelers that are coming to the immediate area to stay at the property. We believe the proximity and the provision of a shuttle would attract business that is not now coming to the Arlington Heights area, and expansion of the demand by about 3.5 percent in that market area which is shown by statistics from tabulation of results for properties maintained by Smith Travel Research out of Tennessee which are very reliable numbers, shows the 3.5 percent increase in demand on an annual basis year to date.

COMMISSIONER LORENZINI: Sam, do the existing hotels offer any type of airport shuttle, do you know?

MR. HUBBARD: I don't know offhand, no.

COMMISSIONER LORENZINI: Okay, maybe they can, I'm sure somebody can answer that later.

MR. HUBBARD: Yes.

COMMISSIONER LORENZINI: Okay, Sam, the new hotel in Des Plaines they've mentioned and their parking situation there, are you familiar with that at all? Can you verify that one way or the other?

MR. HUBBARD: Very generally. I think it's not quite an apples to apples comparison relative to this hotel. I think it's very close to O'Hare, so I think it caters heavily towards airline travelers. But yes, I don't think this is apples to apples comparison.

MR. MANDIGO: I should have mentioned that this property as a development project is consistent with current standards in hotels which over the 34 years since

the Courtyard was built have changed considerably in terms of layout design and the way hotel facilities are using the technology. That's certainly going to be an attraction.

COMMISSIONER LORENZINI: Okay, but there's no way anybody can tell me whether or not we're going to be attracting people from outside the area or taking away from current customers of the existing hotels?

MR. MANDIGO: Those level out pretty much in market areas where hotels are built that there is a mix of that, and as new business comes into an area, it's redistributed among the existing hotels. So, there is going to be a combination of that, but we do not expect it to have over one or two percent impact on occupancies in the market area given the size of only 60 rooms added to a market that's got 700 and some rooms within the competitive market.

COMMISSIONER LORENZINI: If I was, if I went on to hotels.com or some of the other travel sites and I was looking for hotels, how would I distinguish this hotel? I'd want to go here or maybe a place in Schaumburg or one of the existing hotels that are in Arlington Heights?

MR. MANDIGO: You would identify the reason that you are looking for the hotel in terms of either a price point and quality point, and there's a differentiation there for both price and quality point, amenities and facilities, convenience of location, and community that is located within. So, if you did a search for a property in Arlington Heights that was newer property and had food service facilities or banquet facilities, then the property would come up on the website. It's based upon search optimization and search terms that are used to find a hotel property.

COMMISSIONER LORENZINI: Okay, and maybe this next question would be for Mr. Cazares. You mentioned dealing with Alderman Riley. What were his concerns or what was that issue?

MR. CAZARES: We had a, you know, the rooftop of the building, it's a 16-story building downtown, we ended up extending the elevators and creating a rooftop terrace on the building. Kitty corner to us, there is a 300-unit building, there's another 900-unit building, there's a 200-unit, a lot of residential area. Alderman Riley had concerns about us operating a rooftop in the evening over there. There was never a complaint within five years.

COMMISSIONER LORENZINI: Okay, and the parking agreements you told us about, are there any of these written for a certain amount of time? Or are they all handshake agreements at this point?

MR. CAZARES: They are not perpetual. With PACE, I have allowed PACE to modify the bus stop that's in front of my property and make changes to it, for existing in 20 years. In exchange, they've given me the exclusive right to use their entire parking lot.

COMMISSIONER LORENZINI: Are you comfortable with having customers crossing Algonquin Road?

MR. CAZARES: In my presentation, I didn't say that customers were going to cross Algonquin Road. My presentation stated that it would be exclusively used for valet parking.

COMMISSIONER LORENZINI: Okay, and does anybody know, your existing customers for the banquets, are they staying at the existing hotels in the area?

MR. CAZARES: The existing customers, some of them are staying at the local hotels, some of them are not staying at the local hotels. I have looked for the last six months at the facility, and many of the consumers have come back to me and said that the

hotels in the area do not reflect accommodations of what they're looking for. Many groups I've sent to the Renaissance in Schaumburg, they provide a four-star luxury property, as well as Intercontinental in O'Hare. If you're looking for a very high end, four to five-star hotel, there isn't a single property in Arlington Heights.

So, if the customer is looking and willing to go to that lower demographic, then they're going to stay in Arlington Heights. But for some of them, I would not say a majority, they're looking for a higher niche, and it's a market that's under-served and not available.

COMMISSIONER LORENZINI: Same, the matrix you had up about the parking study, could you pull that back up? Yes, that one there. Actually, that's all the questions I have, Lynn.

VICE-CHAIR JENSEN: Thanks. Commissioner Sigalos?

COMMISSIONER SIGALOS: Yes. I have a question for Mr. Cazares. Part of your presentation, you showed, I think it was the June 23rd date that you had 300 and some people in the banquet facility, and at the same date you showed photos of your banquet facility parking lot as well as the Hand to Shoulders parking lot and the other facilities you had for location parking. But those appear to be during the day, those photographs were taken of the parking lot. I'm assuming the banquet event was in the evening?

MR. CAZARES: So, that was June, and sunset in June is around 9:00 o'clock at night. That event happened I think around 7:00 p.m. or so, I can take a look at my iPhone when I videotaped it. So, it was sunny at that time and I took it exactly right before, there was a video which I didn't play, but I had taken the video of the ballroom right prior to the introduction of the bride and groom. That's usually the peak occupancy of the function space. You know, after dinner, I have kids, goodbye. People, you know, it dwindles down.

So, I had taken a video of the ballroom at that time, and then I went outside, I think it was 6:00 to 7:00 o'clock, still sunny, and I took a video of the parking spot. You could really see the vacancy of our lot without valet.

COMMISSIONER SIGALOS: Yes, it looked to be only a handful of cars in your lot. So, where did all those 340 people park?

MR. CAZARES: Right. So, many of the guests had come, as Mr. Corcoran said, come in multiples. I was actually going to take videos of people coming out of their cars especially, well, there could be some kind of, you know, I don't want to get sued or anything like that. There were some from a shuttle service that was provided from a hotel. Employees park on site. All of our employees park, some of them do get dropped off, But there was around 60 to 70 open spots.

I have been really closely monitoring that. You see that time after time at these peak events that there's just 60 or 70 spots available. When you come to an event that's around 200, there's a reduction in it. So, a 60-room hotel, if you rent every room in the hotel not attending an event, I would still, I'd be comfortable with that. I still believe, you know, working with Charles now for over two years, that this hotel is a little bit too small and that, you know, we should be taking into consideration that we are in, you know, 2019 and it's a little bit antiquated. But you know, after doing this and working with Sam for over two-and-a-half years, I've laid down and I'm giving up.

COMMISSIONER SIGALOS: Well, that was my next question. I heard when you came to us last year or whenever it was, and your hotel was I think over twice the

number of rooms that you're showing now, at that time the question and at the end we were dealing with the lack of parking. There was a suggestion, can you reduce the size of the hotel and the number of rooms and of course reduce the parking requirements. If I remember right, you said no, economically it's not feasible.

MR. CAZARES: Right, and so we changed --

COMMISSIONER SIGALOS: Now a year later, it is reasonable? I don't understand that.

MR. CAZARES: Well, because we changed it. Originally, when we came to the project, we came to the project with something called heads to beds in the hotel industry. You know, we wanted to go target the airline industry, the lower rate \$90, \$80, so on and so forth dollars, and offer those millennials a lower rate. You know, unfortunately, it's not possible in Arlington Heights. It may be possible in different communities, but it's not possible over here.

So, we had to come back and we have to say, listen, the banquet hall is struggling. It's empty, empty, empty, empty. It's consistently empty. It's a parking desert. What can we do? It is a beautiful banquet hall. When I look at the lobby and I look at the banquet, it really is timeless, being in operation now for 18 years.

So, we go back to the drawing board and we say, okay, let's bring it, let's make it traditional. Let's not make it modern. Let's elevate the standard of what AAA is looking at and let's make it a four, four-and-a-half-star hotel. Let's offer more amenities to our guests, and now instead of pricing it at \$90, let's price it at \$140-\$180, because these consumers, these C level executives, these people are coming to Elk Grove, they're coming to Schaumburg, you know, they're not going to stay at, you know, the motel. They're not going to stay there, period. They're either going to go to a more refined facility, and if they can't find the availability, they're going to go downtown.

So, we're going to specifically target a very niche market due to the parking situation over here. We had to really adjust and sit through and go through a different kind of business tactic.

COMMISSIONER SIGALOS: So, again, other than people that are booking events at the banquet hall, how are you going to attract other people to come to your hotel and pay twice the rate as the hotel down the street, whether they be a Courtyard or Marriott or whatever?

MR. CAZARES: I would love to discuss that with you over coffee, but unfortunately, we have a lot of trade secrets and specific things that we do in our business that we don't disclose out to the public. So, I think I've talked to Charles, I've talked to Sam about that. I'd be more than happy to disclose it with a nondisclosure agreement, but we have very specific methods of how we train our employees, marketing techniques. It would be a day-long presentation.

COMMISSIONER SIGALOS: I'm just hoping it's not, you know, smoke and mirrors, that you are economically feasible and that we're not going to be left with a banquet facility that's failing a few years from now as well as a hotel that's failing a few years from now.

MR. CAZARES: Well, you know what, there is a test to that. It's called the lenders. The lenders put me through the washing machine and the dryer. I want to let you know, John, that I have a record of taking a vacant property that was vacant for over 10 years in Downtown Chicago and I converted it into one of the top 10 hotels out of over 90 plus hotel rooms in that period. The street that I was located at, I call it Marriott row. It had a Marriott, it

had a Courtyard Marriott, and a Fairfield Marriott, Autograph Marriott, it even had a Doubletree. I'll tell you, competition was tough over there, but I was able to get an ADR that was higher than the competitors. I was able to get a consistent repeat business, and I'll tell you it's back to my presentation of being local.

You know, it's easy for the front desk employees to go say, ah, you want to go to Schaumburg, you want to go to dinner, go to Schaumburg. You know, the employees need to be intrinsically intertwined with the community. They need to know that there's a yoga place. They need to know that there's a -- they need to know that there's a really bar down the street, that there's walkability. You know, that's not represented in any of the --

COMMISSIONER SIGALOS: I understand that, but you're comparing your previous operations to downtown hotel which is attracting worldwide tourists in the Chicago Downtown. So, again, I think that's a different market than what you're going to get in Arlington Heights. Arlington Heights is a great suburb, but again you're also trying to get people from the airline industry, and there's so many hotels around Rosemont. Why would they come out to Arlington Heights when they can stay at a nice local hotel in Rosemont and get on their flight the next day or whatever?

Again, I'm just saying I'm hoping that you would have your market study and your economics all in line and that we're not dealing with a situation right now where you're saying you're hoping the hotel helps the banquet facility, and then also the banquet facility is going to help the hotel, and that we're not left with something that's failed a couple of years down the line because the economics aren't there.

MR. CAZARES: That's --

COMMISSIONER SIGALOS: Just make sure you have all your numbers all together. I don't really have any further questions.

VICE-CHAIR JENSEN: Thank you. Commissioner Green?

COMMISSIONER GREEN: Having gone through this for two-and-a-half years on the Conceptual Plan Review Committee and the Plan Commission, I have to say that I'm impressed by our request for you to really get into the parking situation and solve the problem. We do meet code and we do have a good handful of alternatives to overflow if that is a possibility. So, I have to say that, Mr. Cazares, you've really done your homework on this one. It took you a little bit of time, but we were very, how would you say, consistent and determined to make the parking work, and I think you've done that.

So, I think it's a, I'm in favor of this project and I like the fact that there's more than one option for any overflow that might occur. I like the idea that you have valet parking and you have 150 spots across the street available to you if you need them. It sounds like it's a favor for a favor, so I think it's going to go on for quite a while. So, as far as I'm concerned, you've solved the parking problem. Thank you.

VICE-CHAIR JENSEN: Thank you. Commissioner Dawson?

COMMISSIONER DAWSON: Hi. Just a couple of questions. The one thing I've noticed is that in the original plan, I believe you had like a full spa facility. That's gone now?

MR. CAZARES: The spa facility is gone. You know, the elephant in the room is the parking, and we unfortunately had to remove that because there's a specific amount of parking spots that are required for it. So, yes, it's removed.

COMMISSIONER DAWSON: Okay, you broke my heart then. Never mind.

I have to say that that was one of the things I was very, very excited about in your first plan. But of course I was in favor of your first plan with the significant parking deficit and I was in the minority. But anyway, that's, you know, besides the point.

So, the other point is there's been a lot of questions about relative to competition, and it's my understanding that our role here on the board does not include the analysis of competition amongst competing brands. I recall that from the Subway conversation, that we are not able to get involved in whether or not this will drive competition in the area. I could be wrong, Sam could clarify. But to my understanding, that's not something that we are to consider.

We're just to consider the special use criteria and the impact. There's hotels in the area, this is an upscale hotel. It seems to fit the area. To me, it seems to meet the special use criteria. I'd love to see the spa go back in, but I'm not going to win that argument. So, that was it for my questions, and I'll wait until after the audience.

VICE-CHAIR JENSEN: Thank you, Commissioner Dawson. Sam, do you want to respond to that as best you can in terms of, you know, what the purview of the Commission is as it relates to competition?

MR. HUBBARD: Right. Yes, I mean you're charged with determining if the proposed land use variation meets the criteria for land use variation approval, and there is no direct criteria outlining, you know, market competition. So, you're on the right track.

VICE-CHAIR JENSEN: It does seem to me that since we do require most people to do a market study and we do not want to end up with vacant property that couldn't quite meet what's needed in the market, that we kind of tiptoe around the issue of competition but we don't have a direct charge there. But we wouldn't want to actually take action that rendered a property, you know, that had been built, left vacant, and was not likely to ever be used for anything else for the next 10 or 15 years. So, I think we do have a bit of a role there if I understand this correctly.

MR. HUBBARD: No, you're correct. I mean the general criteria for the general welfare of the Village could be construed to cover something like that. But there is no direct competition language in the criteria.

COMMISSIONER DAWSON: So, you're speaking towards that it's viable and there's questions as to whether or not it was going to pull something else from other hotels.

VICE-CHAIR JENSEN: Right, no, I understand the difference.

COMMISSIONER DAWSON: That's what I was speaking to.

VICE-CHAIR JENSEN: Sure, and actually I'm sure we'll have some comments to that effect. I would like to ask Mr. Mandigo a couple of questions if I could. From the presentation, it looks like you're trying to appeal to a niche market.

MR. MANDIGO: That is correct.

VICE-CHAIR JENSEN: How do we know that it's under-served at this point?

MR. MANDIGO: The age and the facilities of the properties that are there, we surveyed the properties, and as part of the market feasibility study, we visited each of the properties that are listed as competitive. We go back and research the rates that they are charging on several days during the year to see what the price positioning is for those properties. We compare the quality of those properties against the specifications of the description of the project as it is planned and proposed. We take a look at the banquet facility and the business

that comes out of the banquet market as we look at it to find out if that particular area is matched.

My son, who does most of the research and knows more about the tabulation and the calculations that are presented in the report than I do, gave us, just gave me a list of the properties and we sorted them under several criteria and pulled together a listing of the properties in the market area. They represent all types of different price points, brand, orientation, age of property, size of property, and we cross-tabbed those and selected the properties that we thought were most representative of the properties that are currently serving the market. We looked at properties serving the upscale market that are in the immediate area for comparative purposes, and that's how we came up with the differentiation on it.

But it's not done blindly, it's done with diligent research, visits to the properties, analysis of where they stand in the market area.

VICE-CHAIR JENSEN: Okay, thank you. If the market, how do we know if the market is saturated? What criterion would you use to say, yes, I'm taking a looking at this and the market is already saturated before we build anything?

MR. MANDIGO: We build in the growth in demand in the market area, and again I indicated that on a year to day basis that demand grows at about 3.5 percent in the defined market area for the northwest segment of Chicago. We add in the properties that are proposed, take into consideration that 3.5 percent. We also put together what are defined as, and there's two categories of demand that are not picked up in a current market area, and that is unaccommodated demand and that's when everyone in the area is at peak demand. In other words, properties are doing 90 percent or better in the market area, so you're pushing demand outside. We attempt to track that market demand that would be recaptured in the market if there were sufficient rooms available. We also look at latent demand which is demand that is created by building a new property at a different market rate, at a different quality within the market area, and we have statistics that come around from different areas of the country that show how those come in. Generally, those range anywhere from 10 percent, what we call latent demand increase in the market area because of introducing a unique property, up to as much as 30 percent new demand in the market area for a property that is extremely unique, that is something that doesn't exist in the market. That might be something like the CAA downtown, the Chicago Athletic Association building rebuilding completely as a hotel and that provides a very unique architectural space.

So, adding those in along with the 3.5 percent demand gives us total demand in the market area. We know what the supply is. We add in the new properties and do a calculation. We have supply on one hand, demand on the other, and it's basically a division process that says here is what the occupancy in the market is. If we see that drop substantially, and that means introducing the property, we're going to see a three to five percent drop in occupancy in the market area, then that's going to overbuild market.

VICE-CHAIR JENSEN: That's over what period of time? The three to five percent drop?

MR. MANDIGO: We do that starting in year one, and a part of what happens is the average occupancy in the year the property is introduced actually drops a point to two points in the market area, but that's because of the lower occupancy during the ramp up period for the existing property. So, if I throw 60 rooms into a market area and they do 50 percent occupancy in the first year, which is unheard of, that's going to pull down the average for

the market. So, we're going to see a decline in occupancy for that introductory period partly because of the property and partly because of realignment of demand in the market area. But by the third year, the market ought to be stabilized and the impact for that ought to be already evident. But that entails two years of growth in demand and that entails picking up this latent demand and unaccommodated demand that are also factored into those four numbers.

VICE-CHAIR JENSEN: Great, thank you. Just one question for you, Mr. Cazares. You indicated that, you know, the niche you're going for is to be a four to five-star property. Commissioner Dawson just identified you've gotten rid of one of your amenities thus far. What is it that's going to make this a four to five-star property, and who is going to be doing the rating that would give you that rating?

MR. CAZARES: So, AAA and Forbes are the ones who did the ratings at our facility prior. They also gave us the rating and we didn't have a spa in our hotel either, so we had to do something creative. We had to offer in-room spa services. So, unfortunately, since we lose this spa, it's another trick that we're going to do, we're going to provide it in-room. So, that will count for that.

We are, another requirement is to have two food and beverage outlets. We have the coffee shop right now, and I'm looking very closely with Charles and Sam to propose a second food and beverage outlet for the hotel guests. We're doing that at the moment, we're not prepared to present that yet, but we'll take it step by step with Staff.

VICE-CHAIR JENSEN: Great, thank you. I think at this point we can open it up for public testimony. First of all --

COMMISSIONER CHERWIN: I had one follow-up question.

VICE-CHAIR JENSEN: Oh, sure, go ahead.

COMMISSIONER CHERWIN: I'm sorry. About the hotel rating, and you mentioned, where are nearest facilities of like rating located?

MR. CAZARES: Sure. So, in the suburbs there is a hotel in Naperville called Hotel Arista. It's an independent, it's a four-star hotel, very highly ranked. Calamos Investments actually developed that hotel to bring in all their executives in. It's doing extremely well. Renaissance Hotel is another four plus star hotel. Intercontinental in O'Hare.

COMMISSIONER CHERWIN: Okay, so Intercontinental O'Hare, Schaumburg Renaissance?

MR. CAZARES: Correct. These would be our competitors, the demographic clients that we're looking to ascertain here --

COMMISSIONER CHERWIN: There's no other similar rated hotels in Arlington Heights?

MR. CAZARES: There isn't. I know there may be one at Schaumburg, it's proposing a new Motorola campus for there. So, but no, there isn't a single one in Arlington Heights.

COMMISSIONER CHERWIN: Thank you.

VICE-CHAIR JENSEN: Great, so we'll open it up to public testimony. Could I have a show of hands of who wants to speak with the public? So, we just have one person? I think you know the procedure, so if you'd come up and give your name and spell it?

QUESTIONS FROM AUDIENCE

MR. DADAY: My name is Stephen G. Daday, D-a-d-a-y. My office address is 2550 West Golf Road in Rolling Meadows. I represent primarily the Wingate Hotel, but it's a conglomeration of some of the other hotels in the area.

I provided a letter to Sam earlier today. I know he has distributed that to you, and I don't really want to go over all of the details on that. But the concern is and the objection is that there is a saturation in the marketplace, and this will significantly affect the existing hotels. There's been a lot of discussion about there's a niche and this is going to be a lot different than, say the Courtyard or the Wingate, and it may be. But be that as it may, it's still another hotel, it's another 60 rooms that's going to draw clients from our hotels to this one.

As I think, it's pretty clear that there is a margin and we've talked about that a little bit. There has been some testimony about that, that it's not a 10 percent drop that causes chain hotels not to build a hotel next door to each other or in a competing area, but it's a three percent drop. We've already heard testimony from the market study that it's a minimum of one percent. We disagree with that. We think that there's going to be significantly more, more in the nature of the three percent drop.

As a matter of fact, the market studies and the studies that I know were relied on by the Petitioner, the STAR report indicates, and again there's a little bit of, there's terms that are used in the area, one of which is demand which you've heard, one of which is average daily rate, another one is occupancy, and they're not exactly the same. But just as an example, demand decreased from 2016 to 2017 by 3.4 percent amongst the hotels in the area. Occupancy decreased by 3.3 percent from 2016 to 2017. We're obviously not through 2018 so we can't get into those numbers yet, but you know, we're already seeing a drop. The fact that this hotel is going to add to those issues, it's going to be a significant problem for the existing hotels.

I just want to point out, too, that we certainly appreciate and European Crystal has been a great neighbor and a great facility here in Arlington Heights and nobody wants to see any business suffer or struggle or fail, but the issue I think here is that the change here is going to benefit one of eight existing businesses in that area. The other seven are going to suffer. Are they going to fail? Maybe, maybe not. But the numbers are going to be so close that they'll struggle, and they'll struggle for a time. Maybe all those projections and all of the promises will come true and there will be a three percent increase next year in demand through the area, but we really haven't seen that historically in the last six to eight years. So, I think the point is that this is going to impact existing businesses in Arlington Heights, and I think it's going to be to their detriment.

A couple of things that I would just note. In the presentation, I thought it was a quick video, but I didn't really see a bar that was in the facility that was being built, although that was kind of the ambiance of the video. So, I'm not sure what that means exactly, maybe that's what part of the future discussions are with the Village and the hotel. But I just think that to a certain extent it was a very nice video, I thought it portrayed what a hotel downtown probably looks like, but I didn't see any plan for a rooftop bar anywhere in this plan. So, to that extent, take the video for what it's worth I guess.

So, again we would object to the petition and we would hope that you would reject it. Thank you.

VICE-CHAIR JENSEN: Yes, just a question or a comment. But let me ask if anyone else has something they want to ask? As I understand, part of your argument is that we're going to have the hotel come in, they're going to have a price that is significantly higher than the rest of the hotels, and that's going to take demand away from the existing hotels? That strikes me as very, as an economist, I'm having trouble seeing that, how that works.

MR. DADAY: Well, we think that the fact that there is another hotel, and again the price point that they're talking about or discussing, again we're not sure exactly if that's going to be the ultimate. I think there are people who, for example, there are people that come in to visit family members who stay in the Courtyard because it's convenient to family members, and maybe they have the facility and the ability to stay in a hotel that's a little bit more well appointed and pay a little bit more money. So, they're not going to stay in the Courtyard but they'll move over to this one. So, I think that there is some detriment even though this proposed price point may be a little bit higher than what the Courtyard or the Wingate have, but it's still going to draw away a customer we believe.

VICE-CHAIR JENSEN: Okay, thank you. Maybe I could ask Sam to clarify the, would you go over what our role is? Because the Board clearly can make decisions on the basis of competition, saturation in the market, a variety of other things that they have to take into account. What is it specifically that we are charged to be looking at as we consider this proposal?

MR. HUBBARD: The role of the Plan Commission is not to regulate competition although it can certainly consider it relative to the criteria for a land use variation approval. But again, there is no specific criteria that outlines competition between similar facilities as being one of the criteria that needs to be met, not for land use variation.

VICE-CHAIR JENSEN: Great, thank you. Any other questions? I think that's, unless you have something further that you want to say?

MR. DADAY: No, thank you.

VICE-CHAIR JENSEN: Anyone else in the audience?

COMMISSIONER DAWSON: Just one clarifying.

VICE-CHAIR JENSEN: Sure.

COMMISSIONER DAWSON: I thought there was a rooftop. It's in your revised, not you, for the Petitioner. The revised project narrative says hotel guests will have exclusive access to our private outdoor lounge to see views of downtown. Is that not on the roof any longer?

MR. CAZARES: There is no rooftop at this moment. It's proposed --

COMMISSIONER DAWSON: Okay, so it shouldn't have been in the revised, put in that.

JIMP: Yes, it is a proposed storage area. We designed for it and we're working with Staff.

COMMISSIONER DAWSON: Got it, okay. Okay.

VICE-CHAIR JENSEN: Yes, in that connection, I would make one observation. I think it would be good to get the documents describing the property the same way. Sometimes it's described as a nine-story building, sometimes an eight-story building, and so forth. So, before you go to the Board, just as a bit of advice, I think you need to go through the documents and decide how you want to characterize it.

MR. CAZARES: I do apologize for that. I think, actually I just commented

today between me and Sam, there's around 3,000 e-mails in the last two years. So, it's a massive amount of revision in the proposal, change back and forth.

VICE-CHAIR JENSEN: Sure.

MR. CAZARES: You know, I also not only work with Sam but I work with, you know, most every department from the Village's counsel to so on and so forth. So, it's just a huge amount. That's why we're coming here and saying, you know, these are the three parking spots because, you know, to get this project moving over here, it's a very intertwined process of working very closely with each department and trying to, you know, our best to accommodate them.

VICE-CHAIR JENSEN: I do appreciate that you've been through a lot of iterations. But I think a nice, crisp proposal that has a consistent description of the properties would serve you best as you go before the Board.

We have someone else who wants to make a comment from the public? So, state your name and spell it.

MR. HASSENPLUG: Commissioner, my name is Jim Hassenplug, a 38-year resident of Arlington Heights here, and also a 35-year business owner here in Arlington Heights. I'm not here to discuss statistics or numbers or viability of what this hotel will or will not do. I am here to stipulate that the Cazares family that I have known for sometime is a very hardworking, very good family that I think will be a benefit to our community. They have been in the past, they will be in the future. I think Tony and Christina are trying to put together the legacy for their children, and I think that's what this is about.

So, I think the Commission here has done a great job in what you're doing. I think Jim has done a wonderful job in trying to bring this down, scale it towards workable, and he's done a good effort in putting together things and he's done a very good. So, I think that should be taken in consideration. Thank you.

VICE-CHAIR JENSEN: Great. You'll need to spell your name for the court reporter.

MR. HASSENPLUG: Pardon?

VICE-CHAIR JENSEN: You need to spell your name for the court reporter.

MR. HASSENPLUG: Oh, it's a wild name. It's spelled, first name is James, last name is spelled H-a-s-s-e-n-p-l-u-g.

VICE-CHAIR JENSEN: Thank you, thank you. Any other comments before we close the public portion of the hearing today? Hearing none, the public portion is closed. So, I'll come back to the Commission to see if there are any further comments.

Seeing none, does somebody want to make a motion?

COMMISSIONER GREEN: Sure. I'd like to make a motion.

A motion to recommend to the Village Board of Trustees approval of PC#18-013, a Land Use Variation to allow a 62-room hotel within the M-2 District, and the following Variation:

- 1. A variation to Chapter 28, Section 10.2-8, to reduce the required width of a two-way drive aisle from 24 feet to 22.6 feet in width.**

This approval shall be subject to the following conditions:

1. Prior to Village Board consideration, the Petitioner shall provide the following items:
 - Revised plans that address the fire lane concerns identified by the Building Department which may include revisions to the drive aisles, parking spaces, and landscaping.
 - Revised landscape plans that address the concerns raised by the Planning and Community Development Department in their review letter dated June 21st, 2018.
2. The property owner shall maintain the existing agreements for overflow parking on the Brite-O-Matic site (527 W. Algonquin Road) and the Hand to Shoulder Associates (515 W. Algonquin Road). Should these agreements be adjusted or terminated, the property owner shall inform the Village within 30 days and must secure comparable alternative overflow parking agreements to the satisfaction of the Village. If comparable alternatives cannot be secured within 30 days, the Petitioner shall not schedule events to the 377-occupant capacity and shall work with Staff to come up with a suitable banquet hall occupant limit for events at the facility. Additionally, the Petitioner shall minimize overlapping bookings at both the hotel and banquet hall.
3. The property owner shall continue to provide onsite valet parking and shall provide airport shuttle services for guests at the hotel.
4. The Petitioner shall remove all three exterior storage containers located in the three parking spaces adjacent to the loading area on the eastern side of the building. All spaces on the subject property shall be kept free of storage and made available for parking.
5. All dumpsters shall be kept within a code compliant dumpster enclosure and shall only be placed outside during trash collection times. Once trash has been collected, the dumpsters shall be promptly relocated back inside an enclosure.
6. The 10 proposed bicycle parking spaces shall be relocated to a paved surface.
7. The Petitioner shall comply with all applicable federal, state, and Village codes, regulations, and policies.

VICE-CHAIR JENSEN: Do we have a second?

COMMISSIONER CHERWIN: I'll second.

VICE-CHAIR JENSEN: Great. So, I think we need to take a roll call on

this. Sam?

MR. HUBBARD: Sure. Commissioner Dawson.

COMMISSIONER DAWSON: Yes, with comment.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes, with comment.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes, with comment.

MR. HUBBARD: Vice-Chair Jensen.

VICE-CHAIR JENSEN: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes, with comment.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

VICE-CHAIR JENSEN: Great. So, then we'll start with, I think we'll start with Sue.

COMMISSIONER DAWSON: My comment is only that while I think it's a great project, my enthusiasm for the project is reduced, not at Petitioner's fault just for lack of a better word, but I'm concerned about the Village's lack of foresight and understanding of the changes, and that we are putting just another, nice but just another hotel in a place where we could have something really special and unique if we could be a little bit more flexible on the parking situation, understanding that this is the type of hotel that someone like myself would very much have loved to go to in the past plan and would not have parked there. There's a change, there's a younger generation, much younger even than myself, that Uber and Lyft. They don't park. We have lost an opportunity to have a truly unique and outstanding project in this town because we have such a focus on parking demand.

VICE-CHAIR JENSEN: Thank you. Next, we just want to just continue with you, John.

COMMISSIONER SIGALOS: Yes. I approved it, but again I'm concerned with the economics, that I remember in the past you said how you needed 130-140 rooms to make it economically feasible. Now all of a sudden, 60 rooms makes it economically feasible. I'm just really concerned about that, that it's going to have an impact. I hope you have all your numbers correct, and I'm not quite sure what really makes this as a boutique hotel as opposed to really the Ivy Hotel downtown, what makes a different situation. Looking at the plans, I don't see, you know, even a swimming pool or a health club or sauna or anything like that that may help with amenities to attract people that would want to come there and pay more as opposed to going down the street to the Courtyards and Marriott or someplace else. So, I'm concerned by that. That was my comment.

VICE-CHAIR JENSEN: Thank you. Commissioner Lorenzini.

COMMISSIONER LORENZINI: Thank you. My comment is I think it is a good project, but I'm still concerned about the draw it would have or the effect it would have on the other hotels. I know there seems to be some confusion amongst us as to what our role is, but I always look at this as common sense to me and we're just looking at all issues and talking to it as citizens of Arlington Heights. That's my concern, thank you.

VICE-CHAIR JENSEN: Commissioner Green.

COMMISSIONER GREEN: I'll take the opposite side of that coin. I think the complaint from the other hotels is simply competition. That's it.

COMMISSIONER CHERWIN: Commissioner Jensen, can I just revise and give a comment? I think Commissioner Dawson said it, you know, I would agree a hundred percent with what Commissioner Dawson said. I think my prior concern was that there didn't seem to be any effort to try to accommodate parking, and now it seems like we've really done a good job of accommodating but maybe lost some of the nuances in the deal. So, I would say if there's any flexibility, you know, in this, to consider that.

VICE-CHAIR JENSEN: Great. Well, I think that does it. Congratulations,

you have the unanimous support of the Plan Commissioners who are here tonight. Good luck with the Board.

MR. CAZARES: Thank you.

VICE-CHAIR JENSEN: Is there a motion, is there any further business I guess?

COMMISSIONER DAWSON: No, I just had one comment. Last time, we had confusion about our role, we got a little memo from Robin. I have a feeling we might be getting a memo from Robin.

VICE-CHAIR JENSEN: Are you going to help her write it?

COMMISSIONER DAWSON: No, I won't. I stay out of Robin's way, she knows what she's doing.

VICE-CHAIR JENSEN: So, Sam, any further business?

MR. HUBBARD: We have a large amendment to the Arlington Downs PUD coming before us at the next meeting on July 25th, and also a small land use variation for auxiliary parking at Arlington Lanes by the Napleton Dealership.

VICE-CHAIR JENSEN: Well, Sam, I did not ask you about the harmony and spirit of the chapter for this particular proposal, and I won't ask you now. But I find that phrasing disconcerting, and so in the future I'd like to actually have a tag line on it that says what makes us think it is in the harmony and spirit of the chapter.

MR. HUBBARD: We'll try our best. The purpose of the zoning code is contained at the beginning of the zoning code and it has, it's almost like a page-long of different criteria that outline what the purpose of the zoning code is. So, that standard is basically saying does this project align with what the purpose of the zoning code is? A lot of the criteria doesn't apply to every project, it's not a one-size-fits-all.

VICE-CHAIR JENSEN: Sure.

MR. HUBBARD: But we can certainly make an effort to articulate that a little more.

VICE-CHAIR JENSEN: Since we had an M-1 zone and we actually gave a land use variation, I just am having a little bit of trouble. I don't want to belabor it but, you know, a little bit of clarification in the future when we're saying the people have met that criterion would be helpful.

MR. HUBBARD: Sure, yes.

VICE-CHAIR JENSEN: Any other further business? Could we have a motion to adjourn?

COMMISSIONER GREEN: I'll make that motion.

COMMISSIONER DAWSON: Second.

VICE-CHAIR JENSEN: So adjourned.

COMMISSIONER GREEN: No, all in favor.

VICE-CHAIR JENSEN: All in favor, excuse me.

(Chorus of ayes.)

VICE-CHAIR JENSEN: Any opposed?

(No response.)

(Whereupon, the above-mentioned petition was adjourned at 9:10 p.m.)



Item: Napleton/Arlington Lanes Parking Lot - 3435 N. Kennicott Ave. - PC#18-014

Department: Planning & Community Development

Requested Action

1. A Land Use Variation to allow a motor vehicle sales parking lot not contiguous to an automobile sales room, within the M-1 Zoning District.

Variations Required

- 1. Section 10.2-9, Access, to allow tandem parking where certain spaces do not open directly upon a drive aisle.
- 2. Section 10.4, Schedule of Parking Requirements, to allow 150 parking spaces where 166 spaces are required.

RECOMMENDATION

The Staff Development Committee has reviewed the proposed Land Use Variation and parking Variations and recommends APPROVAL of the application, subject to the following conditions:

- 1. The total number of vehicles to be parked by Napleton on the subject property shall not exceed 100.
- 2. The Land Use Variation is solely for Arlington Napleton and/or their future assignees and subject to their maintaining a central dealership facility in Arlington Heights.
- 3. If the lease to allow Napleton to park automobiles on the subject property is terminated for any reason, the parking variation shall become null and void.
- 4. In the event that the subject property is redeveloped, or if Napleton discontinues use of the parking area on the subject property, the Village shall repeal the Ordinance that grants approval of this Land Use Variation.
- 5. The petitioner shall obtain a permit to repair areas of deteriorated pavement and curbing within the area that they have leased to park automobiles. Such repairs should take place within 60 days of Ordinance approval.

6. Parking lot landscape screening shall be installed along Kennicott Avenue within 60 days of Ordinance approval. A detailed landscape plan that includes information on the species and quantities to be planted shall be required when a building permit is obtained for the required parking lot repairs.
7. All dead trees within the parking lot landscape island shall be replaced.
8. No vehicle repairs shall be allowed on the subject property.
9. There shall be no "For Sale" advertising on any of the automobiles parked on the subject property.
10. The petitioner shall comply with all applicable Federal, State, and local laws, codes, policies, and procedures.

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
Public Notice	Exhibits
Aerial	Exhibits
Plat & Sub Minutes 5-10-17	Minutes
Project Narrative	Correspondence
Plat of Survey	Exhibits
Justification for Land Use Variation	Correspondence
Parking Study	Correspondence
Landscape Plan	Exhibits
Department Comments - Round 1	Exhibits
Department Comments - Round 1 - Petitioner Response	Exhibits



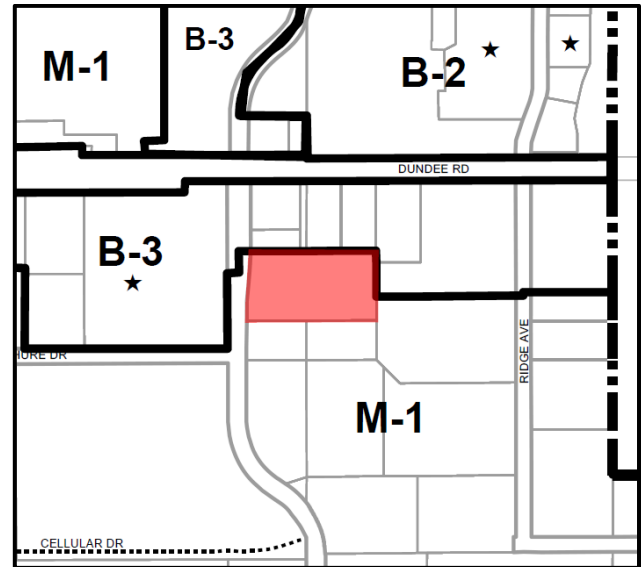
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Project File Number: PC 18-014
Project Title: Napleton/Arlington Lanes
 Parking Lot
Address: 3435 N. Kennicott Ave.
PIN: 03-07-200-046

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: July 25, 2018
Date Prepared: July 20, 2018

Petitioner: Napleton's Arlington Heights CJB
Address: One Oakbrook Terrace - Suite 600
 Oakbrook Terrace, IL 60181

Existing Zoning: M-1: Research, Development and
 Light Manufacturing District



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-3	1-story medical office building	Commercial
South	M-1	1-story multi-tenant office building	Commercial
East	B-3 and M-1	Arlington Heights Ford Dealership, multi-tenant light industrial office complex, auto repair business	Commercial
West	B-3	North Arlington Atrium multi-tenant office complex	Commercial

Requested Action:

1. A Land Use Variation to allow a motor vehicle sales parking lot not contiguous to an automobile sales room, within the M-1 Zoning District.

Variations Required:

1. Section 10.2-9, Access, to allow tandem parking where certain spaces do not open directly upon a drive aisle.
2. Section 10.4, Schedule of Parking Requirements, to allow 150 parking spaces where 166 spaces are required.

Project Background:

The subject property is located on the northern end of Arlington Heights and currently occupied by the Arlington Lanes bowling facility, which contains 40 bowling lanes, a bar, food service, and a game room (pool tables, darts, etc.) that can be converted into a banquet space for events when needed. Arlington Lanes is open 9:00am to midnight on Sunday through Thursday and 9:00am to 1:00am on Friday and Saturday during the Fall. During the summer, their hours are 10:00am to 11:00pm Monday, Tuesday, Thursday and Sunday, and 10:00am to midnight on Wednesday, Friday and Saturday. The subject property is located within the M-1, Research, Development and Light Manufacturing Zoning District.

Approximately 400 feet to the west of the subject property is the Napleton Group auto dealership, which experienced a 60% increase in sales during 2016 and a 15% increase in 2017. As such, employment, services, and car inventory have also increased to a point where there is a parking shortage on the property. The Napleton Group has executed an agreement with Arlington Lanes to utilize 75 of the 230 parking spaces on the Arlington Lanes property for storage of excess automobile inventory that cannot be accommodated on the Napleton property. Although formal approval from the Village has not yet been received, the capacity constraints on the existing Napleton site have caused the dealership to begin utilizing the bowling alley parking lot, which has been occurring since 2014.

Zoning and Comprehensive Plan

Motor vehicle sales parking lots are only allowed when “continuous to and adjoining [an] automobile sales room for the sale of automobiles under the same ownership”, and furthermore, this use is not allowed within the M-1 Zoning District. Therefore, a Land Use Variation to allow a motor vehicles sales parking lot **not** contiguous to an automobile sales room within the M-1 Zoning District is required. The petitioner has provided written justification demonstrating compliance with the following standards of approval, and the petitioner’s response can be found within the packet for the Plan Commission:

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

Staff concurs with the petitioner that the necessary approval criteria has been met. The proposed use will not alter the essential character of the locality, where Napleton owns an existing auto sales lot located 700 feet to the west of the subject property. Additionally, directly abutting the subject property to the east is the Arlington Height Ford auto storage lot. The unique character of this area, given that there are four car dealership within less than a half mile, is a unique circumstance that justifies the variation. The variations are in harmony with the spirit and intent of the code relative to section 28-2(2.10), which outlines one of the goals of the Zoning Code to “limit congestion in the public streets and protect the public health, safety, convenience and general welfare by providing off-street parking of motor vehicles and the loading of commercial vehicles”. The subject property currently has a surplus of parking, and allowing Napleton to utilize this surplus will help to keep additional vehicles from being parked along Kennicott Avenue.

The Comprehensive Plan classifies the subject property as “Commercial”, and the existing bowling alley complies with this designation. The parking of additional vehicles on the site, which vehicles will be used to support a nearby commercial use, is also compliant with the Comprehensive Plan.

The Staff Development Committee is supportive of the proposed land use variation, but believes a condition of approval should be added that the land use variation is tied to Arlington Napleton maintaining a central dealership facility within Arlington Heights. Furthermore, if the Arlington Lanes property is ever redeveloped in the future, or if Napleton discontinues use of the parking area, the Village will take action to repeal the Ordinance granting the Land

Use Variation. Finally, the proposed parking variation should apply only to Napleton and is not transferrable to another user. Once Napleton's lease of the parking lot is terminated, the parking variation shall become null and void.

Site and Building

The applicant has not proposed any alterations to the site or building. Staff has noted that certain portions of the parking area used by Napleton are in need of repair due to crumbling curbs and deteriorate asphalt. The petitioner shall be required to submit for a building permit to repair the portions of the parking lot that they have under lease.

Landscaping

Staff has asked that the petitioner plant a continuous row of shrubs along the front of the property, which will bring the property into compliance with current parking lot landscaping requirements. Additionally, historical usage of the property by Napleton involved the porters driving over the front lawn to access certain cars, and installation of this landscaping will discourage this practice.

During review of the application, staff has learned that certain landscape islands within the parking lot are missing shade trees, which is a violation of Village Code. Therefore, the property owner must replace all dead shade trees within the parking lot as part of the Land Use Variation approval process. Installation of these shade trees will help to reduce the urban heat island effect and will bring the property into compliance with Code.

Traffic and Parking

Per zoning requirements, the Arlington Lanes is required to provide 166 parking spaces for the bowling alley use; 230 parking spaces are provided on the site (see Table I below), creating a 64 space surplus. With the lease of 75 spaces by Napleton, the bowling alley will have only 155 spaces dedicated for their use, which falls below code requirements. Therefore, a Variation to reduce the parking requirements is required. Furthermore, with 230 parking spaces on the site, seven handicap parking stalls are required; only two handicap parking stalls are currently provided on the site. The property owner shall be required to stripe in the missing handicap parking stalls as part of this process. Therefore, the following variation is required:

- **Section 10.4, Schedule of Parking Requirements, to allow 150 parking spaces where 166 spaces are required.**

Table I – Parking Calculations

ADDRESS	CODE USE	GROSS SQUARE FOOTAGE	SEATING AREA SQUARE FOOTAGE	NUMBER OF LANES	PARKING REQUIREMENT	PARKING REQUIRED
3435 N. Kennicott Ave.	Bowling Alley	N/A	N/A	40	3 spaces per bowling lane	120
	Restaurant	N/A	1,412	N/A	1 space per 45 sq. ft. of seating area	31
	Amusement Device Arcade	4,463*	N/A	N/A	1 space per 300 sq. ft.	15
					Total Required	166
					Total Provided	230
					Minus Napleton Spaces	-75
					Minus Handicap Spaces	-5
					Surplus / (Deficit)	(16)

The petitioner has surveyed the parking lot over two Friday and Saturday periods when various league bowling events were occurring at the facility. The survey has found that typical peak demand for the Arlington Lanes occurs on Saturday afternoon, with peak demand for parking of up to 125 cars. As such, the 150-space surplus parking on the subject property is sufficient to handle peak demand for Arlington Lanes. Staff notes that declining attendance at bowling facilities has been a national trend over the last several decades and does not believe that the proposed parking variation will create a parking problem onsite. Therefore, staff is supportive of the parking variation.

In order to maximize the effectiveness of Napleton's lease area on the subject property, the petitioner is proposing that cars will be parked tandem style within their parking area, which means certain drive aisles in the lease area will be blocked. Therefore, the following variation is required:

- **Section 10.2-9, Access, to allow tandem parking where certain spaces do not open directly upon a drive aisle.**

Although the petitioner lease allows for the parking of 75 cars, given that some cars will be parked tandem style, 100 cars can be fit within the 75 parking spaces leased by the petitioner. Staff is supportive of this variation since it will apply only to the parking area leased by Napleton. The parking aisles that will be blocked will not impede on general traffic flow throughout the site and will not impact the ability to park on the remainder of spaces within the site. Tandem parking is typical in automobile sales lots as dealerships need to get the most out of their parking areas to accommodate for their auto inventory. The Ford Dealership was granted a similar variation for a property located approximately 1,500 feet southeast of the subject property. However, in order to ensure that parking does not occur on landscape islands, staff recommends limiting the overall number of automobiles parked by Napleton on the subject property to 100 vehicles. Additionally, repair work on automobiles must be conducted on the Napleton site and is not allowed on the subject property. Finally, vehicles shall be prohibited from containing any "For Sale" advertising in the windows.

RECOMMENDATION

The Staff Development Committee has reviewed the proposed Land Use Variation and parking Variations and recommends **APPROVAL** of the application, subject to the following conditions:

1. The total number of vehicles to be parked by Napleton on the subject property shall not exceed 100.
2. The Land Use Variation is solely for Arlington Napleton and/or their future assignees and subject to their maintaining a central dealership facility in Arlington Heights.
3. If the lease to allow Napleton to park automobiles on the subject property is terminated for any reason, the parking variation shall become null and void.
4. In the event that the subject property is redeveloped, or if Napleton discontinues use of the parking area on the subject property, the Village shall repeal the Ordinance that grants approval of this Land Use Variation.
5. The petitioner shall obtain a permit to repair areas of deteriorated pavement and curbing within the area that they have leased to park automobiles. Such repairs should take place within 60 days of Ordinance approval.
6. Parking lot landscape screening shall be installed along Kennicott Avenue within 60 days of Ordinance approval. A detailed landscape plan that includes information on the species and quantities to be planted shall be required when a building permit is obtained for the required parking lot repairs.
7. All dead trees within the parking lot landscape island shall be replaced.
8. No vehicle repairs shall be allowed on the subject property.
9. There shall be no "For Sale" advertising on any of the automobiles parked on the subject property.
10. The petitioner shall comply with all applicable Federal, State, and local laws, codes, policies, and procedures.

July 20, 2018

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

NOTICE OF
PUBLIC HEARING
NOTICE IS HEREBY
GIVEN THAT THE PLAN
COMMISSION OF THE
VILLAGE OF ARLINGTON
HEIGHTS WILL CONDUCT
A PUBLIC HEARING ON
JULY 25, 2018, AT 7:30 P.M.
in the Municipal Building, 33
South Arlington Heights
Road, Arlington Heights, Il-
linois to consider Petition
No. 18-014, a Land Use Vari-
ation on the subject prop-
erty to allow a Motor Vehi-
cle Sales lot that is not
contiguous and adjoining an
auto sales room in the M-1
District, said property lo-
cated at 3435 North Kenni-
cott Avenue, Arlington
Heights, IL, legally de-
scribed as:
Lot 4 (except the south 16.85
feet as measured along the
east line thereof) in Arling-
ton Industrial and Research
Center Unit 8, being a subdi-
vision in the north half of
Section 7, Township 42
North, Range 11 East of the
Third Principal Meridian,
according to Document
Number 23476051, in Cook
County, Illinois.
As part of said petition, the
petitioner is requesting the
following variation from
Chapter 28 of the Municipal
Code:
• Section 10.4-2, Schedule of
Parking Requirements, to
reduce the number of re-
quired parking off-street
parking stalls from 166
parking stalls to 150 parking
stalls.
And other variations as de-
termined necessary by the
Plan Commission.
All persons desiring to be
heard shall be given the op-
portunity 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 Depart-
ment at 33 South Arlington
Heights Road, Arlington
Heights, Illinois 60005, (847)
368-5760, TDD# (847) 368-
5794.
Terrance Ennes, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
Published in Daily Herald
July 10, 2018 (4504356)

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, North Aurora, Bannockburn, Barrington, Barrington Hills, Lake Barrington, North Barrington, South Barrington, Bartlett, Batavia, Buffalo Grove, Burlington, Campton Hills, Carpentersville, Cary, Crystal Lake, Deerfield, Deer Park, Des Plaines, Elburn, East Dundee, Elgin, South Elgin, Elk Grove Village, Fox Lake, Fox River Grove, Franklin Park, Geneva, Gilberts, Glenview, Grayslake, Green Oaks, Gurnee, Hainesville, Hampshire, Hanover Park, Hawthorn Woods, Highland Park, Highwood, Hoffman Estates, Huntley, Inverness, Island Lake, Kildeer, Lake Bluff, Lake Forest, Lake in the Hills, Lake Villa, Lake Zurich, Libertyville, Lincolnshire, Lindenhurst, Long Grove, Melrose Park, Montgomery, Morton Grove, Mt. Prospect, Mundelein, Niles, Northbrook, Northfield, Northlake, Palatine, Park Ridge, Prospect Heights, River Grove, Riverwoods, Rolling Meadows, Rosemont, Round Lake, Round Lake Beach, Round Lake Heights, Round Lake Park, Schaumburg, Schiller Park, Sleepy Hollow, St. Charles, Streamwood, Sugar Grove, Third Lake, Tower Lakes, Vernon Hills, Volo, Wadsworth, Wauconda, Waukegan, West Dundee, Wheeling, Wildwood, Wilmette

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 July 10, 2018 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 Baetz
Authorized Agent

Control # 4504356

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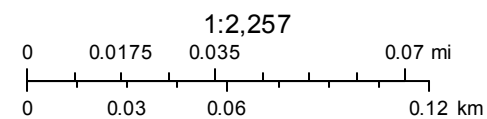
JUL 16 2018

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Aerial - 3435 N Kennicott



May 5, 2017



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

May 10, 2017

Project Title: Napleton & Arlington Lanes Parking Lot
Address: 3435 N. Kennicott Ave.
Petitioner: Richard P. Brandstatter
One Oakbrook Terrace
Suite 600
Oakbrook Terrace, IL 60181

Requested Action:

- A Land Use Variation to allow a motor vehicle sales parking lot not contiguous to an automobile sales room, within the M-1 Zoning District.

Variations Required:

- Chapter 28, Section 11.4-2, Bowling Alleys, to allow 150 off-street parking spaces where code requires 166 off-street parking spaces.

Attendees: Richard P. Brandstatter – Petitioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is located on the northern end of Arlington Heights and currently occupied by the Arlington Lanes bowling facility, which contains 40 bowling lanes, a bar, food service, and a game room (pool tables, darts, etc.) that can be converted into a banquet space for events when needed. Arlington Lanes is open 9:00am to midnight on Sunday thru Thursday and 9:00am to 1:00am on Friday and Saturday during the Fall. During the Summer, their hours are 10:00am to 11:00pm Monday, Tuesday, Thursday and Sunday, and 10:00am to midnight on Wednesday, Friday and Saturday. The subject property is located within the M-1, Research, Development and Light Manufacturing Zoning District.

Approximately 400 feet to the west of the subject property is the Napleton Group auto dealership, which experienced a 60% increase in sales during 2016. As such, employment, services, and car inventory have also increased to a point where there is a parking shortage on the property. The Napleton Group has executed an agreement with Arlington Lanes to utilize 76 of the 230 parking spaces on the Arlington Lanes property for storage of excess automobile inventory that cannot be accommodated on the Napleton property. Although formal approval from the Village has not yet been received, the capacity constraints on the existing Napleton site have caused the dealership to begin utilizing the bowling alley parking lot.

Meeting Discussion:

Mr. Brandstatter explained that two years ago the Village approved the Napleton Group auto dealership located at Dundee Road and Kennicott Avenue. Business was doing well, and the dealership experienced a 60% increase in automobile sales during 2016, which meant that they needed more car inventory and they had ran out of space for this inventory on their site. The dealership has entered into an agreement with the bowling alley located on the east side of

Kennicott, which allows Napleton to lease parking spaces to park their auto inventory on the bowling alley property. Automobile parking on the bowling alley site would be for excess inventory only and there would not be any customers going in and out of the site, and employees would not be parking their personal cars there.

Commissioner Jensen asked how long was the term of the lease.

Mr. Brandstatter responded that the bowling alley was willing to lease the property for multiple years, and that the lease was cancellable by either party with 30 days' notice. He said that Napleton was looking for a permanent parking area for their cars; the bowling alley was not set up for vehicle storage and it was not a secure location. As such, Napleton does not park their more expensive inventory there. They have approached the bowling alley regarding the sale of the property, and they have contacted other adjacent property owners to see if there were any additional opportunities for lease or purchase of property for automobile storage, but there is no other options at this time although Napleton is actively searching. A final option would be for Napleton to put a parking garage on their property, and Napleton was examining the feasibility of this. In sum, they are requesting a Variation to park cars on the bowling alley property.

Mr. Hubbard stated that the property was zoned M-1 and motor vehicles sales lots were not allowed within the M-1 District unless there was a showroom on the property as well. Since the subject property would be for motor vehicle parking only with no showroom, a land use variation would be required. He said that staff was generally supportive of the project and would like to see additional landscape screening along Kennicott Avenue, which would provide a buffer for the cars as well as discourage porters from parking and driving over the grass/parkway in-between the parking lot and subject property, which had been happening already. A parking variation would also be required as the parking dedicated for Napleton would put the parking for the bowling alley below the code requirements for a bowling alley. As part of the Variation request, staff is asking for some parking counts on the bowling alley property to ensure that the lease of spaces on the bowling alley site will not have a detrimental impact on parking for the bowling alley. During the Plan Commission process, a limit on the maximum number of vehicles to be stored on the bowling alley site would need to be determined, and the areas where Napleton can store the excess vehicle inventory would need to be defined as well. No repairs of any vehicles would be allowed on the bowling alley site.

Commissioner Sigalos asked if the cars that would be stored on the bowling alley site would be new cars.

Mr. Brandstatter replied that generally they would be new cars but that occasionally they would take a used car in from a trade and that car could potentially be stored on the bowling alley site as well. He said that used cars usually weren't around for very long.

Commissioner Sigalos asked if cars that were awaiting repairs would be stored there.

Mr. Brandstatter said that cars that were awaiting repairs would not be stored on the bowling alley site because the site was not secure, and that since cars awaiting repairs were customer cars, those cars would need to be parking in a secure location.

Commissioner Sigalos asked how many cars could be stored on the bowling alley site. Around 76 cars?

Mr. Brandstatter responded that their lease allowed for the storage of up to 100 cars, and that depending on how tight they packed them in, they could probably get at least 100 cars on the site.

Commissioner Sigalos asked to what extent was security a concern?

Mr. Brandstatter replied that security was always a concern, but that they did not have the right to secure the lot, which was why they were looking to actually buy a lot where they could park this inventory.

Commissioner Sigalos asked if cameras would help?

Mr. Brandstatter replied that in their experience, cameras were not a great deterrent and they only identified how and when someone took a car. Usually people don't steal the actual car, but they will steal the catalytic converter or the navigation system.

Commissioner Sigalos questioned whether Napleton would be looking to install additional lighting on the property.

Mr. Brandstatter said that they were not proposing to make any changes to the lighting on the property.

Commissioner Jensen asked if the existing trend in increased sales continued, would the current facility be able to support the business over the long term?

Mr. Brandstatter replied that this was why they were continuing to look for other options for inventory. He said that the existing facility works as far as showroom size, service area, and floor space.

Commissioner Jensen clarified that Napleton was not looking to move.

Mr. Brandstatter said that this was correct.

Commissioner Jensen stated that the bowling alley parking lot was not in good condition. Was the Village going to require any improvements to the parking lot?

Mr. Hubbard responded that repair of the parking lot could be a condition of approval, should the Plan Commission feel it necessary.

Commissioner Jensen said that he wasn't sure if the petitioner would need to repair it, or whether it was the business of the Plan Commission to require it, but he was just pointing out that it was in bad condition. He said he did not have any major problems with the proposal.

Commissioner Green said he did not have any problems with the proposed use, but that he did have some issues with some of the things that Napleton did. First, he did not like how Napleton parked their cars within the Right-of-ways and he thought that it contributed to a poor appearance. Second, he did not like how Napleton had signage on the cars that were parked in the bowling alley parking lot, such as "2014" or "Sale". He said that advertising like that was appropriate for the Napleton site, but not the bowling alley site. He said other than that, he was supportive of this project.

Mr. Brandstatter acknowledged that they needed to clean up a few things.

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



June 4, 2018

VIA PERSONAL DELIVERY

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: REQUEST FOR ZONING VARIATION
3435 N. Kennicott Avenue, Arlington Heights, IL

Dear Mr. Hubbard:

This letter is for the purpose of describing the circumstances of our request for a zoning variation to park inventory cars for our dealership located at 1155 W Dundee on the bowling alley property across the street. The primary factor for this need is our growth in sales. While that is good news for all concerned it does cause a space (parking) shortage for the Dealership.

During calendar year 2015 we sold 1,980 vehicles, in 2016 we sold 3,175 vehicles and in 2017 we sold 3,622 vehicles. This increase in sales was accompanied by a similar increase in our service business. In addition, the increased volume was accompanied by an increase in employment. Sales have continued to improve and we anticipate that they will continue to in 2018 and beyond. All of this means that the Dealership requires more parking. While we would certainly prefer to keep all of the parking on our site and under our control, we simply do not have enough room. We have arranged to lease additional parking from the bowling alley across Kennicott from our location.

I have attached a Google Earth map indicating the locations of the parking which we wish to use. The cars parked in this location will be inventory cars, therefore they can be parked closer to one another than in a commercial parking lot. The number of cars that can be parked in this location is between 80 – 100 cars and we plan on parking a maximum of 100 cars there. If we are unable to park in the bowling alley, we will need assistance to find another nearby location for parking or our sales will be stunted. Napleton has made efforts to find alternative space by: (i) looking to purchase industrial buildings in the area to use the interior or exterior for parking, (ii) pursuing retail locations on Dundee and (iii) purchasing empty dining locations in hopes of finding additional parking space as well as (iv) engaging owners south of Shure Drive in the hopes of leasing or buying extra parking space.

We appreciate all of the help and cooperation we receive from Arlington Heights and look forward to our ongoing growing success.

Very truly yours,

A blue ink signature of Ryan Ponton, written in a cursive style.

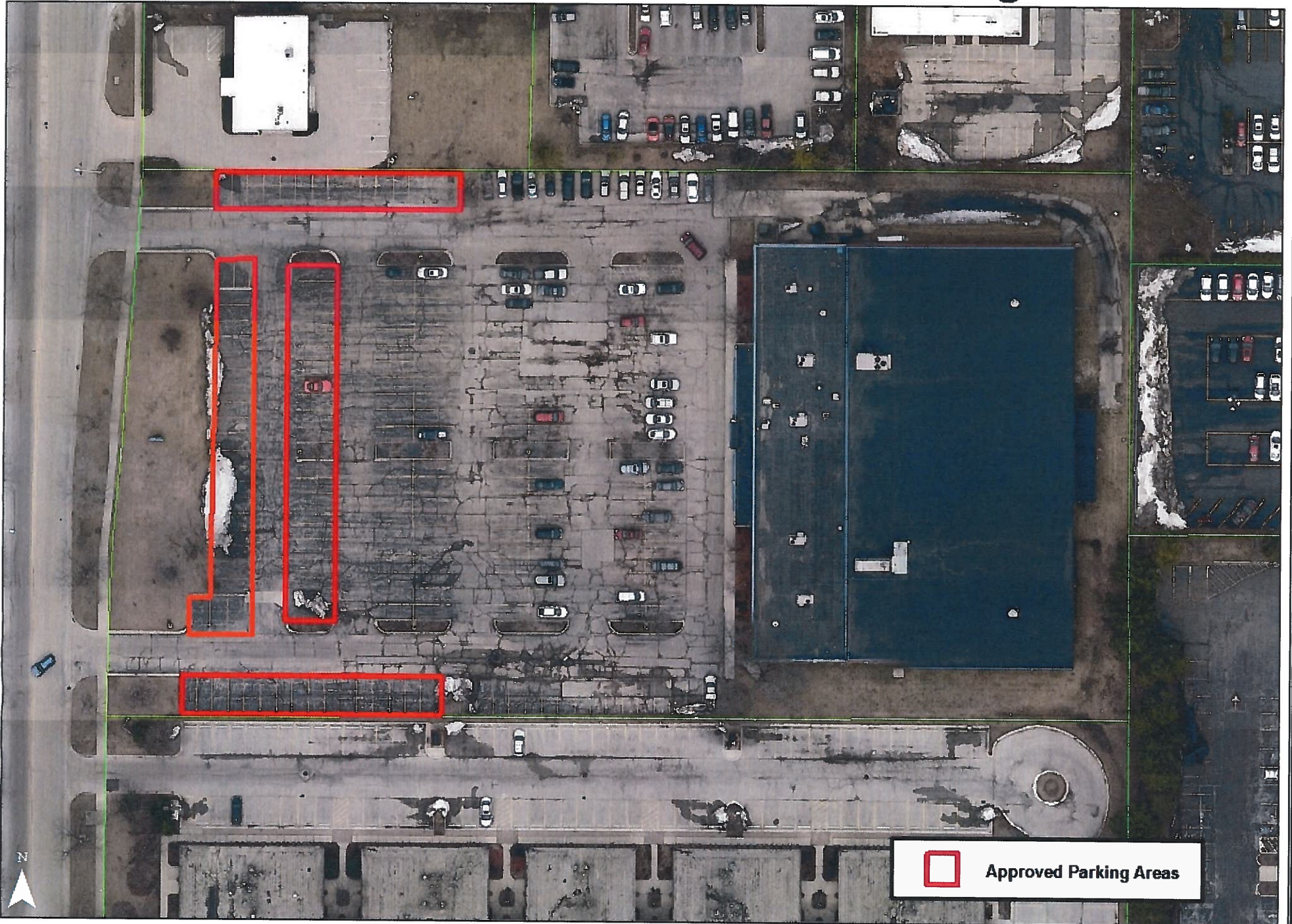
Ryan Ponton
Assistant General Counsel

Enclosure

cc: Richard P. Brandstatter, Director of Real Estate

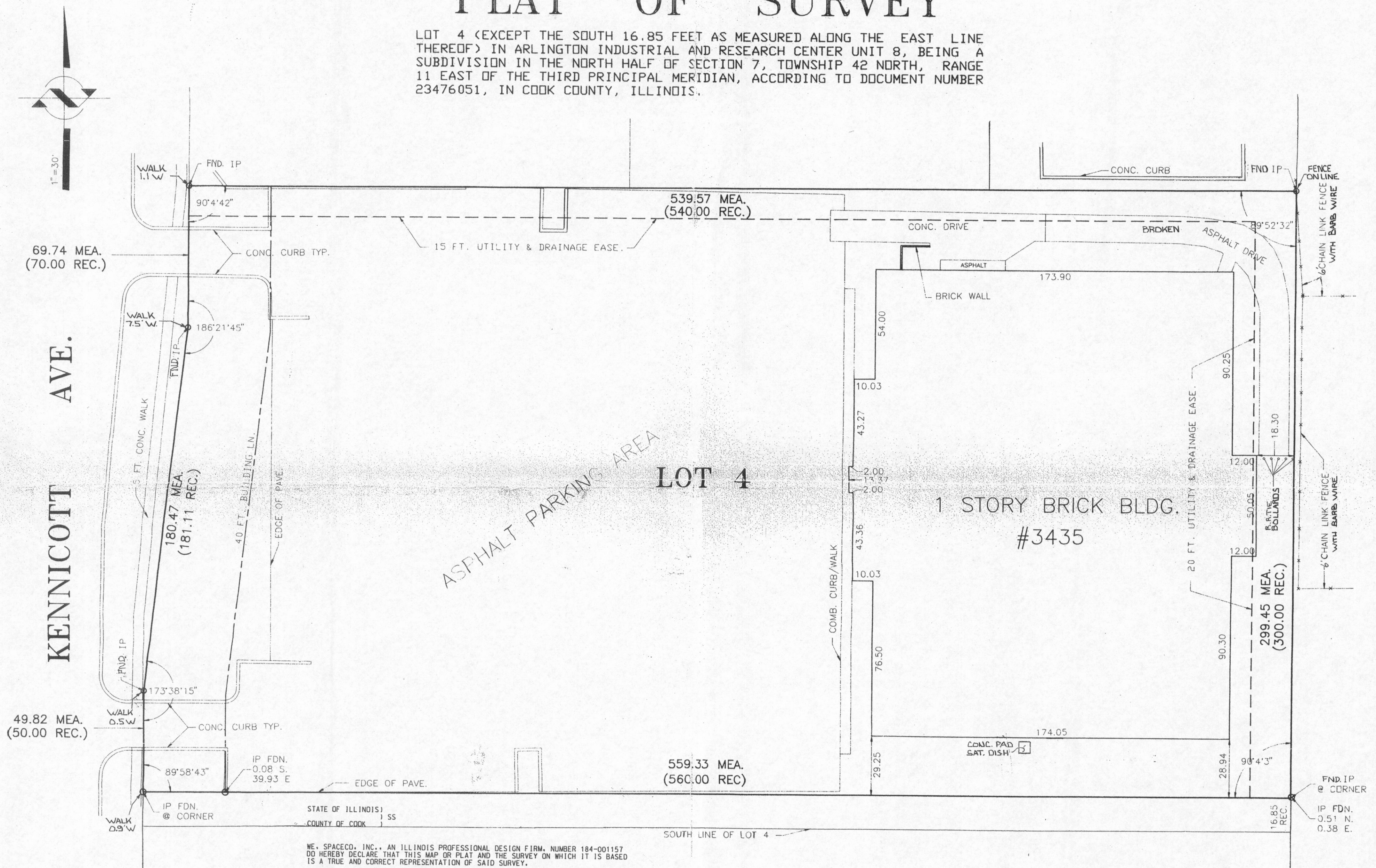
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JUN 07 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Exhibit I - Napleton Approved Auto Storage Areas



LOT 4 (EXCEPT THE SOUTH 16.85 FEET AS MEASURED ALONG THE EAST LINE THEREOF) IN ARLINGTON INDUSTRIAL AND RESEARCH CENTER UNIT 8, BEING A SUBDIVISION IN THE NORTH HALF OF SECTION 7, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO DOCUMENT NUMBER 23476051, IN COOK COUNTY, ILLINOIS.

LOT 4 (EXCEPT THE SOUTH 16.85 FEET AS MEASURED ALONG THE EAST LINE THEREOF) IN ARLINGTON INDUSTRIAL AND RESEARCH CENTER UNIT 8, BEING A SUBDIVISION IN THE NORTH HALF OF SECTION 7, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO DOCUMENT NUMBER 23476051, IN COOK COUNTY, ILLINOIS.



WE, SPACECO, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-001157
DO HEREBY DECLARE THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED
IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS OF PRACTICE APPLICABLE TO BOUNDARY SURVEYS.

ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF.
NO DISTANCES OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.

NO DISTANCES OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.
GIVEN UNDER MY HAND AND SEAL THIS 25TH DAY OF August, 2003.
IN ROSEMONT, ILLINOIS.

JERRY P. CHRISTOPH, I.P.L.S. NO. 035-3540

LICENSE EXPIRES: 11-30-2004

VALID ONLY IF EMBOSSED SEAL AFFIXED)

COMPARE ALL DIMENSIONS BEFORE BUILDING AND REPORT ANY DISCREPANCIES AT ONCE.
REFER TO DEED OR TITLE POLICY FOR BUILDING LINES AND EASEMENTS.

ARLINGTON HTS. LANES
ARLINGTON HTS., ILLINOIS



CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

UPDATED AUG. 22, 2003
PREPARED AUG. 8 1991
JOB NO. A1368

June 4, 2018

VIA PERSONAL DELIVERY

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

RECEIVED

JUN 07 2018

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

Re: PROJECT DESCRIPTION / WRITTEN JUSTIFICATION
3435 N. Kennicott Avenue, Arlington Heights, IL

Dear Mr. Hubbard:

Napleton Arlington Heights CJD a/k/a Napleton Automotive Group ("Napleton") is applying for a Land Use Variation to allow a motor vehicle sales parking lot not contiguous to an automobile sales room, within the M-1 Zoning District.

Napleton is leasing parking space from Arlington Heights Entertainment LLC in the parking lot of Arlington Lanes located at 3435 North Kennicott Avenue in Arlington Heights (the "Subject Property"). Napleton's Chrysler/Jeep/Dodge dealership is located approximately 400 feet west of the Subject Property.

Arlington Lanes has a large parking lot which allows for much more parking than its use needs. In order to utilize the unused parking spaces, Arlington lanes entered into a License Agreement with Napleton on June 15, 2015, allowing Napleton to use space on the western most side of the parking lot. A Parking Study has been provided highlighting that Napleton's use of its space does not and will not cause an overflow in parking at the lot.

- 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: The leased parking spaces would otherwise be unused and of little to no value to Arlington Lanes.

- The plight of the owner is due to unique circumstances.

- Petitioner Response: Arlington Lanes has a large parking lot which allows for much more parking than its use needs. In order to utilize the unused parking spaces, Arlington lanes entered into a License Agreement with Napleton on June 15, 2015, allowing Napleton to use parking space on the western most side of the parking lot. Furthermore, from lessee's standpoint, due to increases in sales, Napleton needs additional space outside of its dealership property on which to store overflow inventory.

- The variation, if granted, will not alter the essential character of the locality
 - Petitioner Response: This use does not and will not alter the essential character of the locality. As per the site plan provided, Napleton will be repairing the area which it will be using by fixing curbs and adding landscaping.

Very truly yours,



Ryan Ponton
Assistant General Counsel

Enclosure

cc: Richard P. Brandstatter, Director of Real Estate

Memorandum

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JUN 07 2018

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



TO: Mr. Ron Kirsininkas
Napleton Auto Group

FROM: Stephen B. Corcoran, P.E., PTOE
Director of Traffic Engineering

DATE: July 14, 2017

RE: Arlington Lanes Parking Study
Arlington Heights, Illinois

Eriksson Engineering Associates, Ltd. (EEA) was retained by the Napleton Auto Group to conduct a parking study for the storage of vehicles by its Chrysler, Dodge, Jeep, RAM dealership at the Arlington Lanes bowling alley parking lot in Arlington Heights, Illinois.

Arlington Lanes is located at 3435 N. Kennicott Avenue and has 40 bowling lanes, a restaurant, and a game room with 230 striped parking spaces. The Napleton Chrysler, Dodge, Jeep, RAM dealership is at 1155 W Dundee Road which is across Kennicott Avenue to the west. The dealership proposes to lease 75 parking spaces from Arlington Lanes for the storage of vehicles to support its increasing sales.

Zoning Requirements

The parking requirements were calculated for the bowling alley based on the Village of Arlington Heights' Zoning Code (see Table 1). The total required parking is 166 spaces for Arlington Lanes. Please note that the zoning code requirements do not account for the shared use of the restaurant or arcade by the existing bowling alley patrons which would lower its overall parking demand.

Table 1
Zoning Code Parking Requirements

Use	Size	Zoning Code Requirement	Required Parking
Bowling Alley	40 Lanes	Three parking spaces per lane	120
Restaurant	1,412 sq. ft. (seating area)	One parking space per 45 square feet of seating area.	31
Arcade	4,463 sq. ft.	One space per 300 square feet	15
Total Spaces Required			166

The parking lot is currently striped with 230 parking spaces including two accessible spaces. Accessibility codes require seven accessible spaces for a lot of this size. Restriping the lot will result in the loss of five standard parking spaces. With this change, there would be 225 total parking including seven accessible spaces on-site. The site currently exceeds the zoning requirement for the building. With the rental of 75 parking spaces to the auto dealership, 150 spaces would remain available for the bowling alley's patrons which is 16 spaces short of the code requirement (-10%). A parking variation of 16 spaces is required and requested.

Parking Surveys

Parking counts were conducted at Arlington Lanes from noon to midnight on two Fridays (June 16th and 23rd) and two Saturdays (June 17th and 24th) to determine the existing parking demand throughout the day (See Table 2). These counts did not include the vehicles currently stored at Arlington Lanes by Napleton Auto Group.

The surveys showed that the Friday peak demand at Arlington Lanes occurred at 9:00 PM with 59 vehicles parked. Saturday's peak demand was early afternoon at 1:00 PM with 125 parked vehicles.

When these surveys were conducted, the following special events occurred:

- Friday – June 16th
 - 10:00 AM – (2) short KinderCare buses (30 kids)
 - 5:30-8:00 PM – 6 Lanes Bowling (24-30 people)
 - 7:00 PM – 16 Pool League Tournament (25 people)
 - Rest of Night – General Open Bowling
- Saturday – June 17th
 - 9:00 AM to Midnight – Pool League Tournament (75 – 100 people)
 - 6:00 To 9:30 PM – 40 + Person Banquet
 - Rest of Night – General Open Bowling
- Friday – June 23rd
 - General Open Bowling All Day And All Night
 - 7:00 PM – 16 Pool League Tournament (25 people)
- Saturday – June 24th
 - 10:00 AM to 10:00 PM – Midrange Pool League Tournament (60-75 people)
 - Rest of Night – General Open Bowling

Table 2
Arlington Lanes Parking Survey Results ⁽¹⁾

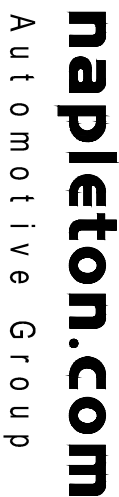
Time	Friday 6/16/17	Friday 6/23/17	Saturday 6/17/17	Saturday 6/23/17
Noon	14	15	122	56
1:00 PM	20	17	125	79
2:00 PM	21	19	125	78
3:00 PM	25	22	117	73
4:00 PM	24	16	107	58
5:00 PM	18	17	100	42
6:00 PM	21	15	111	36
7:00 PM	37	29	83	26
8:00 PM	42	41	71	29
9:00 PM	59	46	46	31
10:00 PM	50	42	41	28
11:00 PM	39	42	22	22
Midnight	25	40	11	13

(1) Survey of Parked Vehicles – Does not include stored Napleton vehicles

Summary

The proposed storage of vehicles by the Napleton Automotive Group using 75 striped parking spaces at Arlington Lanes will requires a small variation parking variation of 16 spaces or a 10% reduction (166 required versus 150 remaining spaces) for the bowling alley. Parking surveys at the bowling alley had a peak usage of 125 vehicles which is less than the remaining available spaces.

The existing parking lot's 230 striped spaces will be restriped to provide seven accessible spaces resulting in a new total of 225 spaces.

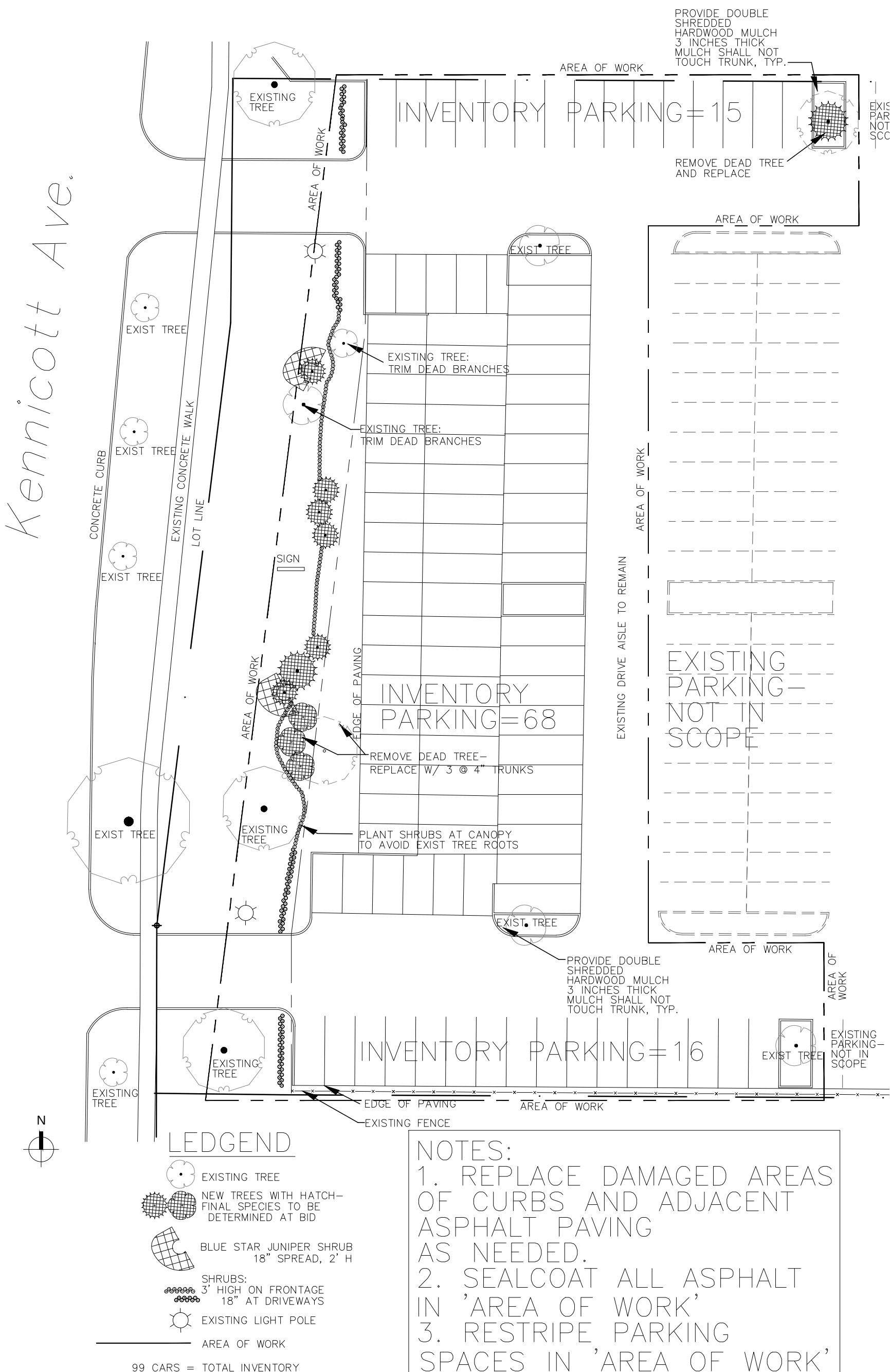


NAPLETON ARLINGTON HEIGHTS
CDJR - REMOTE INVENTORY LOT
3435 KENNICOTT AVE
Arlington Heights, IL 60004

Remote Inventory at Arlington Lanes- LANDSCAPE PLAN

A1.0

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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: Napleton/Arlington Lanes Parking Lot – Land Use Variation for an Auto Sales Lot, Parking Variation

PC#: 18-014– Round 1

Date: June 22, 2018

Sam...

I have no objection to the variance.



**Village of Arlington Heights, IL
Department of Building & Life Safety**

Fire Safety Division

Date: 6/12/2018

P.C. Number: 18-014

Project Name: Napleton/Arlington Lanes Parking Lot

Project Location: 3435 N Kennicott

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. No comments at this time.

Date 06-12-18

Reviewed By:

Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works 
Date: June 27, 2018
Subject: 3435 N Kennicott (Napleton/Arlington Lanes Parking Lot) PC #18-014

With regard to the proposed land use/parking variation, I have the following comments:

- 1) VAHPW has no utilities impacted by this use, therefore VAHPW has no comments related to this use.

If you have any questions, please feel free to contact me.

C. file

ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-014
 Petitioner: Napleton's Arlington Heights, CJD
One Oakbrook Terrace, Suite 600
Oakbrook Terrace, IL 60181
 Owner: RKDMB, LLC
3435 N. Kennicott Ave.
Arlington Heights, IL 60004
 Contact Person: Ryan Ponton, Esq.
 Address: 1 Oakbrook Terrace, Suite 600
Oakbrook Terrace, IL 60181
 Phone #: 630-455-2946
 Fax #: 630-321-1190
 E-Mail: ryan@napleton.com

P.I.N.# 03-07-200-046-0000
 Location: 3435 N. Kennicott Ave.
 Rezoning: Current: Proposed:
 Subdivision: Current: Proposed:
 # of Lots: Current: Proposed:
 PUD: For:
 Special Use: For:
 Land Use Variation: ✓ For: Auto Sales
parking lot not contiguous to an auto salesroom
 Land Use: Current:
Proposed:
 Site Gross Area: 165,000 square feet
 # of Units Total: 1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

1. PUBLIC IMPROVEMENTS

REQUIRED: YES NO COMMENTS

a. Underground Utilities

Water NO

Sanitary Sewer

Storm Sewer NO

b. Surface Improvement

Pavement X NO SEE ATTACHED COMMENTS

Curb & Gutter YES NO PETITIONER IS REPAIRING CURB

Sidewalks NO

Street Lighting NO

c. Easements

Utility & Drainage NO

Access NO

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC

NO

b. IDOT

NO

c. ARMY CORP

NO

d. IEPA

NO

e. CCHD

NO

YES NO COMMENTS

3. R.O.W. DEDICATIONS?

NO

4. SITE PLAN ACCEPTABLE?

SEE COMMENTS

5. PRELIMINARY PLAT ACCEPTABLE?

N/A

6. TRAFFIC STUDY ACCEPTABLE?

SEE COMMENTS

7. STORM WATER DETENTION REQUIRED?

NO EXISTING LOT

8. CONTRIBUTION ORDINANCE EXISTING?

NO

9. FLOOD PLAIN OR FLOODWAY EXISTING?

NO

10. WETLAND EXISTING?

NO

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY:

DATE OF PLANS:

Michael J. Logan 6/21/18
 Director Date

PLAN COMMISSION PC#18-014
Napleton's Arlington Heights, CJD
3435 N Kennicott Ave (Arlington Lanes)
Round 1

The petitioner, Napleton's Arlington Heights, is requesting a land use variation to park vehicles in the western section of Arlington Lanes parking lot, which is not contiguous with to the auto showroom.

A parking study was completed by Eriksson Engineering Associates, LTD in June, 2017. Arlington Lanes currently has 230 striped parking spaces. The current zoning code requires 166 parking spaces, and accessibility code requires seven accessible spaces which would require restriping of the lot and a loss of 5 parking spaces. With leasing 75 of the parking spaces to Napleton, Arlington Lanes, 150 spaces would remain available for Arlington Lanes, 16 parking spaces short of the code requirement.

The petitioner has indicated on the proposed landscape plan that damaged sections of curb would be replaced, dead trees removed, and some new landscaping would be completed.

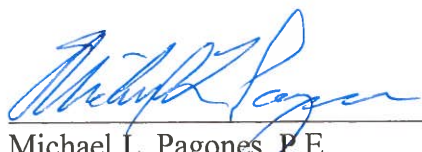
The Engineering Department has the following comments:

1. The Accessible parking spaces for Arlington Lanes should be brought into compliance and the accessible parking spaces restriped. The existing parking lot is in need of maintenance, as can be seen in the picture below. Any potholes or uneven areas in the vicinity of the accessible parking spaces should be repaired.



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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

2. Does the variation requested by Napleton also cover the shortage in spaces for Arlington Lanes identified in the parking study?
3. The landscape plan indicates that damaged sections of curb would be replaced. The pavement area adjacent to the new curb would also need to be repaired.

 6/21/18
Michael L. Pagones, P.E.
Interim Director of Engineering

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Napleton / Arlington Lanes
3435 N. Kennicott Ave.
PC #18-014

Round 1 Review Comments

06/12/2018

1. Character of use:

The character of use should not be problematic.

2. Are lighting requirements adequate?

Lighting should meet Village of Arlington Heights code.

3. Present traffic problems?

Nothing further.

4. Traffic accidents at particular location?

This is not a problem area in relation to traffic accidents.

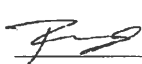
5. Traffic problems that may be created by the development.

Nothing further.

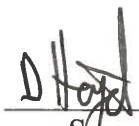
6. General comments:

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department for BOTH Arlington Lanes and Napleton; and that it is up-to-date. 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.

- The addition of Trespass signage is recommended. Consider posting no trespassing / loitering/ no unauthorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

 #557
Supervisor's Signature

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DEVELOPMENT DEPARTMENT**

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

Print Form (To Mail)

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Name (Firm or Residence)

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

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>18-014</u>	P.I.N.# <u>03-07-200-046-0000</u>
Petitioner: <u>Napleton's Arlington Heights, CJD</u>	Location: <u>3435 N. Kennicott Ave.</u>
<u>One Oakbrook Terrace, Suite 600</u>	Rezoning: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>Oakbrook Terrace, IL 60181</u>	Subdivision: <u> </u>
Owner: <u>RKDMB, LLC</u>	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>3435 N. Kennicott Ave.</u>	PUD: <u> </u> For: <u> </u>
<u>Arlington Heights, IL 60004</u>	Special Use: <u> </u> For: <u> </u>
Contact Person: <u>Ryan Ponton, Esq</u>	Land Use Variation: <u> ✓ </u> For: <u>Auto Sales</u>
Address: <u>1 Oakbrook Terrace, Suite 600</u>	<u>parking lot not contiguous to an auto salesroom</u>
<u>Oakbrook Terrace, IL 60181</u>	Land Use: <u> </u> Current: <u> </u>
Phone #: <u>630-455-2946</u>	Proposed: <u> </u>
Fax #: <u>630-321-1190</u>	Site Gross Area: <u>165,000 square feet</u>
E-Mail: <u>ryan@napleton.com</u>	# of Units Total: <u> </u>
	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

No comments from this Department

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JUN 13 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Jeff Bohner JB 6/12/18
Environmental Health Officer Date

James McCalister JM 6/12/18
Director Date

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

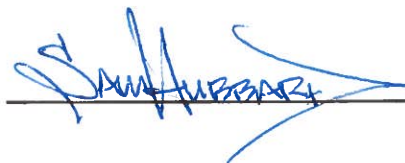
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Owner: <u>RKDMB, LLC</u>	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>3435 N. Kennicott Ave.</u>	PUD: <u> </u> For: <u> </u>
<u>Arlington Heights, IL 60004</u>	Special Use: <u> </u> For: <u> </u>
Contact Person: <u>Ryan Ponton, Esq</u>	Land Use Variation: <u>✓</u> For: <u>Auto Sales</u>
Address: <u>1 Oakbrook Terrace, Suite 600</u>	<u>parking lot not contiguous to an auto salesroom</u>
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E-Mail: <u>ryan@napleton.com</u>	# of Units Total: <u> </u>
	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

(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:

SEE ATTACHED COMMENTS6-21-18

Date



Planning & Community Development Dept. Review

June 20, 2018

REVIEW ROUND 1

Project: 3435 N. Kennicott Ave.
Arlington Lanes/Napleton Land Use Variation

Case Number: PC 18-014

7. The following approvals have been requested:
 - a. **Land Use Variation to allow a Motor Vehicle Sales lot that is not contiguous and adjoining a auto sales room, in the M-1 District**
 - b. **Variation to Chapter 28, Section 10.4-2, to reduce the required parking from 166 parking spaces to 150 parking spaces.**
8. Please ensure that all plans resubmitted as a result of the Round 1 Department review comments include a revision date.
9. Section 10.2-9 of the zoning code requires that all off-street parking spaces "shall open directly upon an aisle or driveway of such width and design as to provide safe and efficient means of vehicular travel to such parking space." Given the manner in which Napleton uses the parking spaces (see below), it is clear that cars are parked within drive aisle, which creates a violation relative to the requirements of section 10.2-9.



The manner in which these parking spaces are used creates a situation where Napleton's porters drive over the front lawn to access certain vehicles that are blocked in by other vehicles. Please clarify if a variation is requested from this code requirement, or whether Napleton intends to eliminate parking from drive aisles.

10. Five additional handicap parking space must be striped in order to conform to current IAC requirements. Please expand the extent of the site plan to show where these handicap parking stalls will be located.
11. Please show on the site plan the areas where deteriorated curbs will be replaced. Per Section 10.2-12.4, the perimeter of all parking areas shall be protected in accordance with prescribed engineering standards (i.e. curbing).
12. Are any new parking lot lights proposed?
13. Additional perimeter landscaping is required to screen the parking lot. Please see the Landscape review comments on the next page.

Prepared by: SAM/ALBERT

Napleton/Arlington Lanes Parking Lot
PC 18-014
June 21, 2018

Landscape Issues

- 1) The ends of all parking rows must include a 4" caliper shade tree. (Chapter 28, section 6.15-1.2b). Please incorporate trees within the islands where the code required tree is absent.
- 2) Per Chapter 28, Section 6.15-1.2a, a three foot high continuous screen must be provided along Kennicott in order to screen the parking/paved area adjacent to the public way.
- 3) A landscape compliance bond in the amount of 30% of the landscaping costs will be required and a tree fee of \$200 is required for each tree identified for preservation. In addition, a \$4 tree fee is required for each lineal foot of frontage.

July 9, 2018

VIA PERSONAL DELIVERY

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: RESPONSE TO DEPARTMENT COMMENTS – ROUND 1
3435 N. Kennicott Avenue, Arlington Heights, IL (“the “Property”)

Dear Mr. Hubbard:

Below are Napleton’s (“Petitioner’s”) responses to the comments received from the various Department heads regarding our requested variances. I have included 3 full size and 3 half sized copies of the revised size plans for review.

Response to Comments from Arlington Heights Engineering Department Review
(Interim Director of Engineering – Michael L. Pagones, P.E.)

1.-2. Petitioner is not the owner of the Property and as such should not be obligated to address the accessible parking spaces in order to obtain its requested land use variations. The granting of the land use variations will have a direct impact on Petitioner’s ability to successfully provide its stream of inventory to its Chrysler/Jeep/Dodge dealership and will naturally affect bottom line sales and corresponding sales tax revenue which would benefit both Petitioner and the city. It is my understanding that the owner of the Arlington Heights Bowling, Mr. Robert Kuhn, has contacted the city, and will have someone from the Health Services Department out next Monday July 16th, to go over the accessible space requirements with him.

3. All potholes and damaged sections of the curbs in the vicinity of the Petitioner’s parking area will be repaired.

Response to Comments from Arlington Heights Community Services Bureau Review
(Crime Prevention Officer – Brandi Romag)

6. An emergency information/contact card will be filed with the Arlington Heights Police Department for both Petitioner and Arlington Lanes. Petitioner will consider posting no trespassing / loitering / no unauthorized use signage and will discuss options with Mr. Sam Hubbard.

Response to Comments from Arlington Heights Planning & Community Development Department Review
(Development Planner – Sam Hubbard)

9. Petitioner will be using its parking area for inventory storage which entails parking three lanes deep in the existing drive lane. As such, an additional variation is requested from this code requirement. Per the revised site plan, Petitioner will not drive on any grass lawn areas and, furthermore, Petitioner is providing additional landscaping along Kennicott Avenue which would prevent vehicles from driving onto the lawn.

10. Petitioner is not the owner of the Property and as such should not be obligated to address the accessible parking spaces in order to obtain its requested land use variations. The granting of the land use variations will have a direct impact on Petitioner’s ability to successfully provide its stream of inventory to its



Chrysler/Jeep/Dodge dealership and will naturally affect bottom line sales and corresponding sales tax revenue which would benefit both Petitioner and the city. It is my understanding that the owner of the Arlington Heights Bowling, Mr. Robert Kuhn, has contacted the city, and will have someone from the Health Services Department out next Monday July 16th, to go over the accessible space requirements with him.

11. All potholes and damaged sections of the curbs in the vicinity of the Petitioner's parking area will be repaired.

12. No new parking lights are proposed.

13. 1. Petitioner will provide a 4" caliper shade tree in the two islands located in the Petitioner's parking area. Mr. Kuhn has also contacted the Planning Department and is looking to find a solution to repairing the area outside of the area which Petitioner will be using.

2. Please see revised site plan.

3. Please let us know, once our plans reach closer to final form, what our final costs will be.

We appreciate all of the help and cooperation we receive from Arlington Heights and look forward to our ongoing growing relationship.

Very truly yours,



Ryan Ponton
Assistant General Counsel

Enclosure

cc: Richard P. Brandstatter, Director of Real Estate



Item: Arlington Downs - 3400 W. Euclid Ave. - PC#18-010

Department: Planning & Community Development

Requested Action

1. Amendment to PUD Ordinance Numbers 12-006, 12-037, 12-039, 14-025, 15-049, and 18-019 to allow modifications to the approved development plan for Arlington Downs.
2. Land Use Variation to allow a residential use as a principal use in the B-2 District for "ADR-II".
3. Preliminary Plat of Subdivision to reconfigure lots 3 and 5 to accommodate for the proposed "ADR-II" and "ADR-III" residential buildings.
4. Amendment to the hotel Special Use Permit to reduce the number of rooms from 161 to 116 and to allow the hotel within Zone D, and to allow for residential development within Zone C prior to constructing the foundation of the hotel.

Variations Required

1. Variation to Chapter 28, Section 10.4, to reduce the required on-site parking from 2,768 spaces to 2,333 spaces.
2. Variation to Chapter 28, Section 5.1-11.4(a), to allow dwelling units on the first floor on Lot 5A.
3. Section 10.7, Schedule of Loading Requirements, to waive the requirement for two (10' x 50') off-street loading berths for the retail/restaurant uses in Zone D.

RECOMMENDATION

The Staff Development Committee is supportive of the proposed amendment to PUD Ordinance Numbers 12-006, 12-037, 12-039, 14-025, 15-049, and 18-019 to allow modifications to the approved development plan for Arlington Downs, the Land Use Variation to allow a residential use as a principal use in the B-2 District for "ADR-II", Preliminary Plat of Subdivision to reconfigure lots 3 and 5 to accommodate for the proposed "ADR-II" and "ADR-III" residential buildings, an amendment to the hotel Special Use Permit to reduce the number of rooms

from 161 to 116 and to allow the hotel within Zone D, and to allow for development within Zone C prior to constructing the foundation of the hotel, along with the following variations:

- Variation to Chapter 28, Section 10.4, to reduce the required on-site parking from 2,768 spaces to 2,333 spaces.
- Variation to Chapter 28, Section 5.1-11.4(a), to allow dwelling units on the first floor on Lot 5A.
- Section 10.7, Schedule of Loading Requirements, to waive the requirement for two (10' x 50') off-street loading berths for the retail/restaurant uses in Zone D.

Staff recommends approval of this application subject to the following conditions:

1. Final Plat of Subdivision approval is required.
2. A PUD amendment will be required for the ADR-III and ADR-IV development sites when a project for those properties has been proposed.
3. The previous approval ordinances shall be amended as outlined in Exhibit I.
4. Prior to Final Plat of Subdivision approval, the petitioner shall:
 - a. Modify the plans for ADR-II as necessary to comply with fire lane requirements as mandated by the Village.
 - b. The petitioner will revise the landscape plan to incorporate 12 additional evergreen trees along Euclid Avenue to screen the rear areas of retail buildings A and B.
 - c. Provide a revised site plan that shows the dumpster enclosure for retail buildings A and B as part of the building via a wing wall and the opening for these enclosures to be facing away from Euclid Ave.
 - d. Provide better screening for the mechanical and loading/delivery area at the rear of ADR-II. Such screening may require a screen wall.
5. The developer shall work with staff to include a certain portion of the 39 required affordable units on-site and shall pay a fee-in-lieu for the difference, compliant with the Housing Commission motion from June 12, 2016.
6. Prior to Building Permit issuance, the petitioner shall provide the Village with a copy of the amended Declarations, Covenants, and Restrictions for the PUD. To the satisfaction of the Village, this document shall provide for reciprocal access, parking, and shared maintenance amongst all developments within the PUD. The revised document must also contain language that addresses payment responsibility for water loss between the master meters and individual meters within the development to the satisfaction of the Public Works Department, or alternatively, the developer can enter into a separate onsite utility and

maintenance agreement to address the concerns from Public Works (for review and approval by the Village).

7. Impact Fees will for ADR-II shall be required at time of building permit issuance, compliant with Village Code.

8. The removal of any debris and dilapidated concrete/asphalt, and the replacement of any dead landscaping within each zone will be required if construction within any zone has not commenced within 12 months of approval of this PUD amendment. Additionally, if at any time during construction within any zone, said construction ceases for a period of 12 months, then that zone shall be cleared of debris, construction material, and landscaped to the satisfaction of the Village.

9. The petitioner shall explore construction of a landscaped median in the Euclid Avenue Right-of-Way, and shall construct said median if determined to be feasible by the City of Rolling Meadows and Cook County Department of Transportation. All maintenance costs for this landscaped median will be the responsibility of the property owner.

10. The AC units located in the front yard of the hotel building shall be screened with a screen wall that is architecturally compatible with the hotel building and provides complete screening of the units (3 sides). Alternatively, these units can be relocated to the roof of the building and appropriately screened.

11. Prior to zoning approval being granted for future development of ADR-III and ADR-IV, the petitioner will need to survey the existing parking within One Arlington and ADR-II to determine if the parking ratios for these developments adequately capture their parking demand.

12. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

ATTACHMENTS:

Description

PC Staff Report

Public Notice

Aerial

Conceptual Plan Review Minutes

DC Staff Report 6-12-18

DC Minutes 6-12-18

DC Staff Report 5-22-18

DC Minutes 5-22-18

HC Staff Report 6-12-18

HC Minutes 6-12-18

Affordable Housing Response

Project Description

Justification for Variations

Type

Board or Commission Report

Exhibits

Exhibits

Minutes

Board or Commission Report

Minutes

Board or Commission Report

Minutes

Board or Commission Report

Minutes

Correspondence

Correspondence

Correspondence

Stormwater Report	Exhibits
Sustainable Building Features	Exhibits
Market Study	Exhibits
Parking Study	Exhibits
Traffic Study	Exhibits
Preliminary Plat of Subdivision	Exhibits
Project Rendering	Exhibits
Plans (1 of 4)	Exhibits
Plans (2 of 4)	Exhibits
Plans (3 of 4)	Exhibits
Plans (4 of 4)	Exhibits
Department Comments - Round 1	Exhibits
Department Comments - Round 1 - Petitioner Response	Exhibits
Department Comments - Round 2	Exhibits
Department Comments - Round 2 - Petitioner Response	Exhibits
Department Comments - Round 3	Exhibits
Department Comments - Round 3 - Petitioner Response	Exhibits



VILLAGE OF ARLINGTON HEIGHTS STAFF DEVELOPMENT COMMITTEE REPORT

File Number: PC 18-010

Project Title: Arlington Downs PUD Amendment

Address: 3400 W. Euclid Ave.

PIN: Multiple PIN's

To: Plan Commission

Prepared By: Sam Hubbard, Development Planner

Meeting Date: July 25, 2018

Date Prepared: July 20, 2018

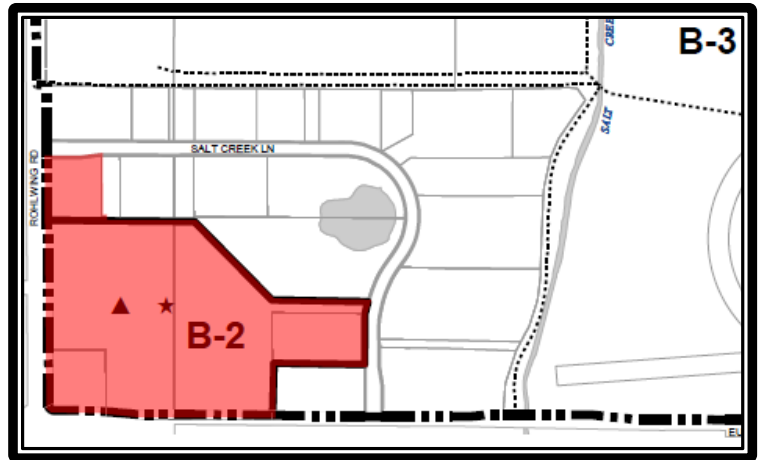
Petitioner: Arlington Devco, LLC

Address: 3400 W Stonegate Blvd.

Suite #2128

Arlington Heights, IL 60005

Existing Zoning: B-2: General Business District,



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-3, General Service Wholesale & Motor Vehicle District	B-3, General Service Wholesale & Motor Vehicle District	B-3, General Service Wholesale & Motor Vehicle District
South	The City of Rolling Meadows; Single Family Homes		
East	B-3, General Service Wholesale & Motor Vehicle District	B-3, General Service Wholesale & Motor Vehicle District	B-3, General Service Wholesale & Motor Vehicle District
West	The City of Rolling Meadows; Various Office and Light Industrial Buildings		

Requested Action:

1. Amendment to PUD Ordinance Numbers 12-006, 12-037, 12-039, 14-025, 15-049, and 18-019 to allow modifications to the approved development plan for Arlington Downs.
2. Land Use Variation to allow a residential use as a principal use in the B-2 District for "ADR-II".
3. Preliminary Plat of Subdivision to reconfigure lots 3 and 5 to accommodate for the proposed "ADR-II" and "ADR-III" residential buildings.
4. Amendment to the hotel Special Use Permit to reduce the number of rooms from 161 to 116 and to allow the hotel within Zone D, and to allow for residential development within Zone C prior to constructing the foundation of the hotel.

Variations Required:

1. Variation to Chapter 28, Section 10.4, to reduce the required on-site parking from 2,768 spaces to 2,333 spaces.
2. Variation to Chapter 28, Section 5.1-11.4(a), to allow dwelling units on the first floor on Lot 5A.
3. Section 10.7, Schedule of Loading Requirements, to waive the requirement for two (10' x 50') off-street loading berths for the retail/restaurant uses in Zone D.

Project Background:

The subject site is located at the northeast corner of Euclid Avenue and Rohlwing Road and consists of several land parcels that have a combined area of 27 acres. In 2012, and subsequent amendments in 2014, 2015, and 2018, the Village Board of Trustees approved the Arlington Downs mixed use development. The master development plan for the Arlington Downs mixed use development includes 5 different use zones; Zones A and C: Residential / Mixed Use, Zone B: Hotel and Entertainment (former waterpark), and Zones D and E: Commercial. When combined, the 2015 version of the Arlington Downs Mixed Use Development includes:

- 656 total luxury apartment units, combined between in One Arlington (214 units) and a proposed highrise tower in Zone C (442 units);
- 161 limited service hotel rooms;
- The reopening of the waterpark with a 1,000 person occupancy and a new entry addition along the west building elevation to include an arcade;
- 71,100 square feet of commercial/retail space;
- 2,028 parking spaces.

In 2018, the PUD was amended again to allow for the occupancy of First Ascent/Funtopia where the proposed waterpark was to be located.

Current Request

The petitioner is requesting further amendment to the existing PUD with the primary changes outlined below:

- Elimination of the 442 dwelling unit residential high-rise tower within Zone C and the 12,000 sq. ft. retail building in Zone E, and their replacement with a 5-story 263 dwelling unit residential building located on Zone C and E;
- Adjustment of the retail/medical offices in Zone D from 48,000 square feet to 30,300 square feet of commercial space;
- Amendment to the hotel Special Use to reduce the number of rooms from 161 to 116 and from 6 floors to 4 floors, as well as the relocation of that hotel from Zone B (lot 16) to Zone D (proposed hotel is the Vib Hotel – a part of the Best Western chain);
- Allowance for the 263 dwelling unit residential building to proceed prior to construction of the hotel.
- Replacement of the 4,500 square foot restaurant space within the One Arlington residential tower with an expansion of the existing “2N” office space currently located within the building.

In future phases, the developer is contemplating a 360 unit residential development (on lots 16 and 2B) in the portion of Lot B where there the hotel had originally been proposed, and a 180 dwelling unit age restricted living facility on the remainder of Zone C.

Staff is supportive of these changes as the original development plan (and subsequent plan amendments) has experienced difficulty moving beyond the first phase, which was the renovation of the former Sheraton Hotel. Staff believes that the proposed amendment will better align the project with the market conditions for the area and give the project momentum to move forward. Additionally, shifting the hotel down to Zone D will provide synergy with the commercial/retail locations within that zone.

Existing PUD Conditions

Due to the scope of the changes to the plan, several revisions to the previous approval ordinances are required. A comprehensive list of these changes are summarized within **Exhibit I**. Most of these changes are administrative, such as clarifying the extent of the parking variation or repealing conditions that are no longer applicable. Some of the more notable changes are outlined below:

- The preliminary PUD approval for Arlington Downs required that prior to the issuance of a building permit for the high-rise residential within Zone C, the petitioner must first construct the foundation for the proposed hotel. Since the petitioner has an interested residential developer for “ADR-II”, they are requesting the elimination of this condition in order to commence ADR-II prior to beginning construction of the hotel. Staff is supportive of this amendment as it will help to move this project forward, which has been stalled since completion of the One Arlington residential tower.
- When the preliminary PUD was granted approval on February 20th of 2012, a condition of approval required that, if after five years the developer has not commenced construction on a zone by zone basis, then that zone shall be cleared of debris, dilapidated concrete, and all dead landscaping shall be replaced. This condition should be repealed and shall be restated as part of the proposed PUD amendment to clarify that if construction within any zone has not started within 12 months of approval of the PUD amendment, then that zone shall be cleared of debris, dilapidated concrete, etc.
- During the amendment to the PUD in 2015, conceptual approval for was granted for 26,825 square feet of restaurant spaces and 6,400 square feet of outdoor restaurant spaces. Since the size of this restaurant and outdoor dinner has been reduced, this conceptual approval will be amended to be consistent with the new sizes proposed. Per approval ordinance 12-006, all restaurants must obtain a Special Use Permit.
- During the 2015 amendment, a variation was granted to allow a reduction in the required 15 foot setback for parking lots located on Rohlwing Road. Since all setbacks along Rohlwing Road are now compliant with the overlay regulations, this variation should be repealed.
- The 2015 amendment also restricted the amount of medical and non-sales tax / food and beverage tax generating uses. Since medical office uses are no longer proposed, and since the amount of overall retail/restaurant square footage has been reduced to 30,300 square feet, staff believes that this restriction should be amended to allow no more than 10,305 square feet of non-sales tax/food and beverage tax generating uses within Zone D.

Affordable Housing

The PUD requires that affordable housing is provided pursuant to the Housing Commission and Village Board prior approvals. With the original PUD approval in 2012, the petitioner obtained approval from the Housing Commission and Village Board to waive the requirement for both affordable units and the fee-in-lieu of affordable units within the Phase 1 residential tower. On June 12, 2018, the petitioner appeared back before the Housing Commission as the overall number of residential units within the development had changed. Pursuant this meeting, the developer will provide 15% of the units within ADR-II as affordable units (39 units), or provide a fee-in-lieu of providing those units at \$25,000 per unit. The developer indicated that they were interested in paying the fee-in-lieu of including those units for a total payment of \$975,000 to the affordable housing trust fund, however, in approving the proposal the Housing Commission strongly encouraged the developer to provide some affordable units within the development. Since this meeting, the Village Board has indicated that they would also like to see developers include more affordable units within each project as opposed to paying the full fee-in-lieu of providing affordable units on-site. Staff will continue to work with the developer to outline how many affordable units will be required on site at ADR-II, and the developer will

be required to maintain these units as affordable and pay the fee-in-lieu of for the difference, which is consistent with the Housing Commission's motion.

Conceptual Plan Review Committee

The Conceptual Plan Review Committee (CRPC) met on February 28th to discuss the proposed development. The CRPC was generally excited for the project and understood that as the market changed, the demand for different portions of the development could also change. There was some discussion of the portion labeled as "future senior living" within Zone C. While staff is generally supportive of a senior living facility in this location, it should be noted that this portion of the development will not be given formal approval at this time. If and when a senior living facility is proposed for this location, the Village review and determine the viability of that proposal, and a amendment to the PUD will be required.

Zoning and Comprehensive Plan

The petitioner is seeking an amendment to the underlying PUD Ordinances 12-006, 12-037, and 12-039, and the amended PUD Ordinances 14-025, 15-049, and 18-019 to allow for certain modifications to the previously approved Arlington Downs site development plan. Because the petitioner has proposed an additional residential-only use in Zone E, a Land Use Variation to allow residential as a principal use within the B-2 District is required.

The Arlington Downs multi-use concept was presented and approved as a unique development that offered a variety of different land uses (commercial, entertainment, residential), incorporated pedestrian friendly amenities and plazas, included a prominent and centralized open space pavilion, and created interesting focal points and visual alignments that linked the five different development zones in a cohesive, unified and interconnected manner. The Staff Development Committee is supportive of the proposed modifications as the unified site planning features will continue to be maintained.

Since the layout of buildings in Zone C and Zone E have changed, a plat of subdivision to reconfigure those lots is required. The petitioner has provided a code compliant preliminary plat of subdivision and staff is supportive of preliminary plat of subdivision approval. Final Plat approval will be required at a future Plan Commission meeting. To accommodate for the newly reconfigured lots and for shared parking given the change of uses within the PUD, an amendment to the Declaration of Easements, Covenants, and Restrictions for the development shall be required. Prior to building permit approval for ADR-II, the petitioner will need to provide a recorded copy of the revised Declaration of Easements, Covenants, and Restrictions and restrictions so that staff can ensure that shared parking and access is adequately provided through-out the development. Finally, as required by the Public Works Department, the revised document must also contain language that addresses payment responsibility for water loss between the master meters and individual meters within the development. Alternatively, the developer can enter into a separate onsite utility and maintenance agreement to address the concerns from Public Works, for review and approval by the Village.

As mentioned above, a land use variation is required due to the introduction of the ADR-II residential use within the overall PUD. Specifically, because the petitioner is proposing this new residential area of development that is within the B-2 District, the following variation is required:

- Land Use Variation to allow a residential use as a principal use in the B-2 District for ADR-II.

Dwelling units on the ground floor are not allowed within the B-2 district as the B-2 district is a business district meant to accommodate ground floor commercial uses with upper story residential units. The

proposed building does not contain any ground floor commercial uses; instead, the overall mixed use PUD accommodates for this commercial space within Zone D. Because the proposed ADR-II building contains 43 residential units on the first floor, the following variation is required:

- Variation to Chapter 28, Section 5.1-11.4(a), to allow dwelling units on the first floor on Lot 5A.

The petitioner's response to the hardship variation criteria is included within the materials provided to the Plan Commission. This criteria is summarized below:

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

The Staff Development Committee is supportive of both variations and agrees with the petitioner that the necessary criteria for approval have been met. Specifically, ADR-II is compatible to the existing multi-family building located on the subject property (One Arlington) and will not alter the essential character of the locality. The property is unique in that it is the former site of a hotel and waterpark, and both Zones C and E have been vacant since the property obtained original PUD approval in 2012. The proposed land use change will help to align the PUD with current market conditions and facilitate the redevelopment of this area. Finally, the proposed variation is in harmony with the spirit and intent of the Zoning Code. As outlined in Section 28-2 (Intent and Purpose), one of the goals of the zoning code is to "protect the character and stability of the residential, business, and manufacturing areas within the Village and to promote the orderly and beneficial development of such areas." The proposed development, as outlined above, is compatible to its surroundings and the proposed residential building will help to stabilize redevelopment of the Arlington Downs PUD and create a market for the commercial portions of the development. Staff believes that this development will be beneficial to this area, and therefore, the proposed development meets the spirit and intent of the Zoning Code.

Project Phasing and Off-site Improvements

Construction is scheduled to proceed in the following manner:

Phase 1: ADR I (Complete)

Phase 2:

- First Ascent/Funtopia (Commence Q3 2018, Completion Q3 2019)
- Off-site Improvements (commence Q3 2018, Completion Q3 2019)
- ADR II along with associated parking structures and access roads (Commence Q4 2018, Completion Q4 2020)
- Hotel (Commence Q4 2018, Completion Q1 2020) including construction of all parking and landscaping in Zone D

Phase 3: Retail Building B (Commence Q1 2019, Completion Q4 2019)

Phase 4: Construction of Retail Buildings "A", "C" and "D" (TBD depending on tenant interest)

Phase 5: ADR III/IV (TBD depending on market interest and subject to a future PUD amendment)

As previously mentioned, a condition of approval is recommended that will require the removal of any debris and dilapidated concrete/asphalt, and the replacement of any dead landscaping within each zone if construction within that zone has not commenced within 12 months of approval of this PUD amendment. Additionally, if at any time during construction within any zone, said construction ceases for a period of 12 months, then that zone shall be cleared of debris, construction material, and landscaped to the satisfaction of the Village.

Staff notes that several off-site improvements are required once construction on the next phase of development begins. These improvements are:

- A sidewalk along the east side of Rohlwing Road (per Ord. 12-039)
- Southbound left turn lanes on Rohlwing Road for the two northernmost private drives. This improvement is no longer applicable since there is only one entrance proposed on Rohlwing Road, (which is the existing Stonegate Blvd. entrance and it already has a dedicated left turn lane). Therefore, this condition can be repealed. When future developments are proposed for Lots 16 and 2B with access proposed from Rohlwing Road, the need for dedicated left turn lanes can be evaluated.
- Crosswalk and pedestrian activated signal on the north side of Euclid Ave./Rohlwing Rd. intersection, unless the City of Rolling Meadows obtains a grant that includes that improvement.
- Left-hand turn lane from eastbound Euclid Avenue to the Stonegate Blvd. entrance. Staff notes that Ord. 12-006 requires the developer to pay 100% of all costs associated with a warrant study and future construction and maintenance of a traffic signal at this intersection, if such warrant study and traffic signal is required by Cook County.
- A bike path on the north side of Euclid Avenue, unless the City of Rolling Meadows obtains a grant that includes this improvement.
- A crosswalk and pedestrian activated signal on the east side of the Euclid Avenue/Rohlwing Road intersection, at such time when the City of Rolling Meadows installs a sidewalk on the east side of Rohlwing Road from Cardinal Street to Euclid Avenue.
- A right-hand turn lane from southbound Rohlwing Road to westbound Euclid Avenue. Staff notes that this improvement can be deferred to a later time if agreed to by the Village and the City of Rolling Meadows.

Site Plan and Building Design

The developer has retained OKW Architects to provide a new design concept that is a more contemporary architecture with larger window openings to enhance the retail appeal of the development. A modern theme for the retail portion of Arlington Downs is appropriate and consistent with the modern aesthetic of the renovated One Arlington residential tower. The petitioner has provided a detailed list of the green features that will be included within ADR-II. The Design Commission has reviewed and approved ADR-II, the First Ascent/Funtopia renovation of the waterpark, and the Vib hotel building. Future PUD approvals will be needed for the ADR-III and ADR-IV buildings.

Since ADR-II replaces a retail building in Zone E, which building would have provided an active streetscape along the ring road and Euclid Avenue. The developer worked with staff to provide amenity spaces and common areas in the first floor adjacent to Stonegate Blvd., which helps to keep the building active at its base.

The following chart compares the current PUD approval and the proposed changes to the PUD.

Arlington Downs 2018 PUD Amendment: Current and Proposed PUD			
		Current PUD (Ord 15-049)	Proposed Amendment
Zone A	Residential tower	214 dwelling units	no change
		Day Care 6,600 sf; Restaurant 4,500 sf	Offices 11,100 sf
Zone B	Hotel	161 rooms / conference rooms	360 dwelling units (future phase)
	Water Park	Water Park	Climbing Wall / Family Entertainment Facility (already approved via Ord. 18-019)
Zone C	Residential Tower Phase 2	442 dwelling units	443 dwelling units (263 units in ADR-II plus 180 age restricted units in future phase)
Zone E	Commercial	12,000 sf commercial	
Zone D	Commercial	48,000 sf	30,300 sf
		(15,000 sf medical)	No medical proposed
			116 room hotel
	Total Commercial (excluding Zone B)	71,100 sf (15,000 sf medical)	41,400 sf (no medical)

Staff has recommended that the developer construct a landscaped median within the Euclid Avenue ROW in areas where this landscape median would be viable as per the City of Rolling Meadows and Cook County Department of Transportation. A condition of approval requiring this median has been included below. Staff notes that the developer would need to be responsible for maintenance of said landscape median.

The Building Department and Fire Department have asked for certain alterations to the east leg of Stonegate Boulevard that is adjacent to ADR-II to allow for enhanced emergency personnel access. In response to this request, the developer has shifted the location of the building slightly to the west to bring it closer to Stonegate Boulevard, which allows for better fire protection. However, the petitioner is still working out a final design for this area in order to address all Village concerns. A condition approval requiring further modifications to the plans has been included below.

Landscape

The petitioner has submitted a landscape plan that has been reviewed by staff. Overall, the site is well landscaped with a mix of trees, shrubs, and evergreens to provide for year round screening. However, there are certain items within the plan that still need to be addressed. First, the developer has not yet provided details on the decorative crosswalks and street lighting that will enhance the pedestrian linkages throughout the site. Prior to Final Plat of Subdivision approval, the petitioner shall provide a detail of the proposed specialty pavement including the pattern and color, as well as catalog cuts for the decorative street lights, for review and approval by staff.

Staff is also requesting 12 additional evergreen trees along Euclid Avenue, which will help to soften the rear drive aisle of the Retail Buildings A and B and further screen the refuse enclosure areas. Staff believes that the proposed enclosures for Retail Buildings A and B should be flipped so that they don't face outwards towards the street. Additionally, the dumpsters should be moved closer to the building so that a wing wall can be extended out to make up part of the dumpster enclosure, which will integrate nicely with the architecture of the building. A condition of approval requiring these changes as part of Final Plat of

Subdivision approval has been recommended. Staff notes that the previously approved version of this project designed the refuse areas to be inside the buildings, which provided superior screening.

Further details will be required on the rear loading area for ADR-II. The plans showing this area do not yet present a coordinated vision for functionality and screening of this element, and additional details will be needed prior to Final Plat of Subdivision approval. The petitioner shall provide further details on the landscaping in this area, and a wing wall to screen deliveries/loading/mechanical units may be required depending on final design.

Regarding the Vib hotel, the plans depict several AC mechanical units to be in the front yard along Rohlwing Road. Staff believes that if AC units are allowed to be within the front yard along a primary street frontage, these elements must be screened with a small screen wall of sufficient size to screen the units and the wall must be architecturally compatible with the building. Additionally, it is recommended that these enclosures maintain the 15' required setback from Rohlwing Road.

Finally, the proposed signage at the corner of Euclid Avenue and Rohlwing Road needs further development. The proposed sign includes an LED screen, which will require a variation through the Design Commission. No such variation will be granted via this PUD amendment process, and the sign will require separate review as staff would like to work further with the petitioner on the design and size of this feature. A previous condition of approval from Ord. 15-049 requires the developer to work separately with staff on this sign.

Traffic & Parking

The petitioner submitted a detailed traffic and parking study that assesses the impacts of the development. A shared parking model has been used to evaluate the parking requirements for this development as was done with the original PUD and subsequent amendments thereto. Below is a comparison of the current approved PUD and the proposed amendment (**Chart I** below illustrates the parking on use by use basis).

Parking	Current PUD (Per 2015 Amendment)	Proposed PUD
Required by Code	2,526	2,768
Supply	2,028	2,333
Deficit by Code	-498	-435
Peak Demand (Shared Parking Analysis)	1,858	2,106
Supply	2,028	2,333
Surplus based on Peak Demand	170	227

Chart I: Parking Required and Provided per Use

Location	Parking Required	Parking Provided	Anticipated Peak Demand
One Arlington/25N	349	336	311
Funtopia/First Ascent	342	311	285
ADR-II	526	400	395
ADR-III	360	270	270
ADR-IV	720	540	540
Vib Hotel and Commercial	471	476	459
TOTAL	2,768	2,333	N/A

Staff notes that a previous variation was granted to One Arlington and the residential high-rise that had originally been proposed in Zone C (but never constructed), which allowed these two residential uses to provide parking at a ratio of 1.45 spaces per unit. Prior to construction of the residential high-rise in Zone C, the developer was required to provide a parking study that illustrated the parking demand of the residential in One Arlington to ensure that the 1.45 space per unit ratio was viable. This study was completed in 2017 and showed that One Arlington only required parking at a ratio of 1.31 spaces per unit. Therefore, staff believes that the 1.5 spaces per unit ratio provided in ADR-II is sufficient to accommodate for its expected parking demand.

However, the following variation to parking is still required:

- **Chapter 28, Section 10.4, to reduce the required on-site parking from 2,768 spaces to 2,333 spaces.**

Staff is supportive of the variation as the petitioner has provided an extensive shared parking analysis which demonstrates that the peak parking demand is estimated at 2,106 cars at 7:00pm on weekdays and 1,849 cars at 10:00pm on weekends. Overall, the parking supply of 2,333 parking spaces is adequate to meet peak demand. Analyzing parking on a zone by zone basis, all zones contain enough parking to accommodate peak demand, and so overflow onto other zones is not expected, which was something that was necessary in all previous iterations of the plans. In order for the parking within Zone A to succeed (One Arlington and 25N Coworking), the employees, tenants, and guests of 25N must parking within the underground garage utilized by One Arlington. This was a required condition of approval when First Ascent/Funtopia was approved earlier this year.

The petitioner has proposed no dedicated loading zone for the 30,300 square feet of restaurant/retail within Zone D. Therefore, the following variation is required:

- **Section 10.7, Schedule of Loading Requirements, to waive the requirement for two (10' x 50') off-street loading berths for the retail/restaurant uses in Zone D.**

The petitioner has indicated that separate loading spaces are not warranted as deliveries will be scheduled to occur at off-peak hours when customers are not around. Given the large shared parking field for the uses in Zone D, staff believes that a waiver for the loading zones will not be problematic provided that deliveries do not occur during peak operations. If deliveries occur during the morning there will still be leftover parking spaces for customers, and staff is supportive of this variation.

With regards to traffic, the proposed development will generate less traffic than previous versions of the plan as more residential and less commercial space has been included in the present proposal (residential uses generate less traffic). Peak traffic will occur during weekends where there will be an estimated 907 trips to and from the subject property during the peak hour. In comparison to previous plans, the 2015 amendment forecast 976 trips during the weekend peak hour, and the 2014 amendment forecast 1,613 trips during the weekend peak hour. The surrounding street network and internal site circulation has been designed to accommodate for these peaks.

Since a significant portion of the overall development and parking demand will come from future phases of construction (ADR-III and ADR-IV), the developer will need to demonstrate that the existing parking is viable prior to approval being granted for these future phases of development. Specifically, the developer will need to survey the parking in both One-Arlington and ADR-II to demonstrate that the parking for those residential

uses are adequately served by the 1.45 and 1.5 spaces per unit parking ratios. Additionally, when First Ascent/Funtopia was approved, a condition of approval required the developer to survey the First Ascent/Funtopia parking to determine if additional overflow parking was needed on lot 2B. This condition still stands and will be required when development is proposed on Lot 2B (ADR-IV).

The proposed development is compliant with all bicycle parking space requirements.

RECOMMENDATION

The Staff Development Committee is supportive of the proposed amendment to PUD Ordinance Numbers 12-006, 12-037, 12-039, 14-025, 15-049, and 18-019 to allow modifications to the approved development plan for Arlington Downs, the Land Use Variation to allow a residential use as a principal use in the B-2 District for “ADR-II”, Preliminary Plat of Subdivision to reconfigure lots 3 and 5 to accommodate for the proposed “ADR-II” and “ADR-III” residential buildings, an amendment to the hotel Special Use Permit to reduce the number of rooms from 161 to 116 and to allow the hotel within Zone D, and to allow for development within Zone C prior to constructing the foundation of the hotel, along with the following variations:

- Variation to Chapter 28, Section 10.4, to reduce the required on-site parking from 2,768 spaces to 2,333 spaces.
- Variation to Chapter 28, Section 5.1-11.4(a), to allow dwelling units on the first floor on Lot 5A.
- Section 10.7, Schedule of Loading Requirements, to waive the requirement for two (10' x 50') off-street loading berths for the retail/restaurant uses in Zone D.

Staff recommends approval of this application subject to the following conditions:

1. Final Plat of Subdivision approval is required.
2. A PUD amendment will be required for the ADR-III and ADR-IV development sites when a project for those properties has been proposed.
3. The previous approval ordinances shall be amended as outlined in **Exhibit I**.
4. Prior to Final Plat of Subdivision approval, the petitioner shall:
 - a. Modify the plans for ADR-II as necessary to comply with fire lane requirements as mandated by the Village.
 - b. The petitioner will revise the landscape plan to incorporate 12 additional evergreen trees along Euclid Avenue to screen the rear areas of retail buildings A and B.
 - c. Provide a revised site plan that shows the dumpster enclosure for retail buildings A and B as part of the building via a wing wall and the opening for these enclosures to be facing away from Euclid Ave.
 - d. Provide better screening for the mechanical and loading/delivery area at the rear of ADR-II. Such screening may require a screen wall.
5. The developer shall work with staff to include a certain portion of the 39 required affordable units on-site and shall pay a fee-in-lieu for the difference, compliant with the Housing Commission motion from June 12, 2016
6. Prior to Building Permit issuance, the petitioner shall provide the Village with a copy of the amended Declarations, Covenants, and Restrictions for the PUD. To the satisfaction of the Village, this document shall provide for reciprocal access, parking, and shared maintenance amongst all developments within the PUD. The revised document must also contain language that addresses payment responsibility for water loss between the master meters and individual meters within the development to the satisfaction of the Public Works Department, or alternatively, the developer can enter into a separate onsite utility

and maintenance agreement to address the concerns from Public Works (for review and approval by the Village).

7. Impact Fees will for ADR-II shall be required at time of building permit issuance, compliant with Village Code.
8. The removal of any debris and dilapidated concrete/asphalt, and the replacement of any dead landscaping within each zone will be required if construction within any zone has not commenced within 12 months of approval of this PUD amendment. Additionally, if at any time during construction within any zone, said construction ceases for a period of 12 months, then that zone shall be cleared of debris, construction material, and landscaped to the satisfaction of the Village.
9. The petitioner shall explore construction of a landscaped median in the Euclid Avenue Right-of-Way, and shall construct said median if determined to be feasible by the City of Rolling Meadows and Cook County Department of Transportation. All maintenance costs for this landscaped median will be the responsibility of the property owner.
10. The AC units located in the front yard of the hotel building shall be screened with a screen wall that is architecturally compatible with the hotel building and provides complete screening of the units (3 sides). Alternatively, these units can be relocated to the roof of the building and appropriately screened.
11. Prior to zoning approval being granted for future development of ADR-III and ADR-IV, the petitioner will need to survey the existing parking within One Arlington and ADR-II to determine if the parking ratios for these developments adequately capture their parking demand.
12. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

July 20, 2018

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Exhibit I: List of Amendments to Previous Approval Ordinances

Ordinance 12-006:

That the special use approved in Ordinance number 12-006, and amended via Ordinance 14-025, be further amended to allow a 116 room hotel in Zone D.

That the land use variation granted in Ordinance 12-006 to allow residential uses as the principal use in Zone C, is hereby amended to allow residential uses as the principal use in Zone E, Zone C, and Zone 2B (inclusive of lot 16).

That the variation granted by Ordinance 12-006 to allow lodging rooms below the 2nd floor is repealed.

That the variation granted by Ordinance 12-006 to waive the requirement for landscape islands underneath all light poles in Zone D is repealed.

That the variation granted by Ordinance 12-006 to allow a reduction in the number of required onsite parking spaces, is hereby amended to allow 2,333 parking stalls where 2,768 parking stalls are required.

General Condition #1 be modified to clarify that Zone A shall be developed mixed use, Zone B shall be developed as residential and entertainment, that Zone C and E shall be developed as residential, that Zone D shall be developed as commercial and hotel.

General Condition #2 be modified to clarify that residential dwelling units shall only be allowed in Zones A, B, C, and E.

General Condition #3 be modified to clarify that the maximum number of dwelling units in Zone A shall be 214, that the maximum number of dwelling units in Zone C and E shall be 443, and that the maximum number of dwelling units in Zone B shall be 360.

General Condition #9 be amended to limit the maximum number of occupants within the First Ascent/Funtopia building to 1,275 occupants.

General Condition #10 be amended to clarify that the project shall comply with the Design Commission motions from May 22nd and June 12, 2018.

General Condition #11 be repealed.

Traffic and Parking Condition #2 be amended to allow parking for residential uses in Zones A, B, and C.

Traffic and Parking Condition #8 be amended to clarify that Salt Creek Lane roadway improvements shall be implemented in conjunction with the development of ADR-II.

Traffic and Parking Condition #11 be repealed.

Traffic and Parking Condition #14 be repealed.

Building, Site, and Landscape Related Condition #1 shall be amended to clarify that the plaza area and associated landscaping, as well as the Village gateway sign located at the southwest corner of Zone D, shall be constructed once construction within Zone D begins.

Building, Site, and Landscape Related Condition #2 shall be amended to clarify that the landscaping along the primary drive that extends west to Rohlwing Road shall be required when development in Zone D begins.

Building, Site, and Landscape Related Condition #4 shall be repealed.

Ordinance 12-037:

That the variation granted by Ordinance 12-037 be amended to clarify that the parking variation is to allow a reduction in required parking to allow 2,333 parking stalls where 2,768 parking stalls are required.

Ordinance 12-039:

That condition #1c be repealed.

Ordinance 14-025:

That the Special Use Permit granted for a large amusement device arcade in the B-2 district be repealed.

That the variation to allow lodging rooms below the second floor in the B-2 district be repealed.

That the parking variation granted by Ordinance 14-025 be amended to clarify that the parking variation is to allow a reduction in required parking to allow 2,333 parking stalls where 2,768 parking stalls are required.

Condition of approval #1 be repealed.

Condition #4 be amended to clarify that the petitioner shall comply with the Design Commission motions from May 22nd and June 12, 2018.

Ordinance 15-049:

That the conceptual approval for 26,825 square feet of restaurant spaces and 6,400 square feet of outdoor restaurant spaces be amended to grant conceptual approval for 20,000 square feet of restaurant space and 3,000 square feet of outdoor restaurant space.

That the variation granted to allow a reduction in the required 15 foot setback for parking lots located on Rohlwing Road be repealed.

That the variation to reduce the parking requirements be amended to clarify that the variation is to allow 2,333 parking stalls where 2,768 parking stalls are required.

That condition #1 be repealed.

That condition #2 be amended to clarify that no less than 10,305 square feet of non-sales tax/food and beverage tax generators shall be permitted in Zone D.

Condition #7 shall be amended to require that the petitioner comply with the Design Commission motions from May 22nd and June 12, 2018.

NOTICE OF
PUBLIC HEARING
NOTICE IS HEREBY
GIVEN THAT THE PLAN
COMMISSION OF THE
VILLAGE OF ARLINGTON
HEIGHTS WILL CONDUCT
A PUBLIC HEARING ON
JULY 25, 2018, AT 7:30 P.M.
in the Municipal Building, 33
South Arlington Heights
Road, Arlington Heights, Il-
linois to consider Petition
No. 18-010, an amendment to
Planned Unit Development
ordinances 12-006, 12-037, 12-
039, 14-025, 15-059, and 18-019
to allow for modifications to
the previously approved Ar-
lington Downs site plans, a
Land Use Variation to allow
residential uses as a princi-
pal use in the B-2 District in
Zones B and E, Preliminary
and Final Plat of Subdivi-
sion approval, amendment
to Special Use Permit ordi-
nances 12-006 and 14-025 to
allow a 116 room hotel
within Zone D and to allow
for development within
Zone C prior to constructing
the foundation of the hotel, ,
and a Special Use Permit to
allow a restaurant on the
subject property, said prop-
erty located at 3400 W. Eu-
clid Avenue and 3555 W. Salt
Creek Lane, Arlington
Heights, IL, legally de-
scribed as:
Lots 1A, 2A, and 4A in Ar-
lington Downs Two, being a
resubdivision of lots 1, 2 and
4 in Arlington Downs, being
a Planned Unit Develop-
ment of part of the north-
west 1/4 of Section 25 and
part of the northeast 1/4 of
Section 26, Township 42
North, Range 10, East of the
Third Principal Meridian,
According to the Plat of said
Arlington Downs Two, re-
corded October 25, 2013 as
Document 1329839038, in
Cook County, Illinois, and;
Lots 3 and 5 in Arlington
Downs, being a Planned
Unit Development of part of
the northwest 1/4 of Section
25 and part of the northeast
1/4 of Section 26, Township 42
North, Range 10, East of the
Third Principal Meridian,
according to the Plat of said
Arlington Downs, Recorded
January 3, 2013 as Docu-
ment 1300334039, in Cook
County, Illinois, and;
Lot 16 in Arlington Park Of-
fice Center, being a subdivi-
sion of part of the Northwest
1/4 of Section 25, and part of
the Northeast 1/4 of Section
26, Township 42 North,
range 10, East of the Third
Principal Meridian, re-
corded on May 22, 1980, Doc-
ument Number 25466742, in
Cook County, Illinois.
As part of said petition, the
petitioner is requesting the
following variations from
Chapter 28 of the Municipal
Code:
• Section 10.4, Schedule of
Parking Requirements, to
allow a reduction to the
minimum number of re-
quired off-street parking
stalls on the subject prop-
erty.
• Section 5.1-11.4(a), Condi-
tions of Use, to allow dwell-
ing units on the first floor on
Lot 5A.
• Section 10.7, Schedule of
Loading Requirements, to
reduce the required number
of off-street loading berths
on the subject property.
And other variations as de-
termined necessary by the
Plan Commission.
All persons desiring to be
heard shall be given the op-
portunity 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 Depart-
ment at 33 South Arlington
Heights Road, Arlington
Heights, Illinois 60005, (847)
368-5760, TDD# (847) 368-
5794.
Terrance Ennes, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
Published in Daily Herald
July 10, 2018 (4504357)

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, North Aurora, Bannockburn, Barrington, Barrington Hills, Lake Barrington, North Barrington, South Barrington, Bartlett, Batavia, Buffalo Grove, Burlington, Campton Hills, Carpentersville, Cary, Crystal Lake, Deerfield, Deer Park, Des Plaines, Elburn, East Dundee, Elgin, South Elgin, Elk Grove Village, Fox Lake, Fox River Grove, Franklin Park, Geneva, Gilberts, Glenview, Grayslake, Green Oaks, Gurnee, Hainesville, Hampshire, Hanover Park, Hawthorn Woods, Highland Park, Highwood, Hoffman Estates, Huntley, Inverness, Island Lake, Kildeer, Lake Bluff, Lake Forest, Lake in the Hills, Lake Villa, Lake Zurich, Libertyville, Lincolnshire, Lindenhurst, Long Grove, Melrose Park, Montgomery, Morton Grove, Mt. Prospect, Mundelein, Niles, Northbrook, Northfield, Northlake, Palatine, Park Ridge, Prospect Heights, River Grove, Riverwoods, Rolling Meadows, Rosemont, Round Lake, Round Lake Beach, Round Lake Heights, Round Lake Park, Schaumburg, Schiller Park, Sleepy Hollow, St. Charles, Streamwood, Sugar Grove, Third Lake, Tower Lakes, Vernon Hills, Volo, Wadsworth, Wauconda, Waukegan, West Dundee, Wheeling, Wildwood, Wilmette

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 July 10, 2018 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

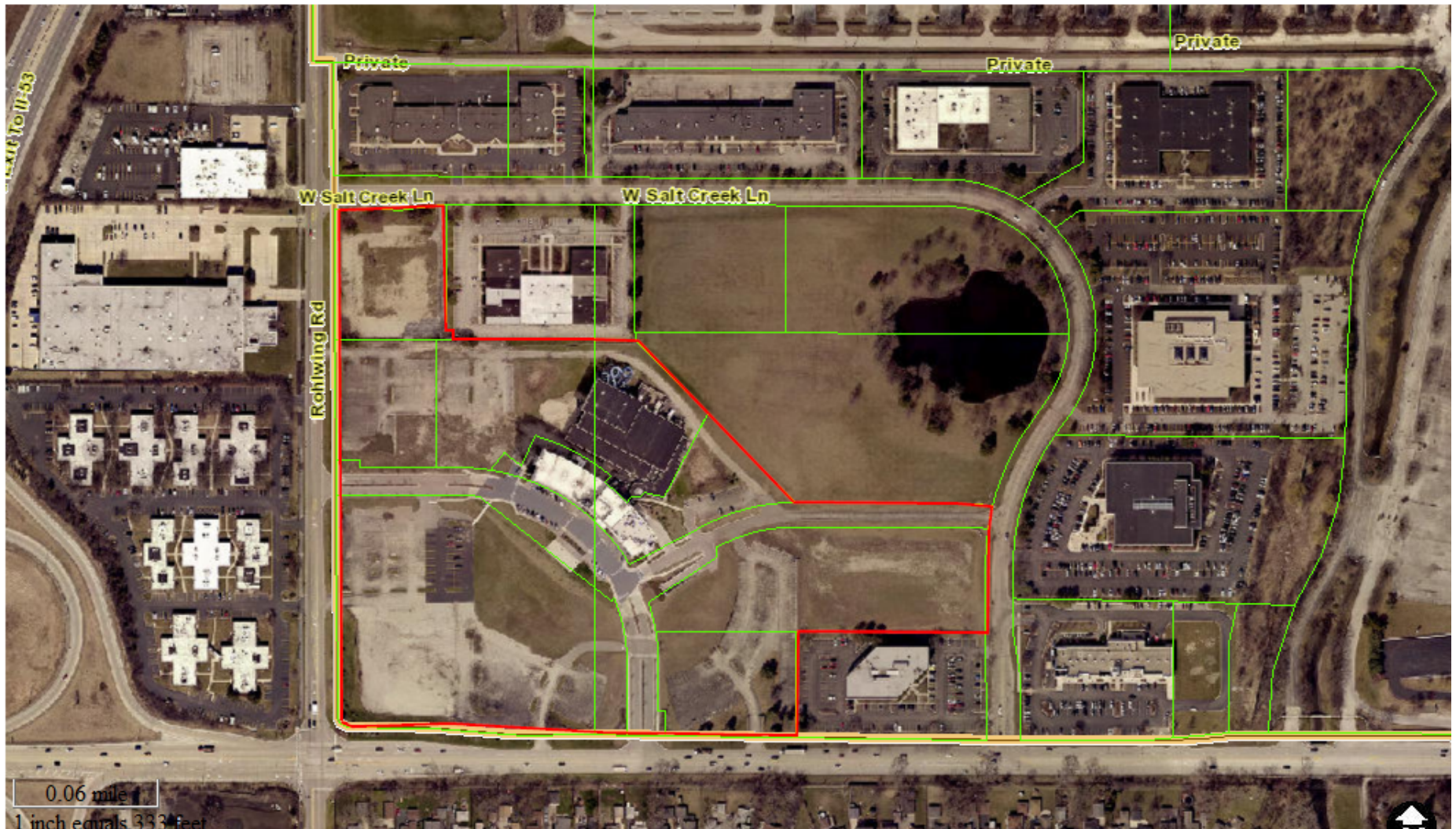
BY *Danula Baetz*
Authorized Agent

Control # 4504357

RECEIVED

JUL 16 2018

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**



Map created on July 20, 2018.

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**REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION**

HELD AT VILLAGE HALL ON:

February 28, 2018

Project Title: Arlington Downs PUD Amendment

Address: 3400 W. Euclid Ave.

Petitioner: Mark Kluemper, AIA
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, Illinois 60661

Requested Action:

1. Amendment to PUD Ordinance Numbers 12-006, 12-037, 12-039, 14-025, and 15-049 to allow modifications to the approved development plan for Arlington Downs.
2. Land Use Variation to allow residential uses as a principal use in the B-2 District in zones B and E.
3. Plat of Subdivision to reconfigure lots 3 and 5 to accommodate for the proposed “ADR-II” and “ADR-III” residential buildings.
4. Special Use Permit for an arcade/amusement facility (Funtopia) and a Special Use Permit for a restaurant.
5. Amendment to the hotel Special Use Permit to reduce the number of rooms from 161 to 116, and to allow for development within Zone C prior to constructing the foundation of the hotel.

Variations Required:

1. Chapter 28, Section 11.4, to reduce the required parking. The extent of this parking variation will be determined once additional information has been provided.
2. Chapter 28, Section 5.1-22.1(c), to reduce the required setback for parking areas along Rohlwing Road and Euclid Avenue from 15 feet to approximately 10 feet.
3. Additional variations may be identified once details plans have been submitted.

Attendees:

David Trandel, Developer
Chris George, Development Team
Mark Kluemper, OKW Architects
Sam Hubbard, Village of Arlington Heights
John Sigalos, Plan Commissioner
Jay Cherwin, Plan Commissioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner

Project Summary:

The subject site is located at the northeast corner of Euclid Avenue and Rohlwing Road and consists of several land parcels that have a combined area of 27 acres. In 2012, and subsequent amendments in 2014 and 2015, the Village Board of Trustees approved the Arlington Downs mixed use development. The current version of this project, as per Ordinance #15-049, is to include the following:

A master development plan for the Arlington Downs mixed use development that was divided into 5 different use zones; Zones A and C: Residential / Mixed Use, Zone B: Hotel and Entertainment (Water Park), and Zones D and E: Commercial. When combined, the Arlington Downs Mixed Use Development includes:

- 657 luxury apartment units;
- 161 limited service hotel rooms;

- The reopening of the water park with a 1,000 person occupancy and a new entry addition along the west building elevation to include an arcade;
- 71,100 square feet of commercial/retail space;
- 2,028 parking spaces.

Meeting Discussion:

Mr. Trandel began with an explanation of where the developers were at with the Arlington Downs project, stating that they had been before the Conceptual Plan Review Committee a number of times and that this was a challenging and complex project. He summarized the previous approvals, which were granted in 2012 and had proposed a development that everyone thought could be capitalized at that time. The adaptive reuse of the former Sheraton Hotel building was completed during the first phase of development. Since then, the developer has been trying to pursue the market as it relates to the other uses within the development. The plan that is currently presented reflects current market realities and depicts a development that can begin construction immediately upon approval. The development team had anticipated being finished with the development at this time, which is six years after the original approval was granted. They now have a definitive agreement with a hotel to get that portion of the development going, which is something that they have not had up until this point. They have the capital lined up for the next phase of residential development. With this new momentum, they anticipate some speculative construction within Zone D to get the commercial side of things going.

He explained the success of 25N Coworking, which was the office user within the One Arlington building, and said that First Ascent will be a great use within the former waterpark building.

Mr. Hubbard explained that the proposed development modification required an amendment to the previously approved PUD ordinances. One of these changes involves moving the hotel from the northern part of the site into Zone D in the south, and the integration of residential uses into the northern portion of the site, which requires a Land Use Variation. The location of Funtopia, and the associated restaurant within, requires a Special Use permit. An amendment to the Special Use Permit for the hotel is also needed since the number of rooms has changed from 161 to 116.

In Zone E and Zone C, located on the eastern side of the site, the developer has proposed the elimination of a smaller retail building and the replacement of this with a 263 unit residential building. As a future phase of development in this area, the developer is proposing a 180-unit age restricted residential development.

In order for staff to be able to analyze the proposed PUD modifications, the developer would need to provide an updated traffic and parking study. The development operates on a shared parking model where the peak times for the sum of the uses within the development don't coincide, so although there is a parking deficit relative to code standards, the parking provided satisfies demand. In order to understand how the proposed modifications may alter this relationship, a traffic and parking study is necessary.

Certain changes to the prior conditions of approval will be needed. The previous approval ordinance required that the foundation for the hotel be constructed prior to any further residential development on the site. Since the developer is proposing to proceed with the 263-unit residential building as their next phase of development, an elimination of this condition of approval will be required. Additionally, there are several off-site improvements that are required by the developer, which kick in when the next phase of development begins, and so the developer should familiarize themselves with these obligations as these improvements will be required during any next phase of development.

Relative to affordable housing requirements, the developer had previously been allowed to provide 5% of the units in Zone C as affordable units, and since the unit mix within Zone C has been altered, the developer will need to re-appear before the Housing Commission to determine how many affordable units will now be required.

The developer will need to provide more detailed plans in their Plan Commission application, including floor plans for the ADR-II residential building and hotel, occupancy calculations, elevations, landscape plans, details on the phasing of the development, and additional details on the proposed commercial spaces within Zone D. He summarized the staff perspective as generally supportive of this project, subject to additional details that will need to be provided.

Commissioner Jensen asked about the proposed future phase that includes 180 senior living units.

Mr. Trandel stated that this housing would be independent living that would be age restricted for individuals over 55 years in age.

Commissioner Jensen asked what range of the senior population would be living there; would it be individuals above 55 all the way to individuals that need nursing care?

Mr. Trandel responded that it would be for active adults.

Commissioner Jensen said he would like to see some sort of a market study for this type of use. He mentioned that facilities that provide assisted living also offer care for these individuals once they need services beyond assisted living, and they often guarantee a spot for these people even after all of the individuals funds have been depleted. He would like to see details on how this would work here.

Mr. Trandel clarified that they were not proposing assisted living; it would be more independent living for individuals who are 55 years of age or older.

Commissioner Jensen suggested that the developer remove the “Senior Living” wording from the plans since it implied that there would be some sort of assisted living component. He asked about whether they have commitments from any of the other proposed users within the development other than the hotel which had been previously mentioned.

Mr. Trandel replied that there was a firm commitment on the ADR-II residential building.

Commissioner Jensen asked about the movie theater that had been previously proposed at one point.

Mr. Trandel replied that the movie theater was no longer part of this development.

Commissioner Sigalos asked about the next phase of development.

Mr. Trandel responded that the next phase of development would be the 263 unit residential building (ADR-II), and the hotel would follow immediately after the residential building.

Commissioner Sigalos asked about parking for ADR-II.

Mr. Trandel replied that parking would be in a 5-story garage so that they could provide parking at a rate of 1.5 spaces per unit.

Commissioner Sigalos asked about the timeframe for the project

Mr. Trandel replied that they would start immediately upon approval. He guessed that the hotel would start about one month after ADR-II began construction.

Commissioner Sigalos asked if the land would be sold or leased to the other users within the PUD

Mr. Trandel clarified that the land for the hotel would be sold to a third party. He said that the land for ADR-II would be sold off to a third entity, but would remain under control of the developer. He said that the ownership and legal framework was very complex. The site is owned by the same people but structured within multiple LLC's.

Commissioner Sigalos asked retail building B.

Mr. Trandel stated that retail building B would be adjacent to ADR-II and would follow shortly after ADR-II.

Commissioner Sigalos said that he thought the whole project was very exciting and that he understood that market conditions changed and so the development needed to respond to that. He said he was hopeful that the project would move forward.

Commissioner Cherwin asked for clarification on phasing and whether the senior living residential facility was part of the next phase that would begin construction.

Mr. Trandel stated that the next phase only included ADR-II and did not include the senior living facility.

Commissioner Cherwin asked about the open space to the northeast of the development.

Mr. Trandel said that there was an agreement in place to develop that as playing fields but that the grants for that were tied up in the Illinois governmental spending freeze. However, he was working with someone to lobby for release of those funds.

Commissioner Cherwin said that he was excited to see this project move forward and also understood that the market changes, and developers needed to adapt to the market. He said that the modifications to the plans seemed generally consistent with what was previously approved. He asked if the developer was still on board with the required off-site improvements that would kick in when the next phase of development occurred.

Mr. Trandel said that there were these improvements were previously planned and already accounted for.

Commissioner Cherwin said that in a previous proposed amendment, the design of the buildings had been upgraded to a more modern look and he wanted to know if this new look was still contemplated.

Mr. Kluemper said that they were still thinking in the same vein, however, the plans for all the buildings had not yet been developed but that they would be more contemporary and keeping with the existing tower.

Commissioner Green said that he had no questions and still thought that it was a great project that they were on top of things. He understood that the market was changing and that the development team was swinging with it.

Mr. Trandel said that he felt a renewed vigor in the project and that he felt they had a plan that was achievable.

Commissioner Jensen said that he was very enthusiastic for the project but thought that they should re-think the senior living portion. He said that age restricted living might not be viable next to all of the other uses, and that since they are not going to be getting into progressive care, the senior housing portion could be a morass for the development team.

Commissioner Cherwin asked if, from a zoning perspective, age-restricted housing was an issue.

Mr. Hubbard explained that age restricted housing did not need special zoning approval strictly because it was age restricted. However, a nursing home would require special zoning approval. He pointed out that the senior housing was labeled as a future phase on the plans, and therefore no actual zoning approval would be granted for it at this time. It was only serving as a placeholder to help for planning with parking and traffic, and that if and when plans were actually developed for the senior housing, it would have to come back for approval through the Plan Commission. At that time, details could be vetted on the viability of the development.

RECOMMENDATION

The Conceptual Plan Review Committee was supportive of the proposal and advised that the petitioner should move forward.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Sam Hubbard, Recorder

STAFF DESIGN COMMISSION REPORT RE-REVIEW

PROJECT INFORMATION:

Project Name: Arlington Downs Apartment Building

Project Address: 3400 W. Euclid Avenue
Prepared By: Steve Hautzinger

Date Prepared: May 3, 2018

Date Revised: June 5, 2018

PETITION INFORMATION:

DC Number: 18-025

Petitioner Name: Chris George
Petitioner Address: Arlington Devco
350 W. Hubbard Street, Suite 640
Chicago, IL 60654

Meeting Date: May 8, 2018

Re-Review Meeting Date: June 12, 2018

Requested Action(s):

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

Design Commission Responsibility for Projects Being Reviewed by Plan Commission:

The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code.

This project requires Plan Commission review and Village Board approval for an amendment to the previously approved Arlington Downs Planned Unit Development (PUD). Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's responsibility is as outlined in Chapter 28 of the Municipal Code, Section 14.2-1, which states:

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

Summary:

The petitioner is seeking approval of the architectural design for a new five-story apartment building and attached parking garage as part of the Arlington Downs mixed-use development. The existing site is currently vacant.

Previous Review Comments:

This project was previously reviewed by the Design Commission on May 8, 2018, at which time the project was CONTINUED to allow design concerns to be addressed. The following is a summary of some of the key comments and suggestions from the Design Commission:

- Exterior Colors and Materials:
 - Overall, the Design Commission liked the exterior color palette for the building.
 - There was some concern about the use of lap siding, especially at the main entrance.
 - The siding material shown on the top floor required clarification.
 - It was encouraged that the wall materials and colors in the courtyard should match the exterior walls.
- Corner Features:
 - There was mixed feedback on creating a hierarchy amongst the corner features, or keeping them all the same, like bookends.
- Balconies:
 - The semi-recessed balcony detail on the south wall was favored, and it was encouraged to continue this detail on the other sides of the building.
- Pergola:
 - The option of angling the support columns was discussed, and overall the Design Commission expressed a preference for this option.

- Entrance Canopy:
 - The Design Commission encouraged the entrance canopy to be larger, more interesting, and slightly raised to be above the brick coursing.
 - There was a preference for angled support columns, with consideration to engage the columns to the wall, similar to the 'One Arlington' building.
- VTAC Louvers:
 - Alternate discrete locations for the louvers was encouraged, but painting the louvers to match the adjacent wall surface was an acceptable approach.
- Parking Garage:
 - There was concern with the appearance of how the parking garage attached to the apartment building, and a dividing detail was encouraged.
 - There was concern regarding the appearance of the east wall. Staggered panels were considered, but looked too busy.
 - There was concern regarding the lack of windows in the stair tower.
 - Overall, the garage needed more color to complement the building design.

Project Update:

In response to the comments from May 8, the petitioner has made changes to the design. A summary of the changes is as follows:

- Exterior Colors and Materials:
 - No changes to the exterior colors.
 - The lap siding was changed to a smooth panel with a running bond layout.
 - The siding material on the top floor has been clarified to be smooth panels.
 - The renderings have been updated to show the courtyard walls detailed to match the exterior walls.
- Corner Features:
 - No changes.
- Balconies:
 - The semi-recessed balcony detail on the south wall has been omitted to be consistent with the other elevations. However, the cornice detail at the top of the wall above each balcony has been lowered to visually break up the long walls in a similar manner as the semi-recessed balconies.
- Pergola:
 - The pergola support columns have been angled to complement the entrance feature on the existing 'One Arlington' building.
- Entrance Canopy:
 - The entrance canopy has been widened, raised, and angled support columns added to complement the entrance canopy design at the existing 'One Arlington' building.
- Parking Garage:
 - A metal mesh screen has been added to create a break between the apartment building and the parking garage.
 - A metal mesh screen wall has been added to the east wall to add interest to the design.
 - The stair tower walls have been opened up for a more transparent appearance. The openings are covered with metal mesh screens.

Staff Comments:

As previously reported, overall, the proposed design is nicely done with a modern aesthetic that is appropriate in this location. The overall massing and variety of materials is nicely designed, and fits well with the overall vision for the development, including the existing "One Arlington" apartment tower, the proposed hotel, and the proposed retail buildings.

In regards to the proposed revisions:

- The proposed running bond pattern in the "pumpkin" wall panels is a little busy, and should be evaluated by the Design Commission for cohesiveness with the overall design.

- Omitting the semi-recessed balcony detail is not consistent with the Design Commission's recommendations. The revised cornice detail above the balconies does work well to visually break up the long walls in a similar manner, but the semi-recessed balcony detail is preferred and encouraged.
- The revised entrance canopy is much improved from the previous design, and it works well to signify the entrance.
- The proposed metal mesh screen wall at the garage is a creative solution to visually separate the garage from the apartment building, and it works well to add interest to the sloped portion of the east wall. Options to grow vegetation on the east screen wall are encouraged.
- It is recommended that the metal mesh screens in the garage stair tower be replaced with a glass curtain wall for an enhanced appearance and to protect the stairs from rain, snow, and ice.
- The precast concrete garage panels are still too monochromatic. It is recommended that color be added to the base of the garage to complement the apartment building.
- The previous plans included a small cornice detail at the top of the garage, which has been omitted. It is recommended that the cornice detail be added back to the design.
- The exterior wall material, finishes, and colors of the apartment building walls abutting, and above, the top floor of the garage need to be clarified. These walls need to be of a finished quality consistent with the apartment building design.

Equipment Screening:

All rooftop mechanical equipment will be screened from view by sound absorbing screen walls finished to complement the dark gray wall color.

Signage:

There is no signage included in this proposal. All signage shall comply with Chapter 30 Sign Code, and separate permits are required.

RECOMMENDATION:

It is recommended that the Design Commission **approve** the design of the proposed apartment building to be located at 3400 W. Euclid Avenue. This recommendation is subject to compliance with the revised plans received 5/25/18, 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. The proposed running bond pattern in the "pumpkin" wall panels should be evaluated by the Design Commission for cohesiveness with the overall design.
2. Incorporating semi-recessed balconies throughout the design is encouraged.
3. Options to grow vegetation on the east garage screen wall are encouraged.
4. It is recommended that the metal mesh screens in the garage stair tower be replaced with a glass curtain.
5. It is recommended that color be added to the base of the garage to complement the apartment building.
6. It is recommended that the cornice detail be added back to the precast concrete garage walls.
7. Clarify the exterior wall material, finishes, and colors of the apartment building walls abutting, and above, the top floor of the garage. These walls need to be of a finished quality consistent with the apartment building design.
8. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, sign code or building or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/owner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans and sign permit plans comply with all zoning code, building code and sign code requirements.
9. All signage shall comply with the Sign code, Chapter 30.

June 5, 2018

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

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard,
Development Planner, Petitioner, DC File 18-025

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
JUNE 12, 2018

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

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

Members Absent: None

Also Present: Mike Fitzgerald, OKW Architects for *Arlington Downs Apartment Building*
Paul Bilger, OKW Architects for *Arlington Downs Apartment Building*
Joan Russick, OKW Architects for *Arlington Downs Apartment Building*
James Cazares for the *European Crystal Hotel*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM MAY 22, 2018

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER ECKHARDT, TO APPROVE THE MEETING MINUTES OF MAY 22, 2018. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 1. MULTI-FAMILY NEW RE-REVIEWDC#18-025 – Arlington Downs Apartment Building – 3400 W. Euclid Ave.

Mike Fitzgerald, Joan Russick, and Paul Bilger, representing *OKW Architects*, were present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner is seeking approval of the architectural design for a new five-story apartment building and attached parking garage as part of the Arlington Downs mixed-use development. The existing site is currently vacant.

This project was previously reviewed by the Design Commission on May 8, 2018, at which time the project was continued to allow design concerns to be addressed. The following is a summary of some of the key comments and suggestions from the Design Commission:

- Exterior Colors and Materials:
 - o Overall, the Design Commission liked the exterior color palette for the building.
 - o There was some concern about the use of lap siding, especially at the main entrance.
 - o The siding material shown on the top floor required clarification.
 - o It was encouraged that the wall materials and colors in the courtyard should match the exterior walls.
- Corner Features:
 - o There was mixed feedback on creating a hierarchy amongst the corner features, or keeping them all the same, like bookends.
- Balconies:
 - o The semi-recessed balcony detail on the south wall was favored, and it was encouraged to continue this detail on the other sides of the building.
- Pergola:
 - o The option of angling the support columns was discussed, and overall the Design Commission expressed a preference for this option.
- Entrance Canopy:
 - o The Design Commission encouraged the entrance canopy to be larger, more interesting, and slightly raised to be above the brick coursing.
 - o There was a preference for angled support columns, with consideration to engage the columns to the wall, similar to the 'One Arlington' building.
- VTAC Louvers:
 - o Alternate discrete locations for the louvers was encouraged, but painting the louvers to match the adjacent wall surface was an acceptable approach.
- Parking Garage:
 - o There was concern with the appearance of how the parking garage attached to the apartment building, and a dividing detail was encouraged.
 - o There was concern regarding the appearance of the east wall. Staggered panels were considered, but looked too busy.
 - o There was concern regarding the lack of windows in the stair tower.
 - o Overall, the garage needed more color to complement the building design.

In response to the comments from May 8, the petitioner has made changes to the design. A summary of the changes is as follows:

- Exterior Colors and Materials:
 - o No changes to the exterior colors.
 - o The lap siding was changed to a smooth panel with a running bond layout.
 - o The siding material on the top floor has been clarified to be smooth panels.

- o The renderings have been updated to show the courtyard walls detailed to match the exterior walls.
- Corner Features:
 - o No changes.
- Balconies:
 - o The semi-recessed balcony detail on the south wall has been omitted to be consistent with the other elevations. However, the cornice detail at the top of the wall above each balcony has been lowered to visually break up the long walls in a similar manner as the semi-recessed balconies.
- Pergola:
 - o The pergola support columns have been angled to complement the entrance feature on the existing 'One Arlington' building.
- Entrance Canopy:
 - o The entrance canopy has been widened, raised, and angled support columns added to complement the entrance canopy design at the existing 'One Arlington' building.
- Parking Garage:
 - o A metal mesh screen has been added to create a break between the apartment building and the parking garage.
 - o A metal mesh screen wall has been added to the east wall to add interest to the design.
 - o The stair tower walls have been opened up for a more transparent appearance. The openings are covered with metal mesh screens.

Overall, Staff feels the proposed design is nicely done with a modern aesthetic that is appropriate in this location. The overall massing and variety of materials is nicely designed, and fits well with the overall vision for the development, including the existing "One Arlington" apartment tower, the proposed hotel, and the proposed retail buildings.

In regards to the proposed revisions, Staff would suggest the following:

- The proposed running bond pattern in the "pumpkin" wall panels is a little busy, and should be evaluated by the Design Commission for cohesiveness with the overall design.
- Omitting the semi-recessed balcony detail is not consistent with the Design Commission's recommendations. The revised cornice detail above the balconies does work well to visually break up the long walls in a similar manner, but the semi-recessed balcony detail is preferred and encouraged.
- The revised entrance canopy is much improved from the previous design, and it works well to signify the entrance.
- The proposed metal mesh screen wall at the garage is a creative solution to visually separate the garage from the apartment building, and it works well to add interest to the sloped portion of the east wall. Options to grow vegetation on the east screen wall are encouraged.
- It is recommended that the metal mesh screens in the garage stair tower be replaced with a glass curtain wall for an enhanced appearance and to protect the stairs from rain, snow, and ice.
- The precast concrete garage panels are still too monochromatic. It is recommended that color be added to the base of the garage to complement the apartment building.
- The previous plans included a small cornice detail at the top of the garage, which has been omitted. It is recommended that the cornice detail be added back to the design.
- The exterior wall material, finishes, and colors of the apartment building walls abutting, and above, the top floor of the garage need to be clarified. These walls need to be of a finished quality consistent with the apartment building design.

All rooftop mechanical equipment will be screened from view by sound absorbing screen walls finished to complement the dark gray wall color. There is no signage included in this proposal, and all signage shall comply with Chapter 30, with separate permits required.

Staff recommends approval of the design, with consideration to items 1 through 7 listed in the Staff report.

Mr. Fitzgerald began a slide presentation in response to the updates that were made. He commented that although not this commission's purview, the costs of the project are a part of the design, and they want to best address concerns made by both the commissioners and Staff while not having a net cost add to the project. Previous concerns about the balconies were evaluated, with a preference that all balcony locations be recessed and perhaps have one detail that runs consistent throughout the project. A decision was made to make all the balconies flush, while creating the effect of breaking up the facade on all directions with a break in the cornice above the balconies, and the 3 zones of balconies along Euclid were pulled forward to be flush with the wall, and the dark Hardie panel on the top level was carried down vertically into the zone where the balconies are. The corner elements were also studied; changing colors, changing shape; changing the pumpkin material from lap siding to panels. They felt that given the breath of the building, the accent of the pumpkin at the corners is important and helps break up the length of the facade and provide some accent to these corners; therefore, the accent material remains in the location being shown; however, the lap siding was changed to a panel system, and the over scaled running bond pattern was changed to a typical grid. Also, the pergola on the west side of the building follows the curve of the road and the geometry of the ADR1 building.

Concerns about the views from westbound Euclid were also studied, and a slide was presented to the commissioners that showed the distance off Euclid that the parking garage sits and the space between the office building to the east of the site and the proposed new apartment building. The slide shows just a narrow window of visibility of the parking garage, and that the building in the foreground will obscure a significant amount of the parking garage. The slide also shows the corner elements as an accent to the development, the vertical breaks in the wall where the projecting balconies are located, and the modification made to the profile of the apartment building by jogging the parapet down to further accent that zone. Details of the balcony were also shown, depicting the parapet where the dark material carries down, and the trim piece on the balcony patio doors with the metal mesh infill panel.

Mr. Fitzgerald also stated that although not part of this commission's purview, the interior planning does have an affect on what is being done on the outside of the building, and as a result of further conversations with both Village Staff and their client, modifications were made to the internal workings of the plan with regards to the amenity and common spaces for residents near the entrance court on the north side of the building. The club room and fitness room were moved to the west side of the building, which enables a more semi-private utilization of the terrace, as well a connection from the communal spaces to the communal courtyard. There is still a landscape buffer separating the general public from the residents utilizing these spaces, but it becomes a more active space, rather than a private terrace for residents.

Looking at the main entrance on the north side of the building, the entry canopy was expanded just beyond the entry doors at the lobby, supported by angled brackets, much in keeping with some of the vocabulary of the ADR1 building. The change in the pumpkin panel system from lap siding to an over scaled running bond is more consistent with the light color and dark color Hardie panels. In response to Staff comments about the parking garage, the color tone on the pre-cast concrete panels at the base were added back, to help better ground the garage. The base carries through not only the main parking area, but the emergency stair tower itself, which was lowered to create a more vertical element. The added screen will create that space between the apartment building and the parking garage itself as a much more transparent element. Mr. Fitzgerald pointed out the addition of the accent pumpkin color on the inside of the stairs, and for cost purposes proposing they are proposing to infill the stair openings with the metal mesh because the stair is intended to be an open air emergency stair only. The main garage stair is located in the back corner.

Mr. Fitzgerald explained that the screen has also been added along the ramps on the east garage elevation. He explained the mesh screen detail was initially proposed as a double layer web, but due to cost, they are now looking at a single layer mesh hung from the garage. They had discussions with their client about landscaping in the area of the screening, and whether it will grow up the screen, resulting in their preference that plantings at the base of the garage not be allowed to trail up the screen, and that the screen act as a semi-transparent element in front of the ramp system. They also looked at the wall located at the top level of the parking deck, and propose that the dark Hardie panel at the top floor continue to wrap around the top layer, and beneath that part of the parking garage structure itself, the concrete wall would be painted to match the Hardie panel on the apartment building. There are some areas of mechanical equipment on the roof that primarily serve the public spaces, which will sit more towards the middle of the roof and be screened, although there is a continuous parapet around the entire building that is a minimum 2-feet in

most areas, and 4-feet at the corners. They do not anticipate the equipment being visible from many places, given the parapet wall and how far back it is, and the equipment screening will match the dark tone of the Hardie panel shown wrapping around the top of the building.

Chair Fitzgerald asked if there was any public comment on the project and there was no response from the audience.

Commissioner Kubow liked what was done with the entrance; he liked the horizontality of it, which made it feel a little more prominent than what was previously proposed, and he felt there was a great opportunity to add some type of logo there as well. He also liked the change from the lap siding to the Hardie panel, which was fitting for a more contemporary design. With regards to the parking garage, the image shown tonight with the existing building located to the east was not previously presented and was helpful to show how much of the garage elevation would actually be seen from Euclid, which he felt would be limited. He acknowledged how difficult it is to fenestrate a parking garage, but felt the current proposal was fine because the existing building will block the garage elevation.

Commissioner Kubow said that most multi-family buildings have some type of walk-out at the ground-floor units; however, none of the ground-floor units on the proposed new building have balconies or porches. The petitioner pointed out that the grade drops off on the east and south elevations. Regardless of the grade change, Commissioner Kubow felt there was an opportunity for something at the ground-floor units, and although it would increase costs, a higher rent for those units could help offset those costs. He felt that moving the amenities to the west elevation helped greatly and would go a long way, although he felt the front entrance should be there as well. Commissioner Kubow also asked if the transformers located along Euclid are required to be screened with landscaping, and the petitioner replied that the location of the transformers has not yet been finalized; however, the intent is to screen them wherever they end up. Commissioner Kubow also said that although he understood cost factors, the stairwell that faces northwest would get hit with the elements and for safety reasons, he would require some type of glazing there.

Commissioner Kubow compared the southwest elevation of both the previous design and the current design. He liked the color scheme currently being shown, but wished the petitioner would have stayed with the recessed balconies on Euclid Avenue, which he felt were more interesting. He also asked for clarification on the change to the parapet, and Mr. Fitzgerald said that the continuous parapet that was previously proposed was stepped down to further accentuate the vertical break, which Commissioner Kubow liked as a compromise to create visual interest. Overall, Commissioner Kubow liked what was now being proposed.

Commissioner Kingsley felt the petitioner did a great job with the revisions, comments and presentation tonight. She too liked the changes that were done to the front entrance on the north elevation, and she agreed with Commissioner Kubow about the west elevation, although she really liked how it was designed to be a private-public space. She pointed out what appeared to be one private area along the west side underneath the trellis, and Mr. Fitzgerald explained that this one unit would have a private terrace underneath the trellis. Commissioner Kingsley also agreed with Commissioner Kubow's comments about the first-floor units not having walk-outs; the first-floor units on grade could benefit from exterior doors that allow residents to bypass the interior of the building and enter/exit from the outside. She also agreed that the parking garage stair should be glazed or enclosed, since it would be used more by pedestrians that park in this area, and she liked the panel systems now being proposed instead of the lap siding. She asked if the reveals would be expressed, and the petitioner said that the reveals would be expressed but painted out the same color as the panel system.

Commissioner Kingsley reviewed the colors and samples being proposed for the new building and parking garage. She confirmed that 3 colors are proposed for the apartment building, Gingery, Iron Gray, and Cobblestone, as well as the Cedar color brick with a natural grout. She referred to the balcony detail and asked about the dark grey inset on the top of the window, and the petitioner explained that the window head of every unit would have a grey panel that goes up to the underside of the balcony of the unit above, as well as grey trim down the sides to the top of the brick. Commissioner Kingsley also asked if the windows were all the same color, and the petitioner said that they are intended to all be the same Gull Grey color, which he presented a sample of. The petitioner also presented samples of the accent metal for the cornices, coping, balconies, and trellis, and reviewed the colors and materials being

proposed for the parking garage. Commissioner Kingsley said the color palette was very nice and she especially liked the brick and the pumpkin color. Mr. Fitzgerald said that they will finalize the exact pre-cast stain color on site to find the best match with the brick color.

With regards to the parking garage, Commissioner Kingsley really liked the metal screen wall being proposed, but she was not in favor of the mounting clips; she suggested the petitioner further study this and have Staff review it to ensure its quality. She also felt it was important to break up the screen wall and she suggested a living wall if possible. She further commented that the inside of the stairwell appeared to be painted orange, and Mr. Fitzgerald confirmed this. Commissioner Kingsley also said that she preferred the grid layout for the Gingery color panels that was presented tonight, which mimics the other panels and is a little less busy than the running bond. Mr. Fitzgerald said that they agreed.

Commissioner Eckhardt said that 2 of his questions have already been answered, one about the pumpkin material, and the other about vegetation on the parking garage screens, which is sometimes well intended but never works. He felt a more architectural, cool looking screen would be exciting, possibly with LED lights on it to give it some fun. He asked if balconies were being proposed inside the courtyard and the petitioner said they were not. Commissioner Eckhardt also referred to the east elevation of the apartment building and the close proximity of the bottom wall panel at grade that gets bigger and bigger as grade drops, until it appears to be almost a full-story; this area needs some attention. He suggested splitting it and putting another color underneath, to keep the line going around, or build a retaining wall further out on the property, allowing a flat area for a resident to walk out on, or include trees to screen it. Commissioner Eckhardt still had some concerns about the parking garage location, although moving some of the public areas away from it was an improvement, and he was bothered by many of the units having no balconies, especially the larger units. He was in favor of all the other changes that were made, although he wanted to see the stairwell enclosed with glass, and he assumed the steel stairs would be painted a color to offset the Gingery color, which he liked.

Chair Fitzgerald said that all of his questions have already been asked by the other commissioners. He was fine with the balconies as proposed, which he liked, and he really liked the parking garage stairwell, and agreed with the suggestion to add glass windows. He also agreed that it is very difficult to get vines to grow up a lattice type panel to where it gets high enough to have an effect; he would rather see nothing there, than have something look weak and sick all the time.

Commissioner Kubow was concerned about the metal panel being proposed for the parking garage. He referenced 'The Emerson' development in Downtown Oak Park, an apartment project he worked on that introduced a cool perforated metal panel for the parking garage, where all of the connections were hidden behind the panel. Using different angles gave the screening a sculptural feel, which was an art requirement by the Village of Oak Park; there are multiple cost effective ways of doing metal panels or any type of screening where the clips are not seen, and he was glad that Commissioner Kingsley brought this up because he did not like the screen wall example being shown tonight at all. He felt it was important that it be a requirement that Staff take a very close look at what was proposed there. His motion would include a requirement to add glazing to the garage stair tower, a requirement to use stack bond pattern in the siding as opposed to the staggered running bond, and a requirement that Staff review the final detailing for the metal screen wall on the parking garage.

Mr. Hautzinger encouraged the motion to include Staff's recommendation that color be added to the base of the garage to complement the apartment building, which was presented tonight but was not in the packet. The commissioners liked this revision and agreed to add it to the motion. Commissioner Kingsley referred to Staff's suggestion that the cornice detail be added back to the precast concrete garage walls, and the petitioner agreed. Mr. Hautzinger also suggested that details of the big blank walls above the parking garage, which were not included in the plans submitted, be added to the motion. Commissioner Kingsley reiterated Commissioner Eckhardt's concerns and suggestions about the receding grade on the east side of the building, and again on the north elevation where the driveway slopes down. The petitioner added that their intent is to add landscaping in those areas to help soften the wall.

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER ECKHARDT, TO APPROVE THE PROPOSED NEW APARTMENT BUILDING TO BE LOCATED AT 3400 W. EUCLID AVENUE. THIS APPROVAL IS SUBJECT TO COMPLIANCE WITH THE REVISED PLANS RECEIVED 5/25/18, 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 GLAZING TO THE GARAGE STAIR TOWER.
2. A REQUIREMENT TO USE SMOOTH PANEL SIDING INSTEAD OF LAP SIDING.
3. A REQUIREMENT TO USE STACK BOND PATTERN IN THE 'PUMPKIN' PANEL SIDING, IN LIEU OF THE STAGGERED RUNNING BOND.
4. A REQUIREMENT THAT STAFF REVIEW THE FINAL DETAILING FOR THE METAL MESH SCREEN WALLS ON THE PARKING GARAGE.
5. A REQUIREMENT TO ADD THE TINTED COLOR ON THE BASE OF THE GARAGE WALLS, A COLOR TO MATCH THE BRICK ON THE APARTMENT BUILDING.
6. A REQUIREMENT TO INCLUDE THE CORNICE REVEAL DETAIL ON THE TOP OF THE PARKING GARAGE WALLS ON THE PARKING GARAGE.
7. A REQUIREMENT TO INCLUDE THE DETAILING ON THE APARTMENT WALLS ABOVE THE TOP OF THE GARAGE AS PRESENTED TONIGHT, PER EXHIBIT A313 DATED 6-12-18.
8. A RECOMMENDATION TO INCLUDE ADDITIONAL BRICK DETAILING ON THE EAST AND NORTH ELEVATIONS TO CREATE A HORIZONTAL SHADOW LINE AT THE FIRST-FLOOR ELEVATION WHERE GRADE DROPS BELOW THE FIRST-FLOOR.
9. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILITY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.

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

Mr. Fitzgerald thanked the commissioners for their support and feedback, and felt the overall design was improved as a result of the design review process.

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: Arlington Downs Vib Hotel

Project Address: 3400 W. Euclid Avenue

Prepared By: Steve Hautzinger

Date Prepared: May 16, 2018

PETITION INFORMATION:

DC Number: 18-046

Petitioner Name: David Gillespie

Petitioner Address: Gillespie Design Group
5307 Business Parkway, Suite 101
Ringwood, IL 60072

Meeting Date: May 22, 2018

Requested Action(s):

Approval of the architectural design for a new hotel at the Arlington Downs Planned Unit Development.

Design Commission Responsibility for Projects Being Reviewed by Plan Commission:

The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code.

This project requires Plan Commission review and Village Board approval for an amendment to the previously approved Arlington Downs Planned Unit Development (PUD). Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's responsibility is as outlined in Chapter 28 of the Municipal Code, Section 14.2-1, which states:

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

Summary:

The petitioner is seeking approval of the architectural design for a new five-story hotel building as part of the Arlington Downs mixed-use development. The existing site is currently vacant.

Architectural Design:

Overall, the proposed design is nicely done with a modern aesthetic that is appropriate in this location. The unique facades and variety of materials are nicely designed, and will fit well with the overall vision for the development, including the existing "One Arlington" apartment tower, the proposed multi-family building, and the proposed retail buildings.

To further enhance the design, the following details should be evaluated. However, the petitioner has indicated that any revisions will require approval by Best Western:

1. **West Wall.** The west wall will be highly visible facing Rohlwing Road, but the first and second floors are large and lacking detail. The petitioner has indicated that landscaping, including overstory and foundation plantings, will be used to soften the wall. However, it is recommended that the design of the wall be further developed to be similar to the east elevation. Consider adding curtain wall windows in the Offices, Fireplace Lounge, and Meeting Rooms at the first floor and mezzanine.
2. **Entrance Doors.** The main entrance doors get lost in the large glass storefront. Consider changing the color of the doors to red to draw more attention to the main entrance.

Mechanical Equipment Screening:

All mechanical equipment is required to be screened from view. The petitioner has indicated that the design includes minimum 24" high parapet walls, which will screen the mechanical equipment located at the center of the roof. However, there is one mechanical unit located near the elevator that will need to be further evaluated to verify adequate screening.

Signage:

The proposed design includes four wall signs. The two primary wall signs are located on the east and west walls mounted on red

fiber cement wall panels. The secondary wall signs are located on the north and south walls, and are designed to be more subtle with lighter colors. The signs are designed to be consistent with Vib Hotel's national brand standards, and overall they are nicely designed and work well with the overall building appearance. However, only one wall sign is allowed per street frontage, so only two signs are allowed. The petitioner will either need to omit two of the signs or seek a sign variation.

Separate permits are required for all signage.

RECOMMENDATION:

It is recommended that the Design Commission **approve** the design of the proposed Vib Hotel to be located at 3400 W. Euclid Avenue. This recommendation is subject to compliance with the plans dated 9/15/17 received 5/1/18, material list dated 5/14/18 received 5/15/18, 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. **West Wall.** It is recommended that the design of the west wall (first and second floors) be further developed to be similar to the east elevation. Consider adding curtain wall windows in the Offices, Fireplace Lounge, and Meeting Rooms at the first floor and mezzanine.
2. **Entrance Doors.** Consider changing the color of the entrance doors to red to draw more attention to them.
3. **Mechanical Equipment Screening.** Verify that the rooftop mechanical unit next to the elevator will be fully screened from view.
4. **Signage.** Either omit two of the four wall signs, or seek a sign variation.
5. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, sign code or building or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/owner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans and sign permit plans comply with all zoning code, building code and sign code requirements.
6. All signage shall comply with the Sign code, Chapter 30, or approved sign variations.

_____, May 16, 2018

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

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 18-046

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
MAY 22, 2018

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

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

Members Absent: None

Also Present: John Haran, E&J Builders for *1625 N. Chestnut Ave.*
Anita Kaufmann & Dave Wegner, Owners of *1625 N. Chestnut Ave.*
Joe Labelle, Rize Properties LLC for *939 N. Salem Ave.*
Tom Buckley, Thomas Buckley Architects for *739 N. Belmont Ave.*
Gary Geisler, Owner of *739 N. Belmont Ave.*
Gary Geisler, DG Builders for *Arlington Market-Phase 2*
Dipak Kumar, DG Builders for *Arlington Market-Phase 2*
Tom Buckley, Thomas Buckley Architects for *Arlington Market-Phase 2*
David Gillespie, Gillespie Design Group for *Vib Hotel*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM APRIL 24, 2018

A MOTION WAS MADE BY COMMISSIONER EKHARDT, SECONDED BY COMMISSIONER KUBOW, TO APPROVE THE MEETING MINUTES OF APRIL 24, 2018. ALL WERE IN FAVOR. MOTION CARRIED.

REVIEW OF MEETING MINUTES FROM MAY 8, 2018

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KUBOW, TO APPROVE THE MEETING MINUTES OF MAY 8, 2018. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 5. COMMERCIAL REVIEWDC#18-046 – Vib Hotel – Arlington Downs – 3400 W. Euclid Ave.

Mr. Dave Gillespie, representing *Gillespie Design Group*, was present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner is seeking approval of the architectural design for a new five-story hotel building as part of the Arlington Downs mixed-use development. The existing parcel is currently vacant and located along Rohlwing Road, at the west side of the site. An aerial view was presented that showed the location of the proposed new hotel, as well as the overall site plan for the development.

Overall, the proposed design is nicely done with a modern aesthetic that is appropriate in this location. The unique facades and variety of materials are nicely designed, and will fit well with the overall vision for the development, including the existing “One Arlington” apartment tower, the proposed multi-family building, and the proposed retail buildings.

To further enhance the design, the following details should be evaluated. However, the petitioner has indicated that any revisions will require approval by Best Western:

1. West Wall. The west wall will be highly visible facing Rohlwing Road, but the first and second floors are large and lacking detail. The petitioner has indicated that landscaping, including over-story and foundation plantings, will be used to soften the wall. However, it is recommended that the design of the wall be further developed to be similar to the east elevation. Consider adding curtain wall windows in the Offices, Fireplace Lounge, and Meeting Rooms at the first floor and mezzanine.
2. Entrance Doors/East Elevation. The main entrance doors get lost in the large glass storefront. Consider changing the color of the doors to red to draw more attention to the main entrance.

All mechanical equipment is required to be screened from view. The petitioner has indicated that the design includes minimum 24” high parapet walls, which will screen the mechanical equipment located at the center of the roof. However, there is one mechanical unit located near the elevator that will need to be further evaluated to verify adequate screening.

With regards to signage, the proposed design includes four wall signs. The two primary wall signs are located on the east and west walls mounted on red fiber cement wall panels. The secondary wall signs are located on the north and south walls, and are designed to be more subtle with lighter colors. The signs are designed to be consistent with Vib Hotel's national brand standards, and overall they are nicely designed and work well with the overall building appearance. However, only one wall sign is allowed per street frontage, so only two signs are allowed. The petitioner will either need to omit two of the signs or seek a sign variation. Separate permits are required for all signage.

Staff recommends approval of the proposed new hotel, subject to the concerns stated in the Staff report.

Mr. Gillespie asked whether the landscape plan they submitted to Staff in response to comments was available tonight, and Mr. Hautzinger replied that it was not and would be reviewed in detail during the PUD amendment with the Plan Commission. Mr. Gillespie said that the landscape plan submitted was more detailed than the PUD landscape plan, which only shows the perimeter landscaping around the site and not the site specific landscaping.

Mr. Gillespie said that they are excited to present the hotel tonight, which has been a long time coming for this development. The proposed hotel is a new prototype brand from Best Western, which has re-organized and come out with two new hotel prototypes, and he believed this would be the second new stand alone Vib Hotel built. They are trying to comply with the prototype standards, but the petitioner is excited to be in Arlington Heights and are open to suggestions.

In response to the comments about the west wall, Mr. Gillespie said that the first-floor is meant to be transparent on one side to present a focus both from inside and outside, and the hotel services back up against the west wall. They look at the building design in terms of scale from three perspectives: one is from a distance, such as from Route 53, and they feel the first-floor and mezzanine on both sides offer a nice base to the hotel and defines the functions of the first-floor separate from the upper floors, which they feel is appropriate from a distance. The second perspective is when you enter the development, and Mr. Gillespie referred to the pylons being proposed that serve a few purposes: they help to break down the scale, help to provide a focal point of the near intersection of those pylons where the entrance door to the hotel is located, provide protection from the elements, and allow for potential outdoor tables. He pointed out the primary materials of EIFS broken up with cement board siding alternating from major building elements into smaller building elements, the pylons, and the clear glass curtain wall at the entrance, which all help draw visitors to the front door of the building. Mr. Gillespie understood the point of making the entrance doors obvious, but they are trying not to make them obvious because the pylons help draw attention to the entry doors. They are not opposed to fully screening the rooftop units, but want to define the distance for the screening and if Route 53 is included in that; however, the unit located near the elevator will be relocated to the center of the roof, which could be raised on the west side of the building if necessary.

With regards to signage, Mr. Gillespie believed that the petitioner was going to come back and seek a variation on a number of signs for the new building. He pointed out the red element that wraps around the roof and drapes down the side of the building, which they feel is an exciting element. The word Vib is internally illuminated, and the red is proposed to be backlit along the edges as it goes down the side of the building. Cues were taken from the One Arlington building, which has an LED display on the base and at the top of the building.

Commissioner Kubow liked the design, which is fun and playful, and something this corner can certainly use. His only critique were the black diagonals on the corner. He questioned how necessary they are with the cool, contemporary design of the building, and he suggested removing them. He agreed with Staff's comments on coloring the entry, but also understood the petitioner's comments. He also felt the west elevation could benefit from landscaping to help soften the fenestration, and without a landscape plan tonight, he was unsure how to comment on that. In general, he liked what was being proposed, but would recommend eliminating the diagonals on the southeast elevation.

Commissioner Eckhardt was intrigued by the design and said that he did some on-line research about the Vib Hotel and found many images of the design that appear to have already been built. Mr. Gillespie stated there is one hotel in Arizona, one in Kansas and one in Florida; two of those being new and one being a conversion of an existing building. Commissioner Eckhardt felt the design was exciting inside and out, which was daring for a suburban hotel and a great idea. He loved the design and the red elements that are shown to be lit and shining down in the on-line images he saw, which he felt was cool, and he liked the reveals being proposed in the EIFS or oddly placed string packaging around the cube-type shapes. In response to Commissioner Kubow's concerns about the black diagonals on the building, Commissioner Eckhardt felt the diagonals were part of the exciting, playful aspect of the hotel, and using two different glass colors was a good way finder in terms of seeing the tenant glass. The only thing that bothered him is the white door on the west elevation, which he suggested painting to match the elevation. He also cautioned the petitioner about the EIFS down to the ground, which can be very problematic, especially with a sprinkler system. He suggested adding a strip of stones out 2-feet from the building to keep the EIFS away from grass and subsequent water. Commissioner Eckhardt also wanted the petitioner to describe the landscaping to be located on the west elevation.

Commissioner Kingsley felt the design was interesting, fun and playful; the whole building itself could be looked at as a sign. She had no issues with the crisscross elements on the building that were part of the playfulness, and she asked if those elements would have lights behind them, similar to some of the images found on-line for the Vib Hotel. Mr. Gillespie replied that the elements would not be lit. Commissioner Kingsley agreed with Commissioner Eckhardt's concerns about the white door on the west elevation and that it should be painted, similar to the louvers. She also felt there was a missed opportunity to make the balconies on the south elevation more than just an EIFS box; they look like lifeless balconies that have no windows or details as currently proposed, and she felt the same way about the other EIFS box on the building that looks too much like a box with a fin. Other than these comments, she felt the

design was great, although she disagreed with Staff's concerns about the entrance doors and felt that seeing through the glass would help show the entrance. She also loved the little platinum-colored pylons, as well as the red scarf element, and she agreed with Commissioner Eckhardt's comments about the EIFS coming down to the ground level, as well as the siding material. How this was going to be detailed and what it will look like is important.

Chair Fitzgerald also liked the fun design being proposed for the new hotel. He felt the black diagonal elements add a surprising amount of fun to the building, and he appreciated the comments from Commissioner Kingsley about the balconies needing more interest and detail. He also wanted a brief explanation from the petitioner about the landscaping being proposed on the west elevation, but added that revisions could be reviewed by Staff to determine whether it needed to come back to this commission or not.

Mr. Gillespie said that canopy trees and foundation plantings are proposed on the west elevation, which are not shown properly on the drawings presented tonight, and there are two mechanical units on the west elevation that will be completely screened by landscape. This is all part of the landscape plan that goes above and beyond what is shown on the landscape plan for the Planned Unit Development, and he was happy to provide that plan. Mr. Hautzinger said that the landscape plan should be submitted as part of the Plan Commission review.

Chair Fitzgerald asked if perimeter landscaping was being proposed by the developer between the building and the sidewalk, in addition to this petitioner's landscape plan for the hotel; he remembered a large buffer in the right-of-way parkway that the commissioners asked to be increased at the original review of the development. Chair Fitzgerald reiterated that he wanted Staff to review any revisions to ensure that the commissioner's concerns about landscaping to help soften the building are resolved. Mr. Hautzinger said that Staff was okay with doing that and would work with the petitioner through the Plan Commission review to ensure there is adequate landscaping on the west elevation.

Mr. Gillespie commented that originally there were many more of the diagonal bracing elements proposed on the building; however, they felt it was too busy and subsequently scaled it down appropriately, which Best Western was happy with and intends to incorporate into future hotels. He understood Commissioner Kingsley's comments about the balconies and felt there was a great opportunity to add some color there; he agreed with the suggestion to paint the white service door on the west elevation to match the adjacent material; and he agreed with the concerns about the EIFS and siding coming down to the ground, which could become either a burnished block or a different material at the first courses.

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER KINGSLEY, TO APPROVE THE DESIGN OF THE PROPOSED NEW VIB HOTEL TO BE LOCATED AT 3400 W. EUCLID AVENUE. THIS APPROVAL IS SUBJECT TO COMPLIANCE WITH THE PLANS DATED 9/15/17, RECEIVED 5/1/18, MATERIAL LIST DATED 5/14/18 AND RECEIVED 5/15/18, 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 CHANGE THE COLOR OF THE DOOR ON THE WEST ELEVATION TO MATCH THE SURROUNDING MATERIALS.
2. A REQUIREMENT THAT A MORE HARDY MATERIAL BE STUDIED FOR THE GRADE TRANSITION FROM GRADE TO THE CURRENTLY PROPOSED EIFS MATERIAL.
3. A RECOMMENDATION TO STUDY THE FRAMES AT THE SOUTH ELEVATION OF THE BALCONIES AND AT THE EAST ELEVATION.
4. A REQUIREMENT THAT THE LANDSCAPING ON THE WEST ELEVATION BE REVIEWED BY STAFF.

Commissioner Eckhardt clarified his previous comments about the EIFS material at the ground level; he did not want to see grass up against the building, but rather an approximate 1-1/2-foot gravel strip, or something to help bring the solid mass of the building down and avoid water issues. With regards to the recommendation to further study the balcony frames, he liked that the balcony designs are enclosed and provide usable outdoor space and privacy from Rohlfing Road, but excitement could be added to the balconies by tinting the glass red, or painting the back wall red

and lighting it, or adding LED lights on the bottom edge of the glass. Commissioner Kingsley said that adding color to the balconies should not take away from the red scarves on the building, and Chair Fitzgerald and Commissioner Eckhardt agreed. Commissioner Kingsley also asked about the color and material for the corner boards and siding, and Mr. Gillespie replied that both the horizontal lap siding and corner boards will be the same 'Sierra' brown color.

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

2. A REQUIREMENT TO PROVIDE A MORE HARDY WALL MATERIAL AT THE BASE OF THE WALL, OR PROVIDE A GRAVEL OR STONE STRIP AT GRADE AROUND THE WALL TO MINIMIZE WATER INFILTRATION ON THE BUILDING.

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

Mr. Hautzinger asked for preliminary feedback from the commissioners on the potential for a sign variation for the new hotel; the petitioner is proposing four wall signs. Commissioner Kubow had no objections to this because it is minimal, well designed, and fits with the profile. Chair Fitzgerald agreed and added that every building in this development is going to make this an unusual site, so he was okay with variations. Commissioners Eckhardt and Kingsley were fine with the signs that are currently shown.

Staff Report to the Housing Commission

To: The Chairman and Members of the Housing Commission
From: Nora Boyer, Housing Planner
Re: Arlington Downs– Response to Affordable Housing Policy
Report Prepared: June 12, 2018
Meeting Date: June 12, 2018

Original Affordable Housing Requirement

In 2012, the Housing Commission approved a recommendation to the Village Board with respect to the application on the Village's affordable housing policy to the Arlington Down development (Attachment A). That recommendation was approved by the Village Board and included in the conditions of approval for the Planned Unit Development (PUD).

In 2012, the Arlington Downs development was discussed as having two phases:

Phase I: The redevelopment of the (former Sheraton Hotel) tower; and

Phase II: All other components of the Planned Unit Development (PUD).

The 2012 affordable housing conditions exempted the tower (former Sheraton Hotel) from the Village's affordable housing requirements.

The 2012 conditions provide that for Arlington Downs Phase II:

- Phase II is exempt from the affordable housing requirements if 300 or fewer residential units are developed in Phase II.
- The affordable housing requirements apply to all residential units in Phase II (including the first 300 units) if more than 300 residential units are included in Phase II.

If more than 300 residential units are included in Phase II, then:

- 5% of all units in Phase II must be affordable;
- Fees in lieu of providing affordable units may be paid at a rate of \$100,000* per affordable unit not provided; or
- A combination of affordable units and fees at the rate of \$100,000* per affordable unit not provided is permissible.

** \$100,000 per affordable housing unit not provided was the fee in lieu amount stated in the Village's Affordable Rental Housing Guidelines. The fee was changed in 2014 to \$75,000 per affordable unit not provided based upon 15% of the units being affordable.*

Proposed Amendment to the PUD

The developer at Arlington Downs is proposing several amendment to the Arlington Downs PUD including the following changes with regard to residential units:

- The developer proposes detailed plans for approval of a 263 rental component (referred to by the developer as ADR II); and
- The developer proposes a concept for a 180 senior building (referred to by the developer as ADR III) to be detailed and approved at a later date.

Combined, 443 units are planned. Therefore, the 300 unit threshold for applying the affordable housing requirement in what was referred to in 2012 as Phase II is met.

According to the 2012 conditions of approval, the affordable housing requirement applied to ADR II results in the following:

263 total proposed units x 5% = 13 affordable units

13 affordable units x \$100,000 = \$1,300,000

or an equivalent combination of affordable units and fees

Developer's Current (2018) Affordable Housing Proposal

The developer is proposing to change in the affordable housing requirement for Phase II from that which was approved in 2012. The developer proposes that:

- 15% of units be affordable;
- The fee in lieu of providing affordable units be set at a rate of \$25,000 per affordable unit not provided; or
- An equivalent combination of affordable units and fees at a rate of \$25,000 per affordable unit be provided.

For ADR II, the calculation would be:

263 units x 15% = 39 affordable units

39 affordable units x \$25,000 = \$975,000

or an equivalent combination of affordable units and fees

Provision of Units

Some Village Board members recently stated they would like to see actual units provided. Members of the Housing Commission have also expressed that they prefer that affordable housing units be included in developments rather than that developer pay the fees. The Housing Commission should discuss the minimum number of affordable units it recommends be included in Phase II and specifically in ADR II.

Analysis

The developer's current proposal calls for 39 affordable units (rather than 13) which is consistent with the Village Board and Housing Commission's goal to encourage affordable units rather than the payment of fees.

Further, the developer's affordable housing proposal is consistent with the affordable housing requirements recommended by the Housing Commission for the Sigwalt Apartments and the Hickory Kensington Apartments. Those two developments were the same general type of development – rental units in multi-family housing buildings.

Recommendation

It is recommended that the Housing Commission recommend to the Village Board that for ADR II and future proposals at the Arlington Downs Development (all redevelopment except the redevelopment of the existing One Arlington tower building):

1. Require that 15% of the residential units (39 affordable units in ADR II) be allocated as affordable units in perpetuity. The developer may elect to pay a fee in lieu of providing the affordable housing units at a rate of \$25,000 affordable unit not provided; or may provide an equivalent combination of affordable units and fees in lieu of affordable units. However, a minimum number of affordable units shall be provided and maintained in perpetuity.
2. Prior to Plan Commission staff will work with the developer on an acceptable housing fee payment schedule. Fee in lieu payments shall be made no later than the issuance of the first Certificate of Occupancy and incorporated as a condition of approval.
3. If fees are paid and the developer later decides to provide affordable units instead, they may receive refunds of the fees paid in accordance with the following:
 - a) Refunds may only occur within a specified time period say 6 months or certainly no more than 12 months from issuance of the first certificate of occupancy;
 - b) If funds are available in the amount of the requested refund in the Trust Fund; and
 - c) Excluding the minimum number of affordable units provided.
4. ~~Within 18 months of the approval of the PUD or issuance of any building permits with respect to residential units in Phase II of the project, the developer, in consultation with the Village, shall develop a specific affordable housing plan consistent with the affordable housing requirements approved by the Village Board and included in the PUD approval. During this period, the developer may discuss any reasonable modifications to the proposal with the Village once the financing and economics of the Phase II project are more defined.~~
5. The base rental rate shall be set at the HUD Fair Market Rent for Cook County as established annually by the U. S. Department of Housing and Urban Development. If the developer is participating in an affordable housing program that is approved by the Village (such as a

government-sponsored program, program for veterans, etc.), the eligibility guidelines and rent structure of the approved affordable housing program would apply.

6. The developer shall submit an annual report concerning the affordable housing program by January 31 of each year, in a form as determined by the Village.
7. ~~The developer shall retain the option to include all or a portion of the approved number of affordable units in Phase I under the conditions described above provided that an affordable housing plan acceptable to the Village shall be adopted prior to the issuance of permits for residential units in Phase I.~~

Attachment A

Arlington Downs
Housing Commission Recommendation
January 2, 2012

A MOTION WAS MADE BY COMMISSIONER WHITE AND SECONDED BY COMMISSIONER MILLER TO RECOMMEND THE FOLLOWING AFFORDABLE HOUSING REQUIREMENTS TO THE VILLAGE BOARD WITH RESPECT TO THE PROPOSED ARLINGTON DOWN DEVELOPMENT:

1. Require that 5% of the residential units in the Phase II of the development (i.e. excluding the former Sheraton Hotel building) be allocated to affordable units:

Total Units Range	Affordable Housing	Percentage
0 – 300	0 units	0%
301 – 375	15 to 19 units	5%
376 – 400	19 to 20 units	5%
401 – 425	20 to 21 units	5%
426 – 450	21 to 23 units	5%
451 – 470	23 to 24 units	5%

The developer may elect pay a fee in lieu of providing the affordable housing units at \$100,000 per unit, or do a combination of providing affordable units and paying the fee in lieu of units.

2. The base rental rate shall be set at the HUD Fair Market Rent for Cook County as established annually by the U. S. Department of Housing and Urban Development. If the developer is participating in an affordable housing program that is approved by the Village (such as a government-sponsored program, program for veterans, etc.), the eligibility guidelines and rent structure of the approved affordable housing program would apply.
3. Within 18 months of the approval of the PUD or issuance of any building permits with respect to residential units in Phase II of the project, the developer, in consultation with the Village, shall develop a specific affordable housing plan consistent with the affordable housing requirements approved by the Village Board and included in the PUD approval. During this period, the developer may discuss any reasonable modifications to the proposal with the Village once the financing and economics of the Phase II project are more defined.
4. The developer shall submit an annual report concerning the affordable housing program by January 31 of each year, in a form as determined by the Village.
5. The developer shall retain the option to include all or a portion of the approved number of affordable units in Phase I under the conditions described above provided that an affordable housing plan acceptable to the Village shall be adopted prior to the issuance of permits for residential units in Phase I.

The motion was approved unanimously.

APPROVED

**MINUTES OF A MEETING OF
THE ARLINGTON HEIGHTS HOUSING COMMISSION
HELD AT ARLINGTON HEIGHTS VILLAGE HALL
VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS
JUNE 12, 2018**

IN ATTENDANCE:

Commissioners

Present: Alex Hageli Mark Hellner
 Will Delea Zach Creer

Commissioners

Absent: Andrew Tripp Andrea Johnson Namrita Nelson

Staff Present: Nora Boyer, Housing Planner/Staff Liaison

Others Present: Chris George, Tartan Realty Group, Inc.
Douglas Reichl, Tartan Realty Group, Inc.

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 in attendance.

A motion was made by Chairman Hageli, seconded by Commissioner Delea to approve the minutes of the May 8, 2018 with some edits. The motion was approved unanimously.

Prior to beginning the items on the agenda, the Commissioners asked some questions about the history of the Arlington Downs development and the staff report concerning the affordable housing component at development. The staff report was emailed to the members of the Housing Commission at 4:30 pm.

III. REPORTS

None

IV. OLD BUSINESS

A. Single Family Rehabilitation Loan Program

B. Group Home and Transitional Housing Rehab Program

C. 2018-2019 Community Development Block Grant (CDBG) Update

V. NEW BUSINESS

A. Arlington Downs – Presentation and Response to Affordable Housing Policy

After introductions, Mr. Reichl explained that this project is also receiving design review this evening. The developer is proposing a 263-unit rental building at the Arlington Downs. The hope is to break ground on the 263-unit apartment building in September. Mr. Reichl stated that he is representing Tartan Realty Group, Inc., which is coordinating aspects of the development for the current owner CA Ventures.

Mr. Reichl and the Commissioners discussed a number of changes are being proposed at Arlington Downs including moving the location of the hotel and developing a smaller strip shopping center. Three pad sites in the development area are yet to be identified as to use. He said that these sites may be appropriate for restaurants or retail users.

Mr. Reichl stated that staff and the developer have been discussing the affordable housing conditions for Arlington Downs that were approved in 2012. He said that there has been confusion regarding the conditions. The developer is asking that rather than looking to the existing affordable housing requirements for Arlington Downs that the Housing Commissioners look at the proposed building as if they are considering the affordable housing conditions for Arlington Downs for the first time.

The developer is proposing that 15% of the units in the 263-unit building be affordable or that a fee in lieu of providing the affordable units be set at a rate of \$25,000 per affordable unit not provided. This is consistent with how the affordable housing policy has been applied to the past couple of multi-family development projects. Mr. Reichl said that the petitioner may prefer to pay the fee in lieu of providing the affordable units, but a definite decision has not been made.

Commissioner Hellner said that he was on the Housing Commission when the existing (2012) affordable housing conditions were approved. He said that the affordable requirements approved in 2012 are clearly stated in the motion and records from that time. Commissioner Hellner spoke about the need for more affordable housing units in the Village, especially now due to changes in the housing market. He said that more people are in need of affordable housing than before, and he hopes that the developer will be sensitive to the affordable housing needs and concerns of the community.

Mr. Reichl commented that they are aware of the need, but costs have gone up, and without some kind of subsidy, it is difficult to develop even market rate units. Mr. Reichl was asked if any additional residential development is being looked at for Arlington Downs. Mr. Reichl said that CA Ventures has a senior group, and has included a concept for a 180-unit senior housing building in the revised development plan. He also said there is another area off Rohwling Road that is being looked at as possibly residential.

Ms. Boyer reviewed the approved (2012) affordable housing requirements for Arlington Downs. A threshold was set which provided that the affordable housing requirements apply if the number of units in Phase II of the development (defined as all redevelopment at Arlington Downs except the One Arlington tower) exceeds 300 units. If the number of residential units in Phase II exceeds 300 units, the affordable housing requirements apply to all of the units in Phase II including the first 300 units. Once

the threshold of planned units is met, 5% of all units in Phase II must be designated as affordable; or the developer may pay a fee in lieu of providing units at \$100,000 per affordable unit not provided; or an equivalent combination of affordable units and fees must be provided. Ms. Boyer clarified that the fee in lieu amount in the Village's policy was \$100,000 in 2012 but was later lowered to \$75,000.

Ms. Boyer stated that since the 300 unit threshold is met by the proposed 263 unit building plus the conceptual 180 unit senior building (total 443 units), the 2012 affordable housing requirements apply to the 263 unit building. Under the current (2012) requirements, 13 of the 263 units in the building under discussion must be affordable ($263 \times .05 = 13$) or the total fee if no affordable units are provided is 1.3 million (13 affordable units not provided $\times$ \$100,000 per unit = 1,300,000); or an equivalent combination of affordable units and fees is required.

Under the the developer's new proposal, 39 affordable units would be required ($263 \text{ units} \times .15 = 39$ units); or a maximum of fee of \$975,000 would be due if no affordable units are provided ($39 \text{ units} \times 25,000 = \$975,000$); or an equivalent combination of affordable units and fees would be provided.

Ms. Boyer mentioned that some members of the Village Board members have expressed that they would like to see some affordable units produced rather than developers taking the option to satisfy the the affordable housing requirement entirely by paying the fee.

Ms. Boyer summarized the staff's recommendation as contained in the Staff Report. The staff recommendation concurs with the developer's request with regard to the percentage of affordable units and fee-in-lieu rate. However, the staff recommendation suggests that some minimum number of affordable units be required.

Mr. Reichl asked why the funds collected as fees in lieu of affordable units are not used to subsidize units so that they are affordable. Commissioner Hellner stated that the fees will be used to incentivize the development of affordable housing, but the amount of funds in the Trust Fund at this time is \$106,000 and this amount needs to build up. Also, the plan is not to use the funds for rent subsidies. The discussion earlier in the meeting was about what to do with the funds once additional revenue is received. Commissioner Hellner said that one of the reasons for the Village's affordable housing policy is to try to insure that the Village meets the minimum of 10% affordable housing threshold set by the State of Illinois. He said that he doubts that the Village currently meets the 10% minimum standard.

Mr. Reichl wondered what the Board would be looking for in terms of the count of affordable units and asked whether the developer would have a say in which units are affordable. Ms. Boyer responded that in other buildings with affordable rental units, particular units are not specifically identified. Rather, the total number of units required to meet the affordability requirement may vary depending on how the turnover of units is managed by the owner. Mr. Reichl said that there are specific requirements regarding accessible units and where they are located and wondered if there was that level of detail concerning the numbers and locations of the affordable units in the building. The response was that the incorporating the affordable units did not have those types of specific requirements.

Commissioner Delea said that he likes the idea of a combination of a minimum number of affordable units and fees. He said that he would not have a problem with the affordable units being the units that are at the lower end of the hierarchy of rents levels in the building. For example units on lower floors tend to have lower rents.

Commissioner Delea asked if there are any negative consequences for the Village if its affordable housing level falls below the 10% threshold set by the State. Ms. Boyer explained that the Illinois Affordable Housing Planning and Appeals Act requires that municipalities that do not have 10% affordable housing, as calculated by the State, must approve an affordable housing plan and submit it to the State. In municipalities that do not have 10% affordable housing, developers of affordable housing may appeal municipal denials of projects when the denials are based on the inclusion of affordable units to a State appeals board. She said that she does not know that any of those appeals have occurred, but the possibility of losing local authority to the State is the consequence of falling below the threshold.

There was a discussion of what the minimum number of affordable units in the 263-unit building (ADR II) should be. There was a proposal that it be required that a minimum of half of the affordability requirement be met with providing affordable units in the building (i.e. 20 affordable units) with the option to pay the fees for the balance of the affordable requirement at \$25,000 per unit.

Mr. Reichl pointed out that thus far all other developer had the option to satisfy the full affordable housing obligation by paying the fee. He said that the affordability requirement is already burdensome. He said that there is a reason that other developers have opted to pay the fee. He also stated that affordable units within the building may create a certain environment if it is known that some tenants are paying market rents while others are paying less. Commissioner Hellner stated that it is often the case that some people pay less for products than others (ex. airline tickets or automobiles), and that there will be no need to disclose which tenants are benefitting from the affordability requirements.

Commissioner Delea pointed out that 20 affordable units would exceed the number of affordable units required in the existing (2012) affordability requirements - which is 13 affordable units. He said that requiring more than 13 affordable units would be unrealistic given the existing requirements since the developer would likely comply with those existing requirements rather than seek new conditions. He said that the number would need to be something less than 13. He also suggested that in the future, perhaps the fee-in-lieu of affordable units not provided could be lowered if some affordable units are provided in a development.

Mr. Reichl said that the development team needs to have additional conversations about what would work in terms of affordable units and fees. Commissioner Hellner asked that the development team think about the housing burden being faced by many people and consider that the Village's goal is to keep the Village from becoming exclusionary.

The members of the Housing Commission concurred that they were not in a position this evening to recommend a minimum number of affordable units at this meeting. Chairman Hageli said that he would want more member of the Housing Commission in attendance at a meeting to discuss such an important policy. The members discussed "strongly encouraging" the inclusion of affordable units without their setting a specific number. This was the agreed upon action so that the project can proceed to Plan Commission in a timely manner with the recommendation of the Housing Commission.

Mr. Reichl suggested that incentives from the Village to include affordable units in development may make developers more likely to include the affordable units rather than pay the fee to get out of the requirement.

Ms. Boyer explained the other affordable housing conditions recommended by staff which included topics such as the payment schedule for fees, fee refunds if the developer decides to provide affordable units after fees have been paid, maximum rent levels and the reporting requirement. She stated the condition concerning maximum rents should also have included the maximum income-eligibility level of households benefitting from the affordable units. According to the Village's affordable rental policy, which was provided to the developer, beneficiaries are to be households with annual household incomes at or below 60% of the Chicago area median income level (adjusted for household size) as set by HUD. Ms. Boyer suggested that this income eligibility level be include in the condition.

The following motion was made by Commissioner Hellner, seconded by Chairman Hageli:

The Housing Commission recommends to the Village Board that for ADR II and future proposals at the Arlington Downs Development (all redevelopment except the redevelopment of the existing One Arlington tower building):

- **Require that 15% of the residential units (39 affordable units in ADR II) be allocated as affordable units in perpetuity. The developer may elect to pay a fee in lieu of providing the affordable housing units at a rate of \$25,000 per affordable unit not provided; or may provide an equivalent combination of affordable units and fees in lieu of affordable units. However, developers are strongly encouraged to provide and maintain affordable units in the Arlington Downs development.**

The motion was approved unanimously.

A second motion was made by Commissioner Hellner, seconded by Commissioner Hageli to include the following additional conditions for ADR II and future proposals at the Arlington Downs Development (all redevelopment except the redevelopment of the existing One Arlington tower building):

- **Prior to Plan Commission hearing, staff will work with the developer on an acceptable housing fee payment schedule. Fee in lieu payments shall be made no later than the issuance of the first Certificate of Occupancy and incorporated as a condition of approval.**
- **If fees are paid and the developer later decides to provide affordable units instead, the developer may receive refunds of the fees paid in accordance with the following:**
 - a) **Refunds may only occur no more than 12 months from issuance of the first certificate of occupancy; and**
 - b) **If funds are available in the Trust Fund in the amount of the requested refund;**

- The base rental rate for affordable housing units shall be set at the HUD Fair Market Rent for Cook County as established annually by the U. S. Department of Housing and Urban Development (HUD), and income eligibility for the affordable units shall not exceed 60% of the area median income, adjusted for household size, for the Chicago area as determined by HUD. If the developer is participating in an affordable housing program that is approved by the Village (such as a government-sponsored program, program for veterans, etc.), the eligibility guidelines and rent structure of the approved affordable housing program would apply.
- If affordable units are provided, the developer shall submit an annual report concerning compliance with the affordable housing program by January 31 of each year, in a form as determined by the Village.

Mr. Reichl and Mr. George left the meeting.

The members of the Housing Commission discussed options for how the affordable housing goals may be furthered in the future. Commissioner Creer suggested that the Village look at incentives that could be provided to encourage the inclusion of affordable units in future developments. Commissioner Delea suggested that the Village also consider allowing developers to provide affordable units off-premises from the new development that is being proposed. For example, the developer could give a grant to a non-profit organization to buy and operate a building that includes affordable units. The non-profit, rather than the developer, would manage the affordable housing and be responsible for future reporting obligations.

B. Timber Court

VII. OTHER NEW BUSINESS

None

VIII. ADJOURNMENT

A motion was made by Commissioner Hellner, seconded by Commissioner Hageli, to adjourn the meeting. The meeting adjourned at 9:00 pm.

NEXT MEETING: Tuesday, July 17, 2018 7:00 pm

May 7, 2018

Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 6005

RE: ADR II Affordable Housing Assessment

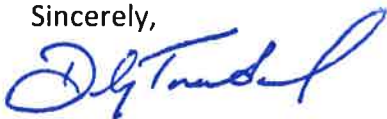
Dear Mr. Hubbard:

This letter is to provide the Village of Arlington Heights with a statement regarding the Affordable Housing component to ADR II. We are proposing a total of 262 rental apartment units. Our affordable housing requirement is 15% of the total number of units, therefore 39.3 units or 39. We are proposing a fee in lieu of \$25,000 per unit, for a total affordable housing contribution of \$975,000.

In addition to ADR II, there will be future residential components with the PUD in Zones B and C. Once plans for these developments have been finalized we acknowledge that these future residential components will also need to address the affordable housing criteria at that time.

Please let me know if you will need anything else regarding the above to satisfy the Affordable Housing Assessment.

Sincerely,



David M. Trandel

July 18, 2018 (rev.)

Plan Commission of Arlington Heights
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Regarding: 2018 PUD application
Arlington Downs | 3400 Stonegate Blvd. | Arlington Heights, IL

Commission Members:

This narrative is submitted in support of the application by Arlington Devco, LLC ("AD" or "Applicant") for amendments to the approved Planned Development Ordinance Numbers 12-006, 12-037, 12-039, 14-005 & 15-049 ("The PUD"), (the "Application"). AD requests these amendments the approved PUD for Arlington Downs (the "Project"), seeking modifications to proposed uses and locations, buildings sizes, and access points and orientation. The requested amendments also identify parcels for which future development of a specified intensity of use is planned, but not expressly detailed.

Project Challenges

The Project as approved is partially realized, with the adaptive reuse of the former hotel tower into 214 dwelling units (One Arlington), associated parking, and streetscape infrastructure complete and occupied. The development area beyond though, continues to present numerous market-driven and financial obstacles inherent in a project of this size. Since the last PUD amendment was approved, specific tenant interest and commitments have shifted, but a based level of interest in the Project has been maintained. The following issues have been addressed in the Project Master Plan:

1. Residential – greater demand currently exists
2. Retail – lack of demand currently exists
3. Hotel – increased visibility on site desired

Applicant is actively working with development partners and end-users to occupy these uses and expects construction activity to commence shortly upon approval of the proposed amendments outlined below.

Requested PUD Revisions and Amendments

1. Allowance for the elimination of the 442 dwelling unit residential high-rise tower within Zone C and the 12,000 sq. ft. retail building in Zone E, and their replacement with a 5-story 263 dwelling unit residential building located on Zone C and E, and a (future phase) 180 dwelling unit building on the remainder of Zone C;
2. Approval of a Land Use Variation to allow primarily residential use, and on the ground floors of buildings in zones B and E;
3. Approval of a Plat of Subdivision to reconfigure Lots 3 and 5 for the proposed uses and buildings (ADR-II);
4. Adjustment of the retail / medical offices in Zone D from 48,000 square feet to 33,300 square feet of commercial space divided among 4 one-story buildings ranging from 5,000 to 11,500 square feet;



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, Illinois 60661
P: 312.798.7700
okwarchitects.com

5. Amendment to the hotel Special Use to reduce the number of rooms from 161 to 116 and from 6 floors to 4 floors, as well as the relocation of that hotel from Zone B (lot 16) to Zone D;
6. In lieu of the Hotel in Zone B, a 360-unit residential development (on lots 16 and 2B).
7. Allowance for construction of the 263 dwelling unit residential building (ADR-II) to proceed prior to construction of the hotel.
8. Replacement of the 4,500 square foot restaurant space within the One Arlington residential tower with an expansion of the existing "2N" office space currently located within the building.
9. Amendment to the 70' setback at the east side of lot 3A to 25' as shown on the Plat of Survey.

Additional detail regarding specific use and density, proposed infrastructure improvements, parking and loading provided, and landscape coverage is provided on the respective supporting drawings enclosed.

Summary

The continued development of the Arlington Downs project proposed will provide numerous positive benefits to the residents of Arlington Heights and surrounding communities, including:

- Attract quality new residents to the Village of Arlington Heights
- Create hundreds of construction jobs and full-time employment opportunities at the hotel, retail, and new residential complex
- Create additional real estate, hotel, and sales taxes for the Village of Arlington Heights
- The creation of a "gateway" feature from the west along Euclid Road
- Stimulate additional private investment on site and surrounding area
- Encourage the productive, adaptive reuse of underutilized and/or vacant property

Thanks in advance for your consideration and look forward to presenting the project in detail at the earliest possible scheduled public hearing.

Respectfully submitted,



Mark Kluemper, AIA
Managing Director
OKW Architects

Cc: D. Trandel
M. Parker
D. Reichl
C. George
A. Koglin



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April 12, 2018

Plan Commission of Arlington Heights
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Regarding: 2018 PUD – Land Use Variation Request
Arlington Downs | 3400 Stonegate Blvd. | Arlington Heights, IL

Commission Members:

This narrative is submitted in support of the application by Arlington Devco, LLC (“AD” or “Applicant”) for amendments to the approved Planned Development Ordinance Numbers 12-006, 12-037, 12-039, 14-005 & 15-049 (“The PUD”), (the “Application”). AD requests consideration and approval of a Land Use Variation request to allow residential uses as the primary use within the B-2 District in Zones B and E, and to allow residential uses at the ground floor level.

Variation Criteria and Response

1. 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.

Based on the current market conditions, the originally approved uses for these areas of the project have not yielded sufficient interest to develop each parcel as intended. AD is seeking new tenants and users that are compatible and in harmony with those currently on site, as well as surrounding properties.

2. The plight of the owner is due to unique circumstances.

The nature of this site as an adaptive re-use of a former hotel site into a mixed-use residential, retail and entertainment project is in and of itself unique, seeking to re-envision a large-scale development aligned with the current general character of the local, compatible existing uses, and market conditions that support a mix of high quality tenants and users.

3. The variation, if granted, will not alter the essential character of the locality.

The current character of this site is primarily residential with some with an auxiliary retail / office use. Surrounding properties are mainly low-intensity commercial office users to the east, north, and west, with residential uses across Euclid Ave. to the south. Allowing more residential development on the subject property is aligned with this character, and its placement offers the remaining parcels to be developed with uses also in character with the local.

When fully realized, this development will provide needed additional residential capacity to the area. Additionally, the other retail, entertainment and hotel uses will meaningfully contribute to existing community



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amenities found nearby in Arlington Heights, bringing both temporary and permanent jobs and larger tax base to the local economy.

Thanks in advance for your consideration and look forward to presenting the project in detail at the earliest possible scheduled public hearing.

Respectfully submitted,

Mark Kluemper, AIA
Managing Director
OKW Architects

Cc: D. Trandel
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**Arlington Downs
Euclid Avenue and Rohlwing Road
Arlington Heights, Illinois**



Phase 2 Improvements Storm Water Management Report

April 04, 2018



Prepared By: Pat Dimmer
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PRE-DEVELOPMENT STORM WATER MANAGEMENT

Although not tributary in the pre-development conditions, the Arlington Down development is located on a parcel was included in the design of the Storm Water Management Facility constructed in the early 1980's as a part of the Salt Creek Lane industrial park. As the basin was designed to accommodate the drainage from this site, the site will utilize the storage provided in this Regional basin by re-directing the site drainage to this location. Based on record information received from the MWRD and the Village of Arlington Heights, the following is a short history of the regional detention facility:

The original basin was constructed in 1980. The basins were divided into three portions, with the majority of the Industrial Park tributary to the Western Basin, to which the proposed development was included for sizing purposes. This western basin then directed its discharge into the East Basin, located alongside Salt Creek near Euclid Avenue. A second Compensatory Storage Facility was created alongside Salt Creek north of the East Basin to provide compensatory storage for flood plain areas that were re-graded as a part of the Industrial Park construction. Below is a brief summary of the sizing of the original basins.

West Basin was sized using a discharge of 0.18 cfs/acre, C-value of 0.90 and a tributary area of 46.8 acres using TP40 rainfall data (10.44 ac-ft)

North Compensatory Storage Facility – 16.00 Ac-Ft required

East Basin was sized using the MWRD discharge rate, C-value of 0.90 and a tributary area of 39.9 acres using TP40 rainfall data (8.57 ac-ft)

In 1982, the regional basins were modified to reduce size of North Compensatory Storage Basin to construct a parking lot within the Compensatory Storage area. In doing so, some of the required Compensatory Volume was relocated to the East Basin and drainage from the watersheds was re-directed to enlarge the tributary to the West Basin.

West basin was sized using a discharge of 0.18 cfs/acre, C-value of 0.85 and a total tributary area of 69.27 acres using TP40 rainfall data (15.47 ac-ft)

North Compensatory Storage Facility – 16.00 Ac-Ft required. A portion of this volume was relocated such that the North Facility contained 9.53 Ac-Ft, with an additional 0.56 Ac-Ft provided on the surface of the parking lot constructed over the Facility. The remaining 5.91 Ac-Ft was relocated to the East Basin.

East basin was sized using a discharge of 0.18 cfs/acre, although the outlet control was never modified from the original MWRD discharge rate used in the original basin design, C-value of 0.85 and a total tributary area of 12.21 acres using TP40 rainfall data (2.55 ac-ft)

The 2013 project confirmed the volumes under the MWRD's SPO requirements. In doing so, the tributaries for the Basins were updated to reflect the current as-built condition of the Industrial Park. Additionally, the MWRD and Village of Arlington Heights agreed that any volume of storm water detention provided within this Regional Basin for the Development may be claimed as such.

West basin was sized using a discharge of 0.18 cfs/acre, C-value of 0.85 and a total tributary area of 71.13 acres using TP40 rainfall data (15.87 ac-ft)

North Compensatory Storage Facility – 16.00 Ac-Ft required. The 1982 distribution of this volume was maintained: the North Facility contains 9.53 Ac-Ft, with an additional 0.56 Ac-Ft provided on the surface of the parking lot constructed over the Facility. The remaining 5.91 Ac-Ft is located in the East Basin.

East basin was sized using the MWRD discharge rate (the discharge is not tributary to the Village of Arlington Heights) maintaining the original outlet control, C-value of 0.85 and a total tributary area of 15.55 acres using TP40 rainfall data (2.19 ac-ft)

The design of these original basins used TP40 rainfall data which was the required rainfall at that time (Bulletin 70 was not published until 1989). The Village detention requirements have changed since this time. The 0.18 cfs/acre discharge rate is still the Village requirement however the Village now uses Bulletin 70 rainfall data. The additional Volume required as a result of this change in rainfall data will be provided on the development site.

PROPOSED STORM WATER MANAGEMENT:

As permitted for Phase 1, the entire Arlington Downs campus is tributary to an existing regional detention facility. Per the MWRD permitting for the Phase 1 construction, the Regional Basin was confirmed to contain the necessary volume (under the MWRD SPO) to accommodate the Development at a maximum of 90% impervious area (composite C-value of 0.85). Under the proposed conditions, the 26.82 acre campus has a total impervious coverage of 18.55 acres, for a composite C-Value of 0.72, meaning that no additional storm water detention is required to satisfy MWRD Detention requirements as the full tributary is in conformance with the Regional Basins' design criteria under the SPO. However, the Development creates 12.67 acres of new impervious area. Per the requirements of the WMO, this project will require to provide Volume Control storage for the new impervious areas. The total Volume Control requirement totals 1.05 acre-feet of total Volume Control.

As the Village of Arlington Heights storm water detention criteria are more conservative than that of the MWRDGC, additional volume will be required to be held on-site to satisfy the Village requirements. The Phase 1 improvements included the installation of the central infrastructure for the Development. As such, the Phase 1 construction installed oversized pipes totaling approximately 1.01 ac-ft of storage, while maintaining the two existing surface storage basins to the east and west of the Water Park for an additional 1.10 Ac-Ft of storage as its removal was not necessary for that phase of the Development. The oversized pipes both hold additional storm water detention volume for the Phase 1 construction as well as set the foundation for future storm water detention facilities and campus drainage for future developments.

The proposed Phase 2 improvements will expand on these oversized pipes to provide the necessary added storm water detention volume as required by the Village. Additionally, the MWRD Volume Control storage is also credited toward the Village detention requirement. Because of the Volume Control requirement, minimal additional pipe storage will be required as much of the added volume requirement will be accommodated in the Volume Control facilities.

Because of the topography of the site, the site will be divided into 2 site watersheds, with both being tributary to the West Regional Basin. The majority of the site will be located in the western portion of the site, while a small portion of the property will discharge directly to Salt Creek Lane located east of the Development.

WESTERN SITE AREA

The western portion of the site consists of the vast majority of the Development area. This portion of the site will consist of a tributary area of 26.81 acres containing 15.40 acres of impervious surfaces at the completion of Phase 2. Per the Village Criteria, a total storage of 7.32 acre-feet of detention volume is required for this condition at the allowable release rate of 4.26 cfs. The storage volume provided in the West Regional Basin for this same 26.81 acre area is 5.24 Ac-Ft (at C=85). This leaves a net required storage of 2.08 Ac-Ft to meet the Village's volume requirement.

In addition to meeting the Volume Requirement, the site discharge needs to be compared with the allowed pipe capacity established for the site. Per record documents, the peak allowable discharge to the northern public storm sewer from this Development is 41.64 cfs. Installation of a 22.25" diameter orifice at the Phase 1 outlet control structure will result in a 41.41 cfs discharge and require 2.63 Ac-Ft of total on-site storage required for the West Site Tributary.

The Phase 1 pipe storage constructed contains approximately 1.01 Ac-Ft. Additional pipe storage will be installed bringing the total pipe storage volume to 1.18 Ac-Ft. The remaining 1.45 Ac-Ft of storage will be accommodated at the Volume Control facilities. A series of 7 infiltration areas will be provided throughout the west site area. These will consist of StormTech chamber systems. These plastic arch systems are placed in open graded aggregate to allow for infiltration of storm water. In total, these systems will provide a total of approximately 1.75 Ac-Ft of storage (1.25 VC + 0.50 Detention)

EASTERN SITE AREA

The eastern portion of the site consists of the replacement of the existing paved roadway. The remaining site area will be padded for a future residential building. This portion of the site will consist of a tributary area of 3.15 acres containing 0.90 acres of impervious surfaces at the completion of Phase 2. Per the Village Criteria, a total storage of 0.60 acre-feet of detention volume is required for this condition at the allowable release rate of 0.57 cfs. The storage volume provided in the West Regional Basin for this same 3.15 acre area is 0.70 Ac-Ft (at C=85). This leaves a net required storage of 0 Ac-Ft to meet the Village's volume requirement.

In addition to meeting the Volume Requirement, the site discharge needs to be compared with the allowed pipe capacity established for the site. Per record documents, the peak allowable discharge to the Salt Creek Lane public storm sewer from this Development is 9.32 cfs. Installation of a 12.75" diameter orifice will result in a 9.17 cfs discharge and require 0.17 Ac-Ft of total on-site storage required for the East Site Tributary.

The required 0.17 Ac-Ft of storage will be accommodated at the Volume Control facilities. A StormTech chamber system located near the east property line of the site will provide approximately 0.25 Ac-Ft of total storage volume.

FUTURE STORMWATER DETENTION:

The future site improvements include the construction of two new residential towers. One will be located in the extreme northwest corner of the site, with the other located on the eastern portion. This future condition will increase the total site impervious coverage to 22.29 acres for the full 26.81 acre parcel. This increases the composite C value to 0.82 (per MWRD criteria). As the West Regional Basin was sized for a composite C of 0.85, no additional MWRD volume will be required. However, Volume Control will be required for the 16.41 acres of new impervious area. This will result in a total VC storage of 1.40 Ac-Ft.

This 26.81 acre portion of the site will consist of approximately 17.70 acres of impervious surfaces at the completion of Phase 2. Per the Village Criteria, a total storage of 7.82 acre-feet of detention volume is required for this condition at the allowable release rate of 4.26 cfs. The storage volume provided in the West Regional Basin for this same 26.81 acre area is 5.24 Ac-Ft (at C=85). This leaves a net required storage of 2.58 Ac-Ft to meet the Village's volume requirement.

In addition to meeting the Volume Requirement, the site discharge needs to be compared with the allowed pipe capacity established for the site. Per record documents, the peak allowable discharge to the northern public storm sewer from this Development is 41.64 cfs. The 22.25" diameter orifice at the Phase 1 outlet control structure provides a 41.41 cfs discharge and require 2.87 Ac-Ft of total on-site storage required for the West Site Tributary. An additional

Volume Control facility will be needed for the future residential tower area to enable this runoff to be directly tributary to a Volume Control facility. This facility will be sized to provide 0.25 Ac-Ft of Volume Control for the new residential tower and parking structure as required for the 2.3 acre impervious area.

EASTERN SITE AREA

This 3.15 acre area is anticipated to contain 2.35 acres of impervious surfaces. Per the Village Criteria, a total storage of 0.97 acre-feet of detention volume is required for this condition at the allowable release rate of 0.57 cfs. The storage volume provided in the West Regional Basin for this same 3.15 acre area is 0.70 Ac-Ft (at C=85). This leaves a net required storage of 0.27 Ac-Ft to meet the Village's volume requirement.

In addition to meeting the Volume Requirement, the site discharge needs to be compared with the allowed pipe capacity established for the site. The 12.75" diameter orifice installed as a part of Phase 2 will result in a 9.17 cfs discharge and require 0.28 Ac-Ft of total on-site storage required for the East Site Tributary.

An additional Volume Control facility will be needed for the future residential tower area to enable this runoff to be directly tributary to a Volume Control facility. This facility will be sized to provide 0.12 Ac-Ft of Volume Control for the new residential tower as required for the 1.45 acre impervious area. This same system will also account for approximately 0.08 Ac-Ft of additional detention storage. This new 0.20 Ac-Ft system, combined with the 0.25 Ac-Ft of storage provided in the current Phase 2, will result in a total storage provided of 0.45 Ac-Ft for the East Site Tributary.

STORM WATER CONVEYANCE:

As with Phase 1, the on-site storm water detention facility will double as the primary site conveyance system. The current phase of construction will connect to the Phase 1 pipe network which conveys storm water to the north site discharge location. The site catch basins and storm sewers have been designed to convey the 100 year flow to this pipe detention system to eliminate the overflow of water to the public Right of Way prior to the 100 year occurrence.

DRAINAGE SUMMARY - WEST WATERSHED

Arlington Downs
Storm Water Master Plan
PD

04/02/18



Proposed Conditions

Total Property Area = 26.81 acres

DETAINED AREA	Detained Area =	23.66 acres	0.03697 sq mi		
	Impervious Area =	15.40 acres	$C_{\text{impervious}} =$	0.90	0.95
	Native Area =	- acres	$C_{\text{native}} =$	0.15	
	Permeable Paver =	- acres	$C_{\text{pavers}} =$	0.75	
	Pervious Area =	8.26 acres	$C_{\text{pervious}} =$	0.45	0.50
			$C =$	0.74	0.79

	MWRD	VILLAGE
Allowable Release Rate =	0.30	0.18 cfs/Acre
	7.10	4.26 cfs

MAXIMUM RESTRICTOR DIAMETER =	9.07	7.02	in
ACTUAL RESTRICTOR DIAMETER =	7.00		in

ALLOWABLE RELEASE RATE =	7.10	4.26	cfs
ACTUAL RELEASE RATE =	4.23	4.23	cfs

VOLUME CONTROL IMPERVIOUS AREA =	513000	SF	(New Impervious Only)
VOLUME CONTROL REQUIREMENT =	42750	CF	(1" Per SF of Imp Area)

DETENTION VOLUME REQUIRED =		7.32 Acre*ft
Volume Provided in Regional Basin =	5.24	
NET DETENTION VOLUME REQUIRED =		2.08 Acre*ft
DETENTION VOLUME PROVIDED =		2.93 Acre*ft

	MWRD	VILLAGE
100 YR Restrictor Invert=	709.25	
Basin High Water Elevation=	720.00	720.00
Basin Spill Elevation=	722.85	+/-

RESTRICTOR SIZING CALCULATIONS - WEST WATERSHED

Arlington Downs

04/02/18

Storm Water Master Plan

PD

MWRD

100 YEAR RESTRICTOR

$$\begin{aligned}\text{High Water Elevation} &= 720.00 \\ C_D &= 0.61 \quad (\text{constant}) \\ G &= 32.20 \quad \text{ft/sec}^2 \\ \text{Inv. restrictor} &= 709.25 \\ \text{Base Flood Elevation} &= 0.00 \\ Q_{\text{allowable}} &= 7.10 \quad \text{cfs} \\ \Delta h &= \text{minimum or HWL} - \text{Inv.} - 1/2 \text{ Dia. Or HWL-BFE} \\ \Delta h &= 10.46 \quad \text{ft.} \\ Q &= C_D A (2gh)^{1/2} \\ A_{\text{restrictor}} &= (Q_{\text{allowable}}) / (C_D (2gh)^{1/2}) \\ A_{\text{restrictor}} &= 64.56 \quad \text{in}^2 \\ D_{\text{restrictor}} &= 9.067 \quad \text{in}\end{aligned}$$

=> Restrictor diameter = 7.000 inches

Release Rate Based on restrictor diameter

$$\begin{aligned}D_{\text{restrictor}} &= 7.000 \quad \text{in.} \\ A_{\text{restrictor}} &= 38 \quad \text{in}^2 \\ \Delta h &= 10.46 \\ Q &= C_D A (2gh)^{1/2}\end{aligned}$$

Q₁₀₀ = 4.23 c.f.s.

VILLAGE

100 YEAR RESTRICTOR

$$\begin{aligned}\text{High Water Elevation} &= 720.00 \\ C_D &= 0.61 \quad (\text{constant}) \\ G &= 32.20 \quad \text{ft/sec}^2 \\ \text{Inv. restrictor} &= 709.25 \\ \text{Base Flood Elevation} &= 0.00 \\ Q_{\text{allowable}} &= 4.26 \quad \text{cfs} \\ \Delta h &= \text{minimum or HWL} - \text{Inv.} - 1/2 \text{ Dia. Or HWL-BFE} \\ \Delta h &= 10.46 \quad \text{ft.} \\ Q &= C_D A (2gh)^{1/2} \\ A_{\text{restrictor}} &= (Q_{\text{allowable}}) / (C_D (2gh)^{1/2}) \\ A_{\text{restrictor}} &= 38.74 \quad \text{in}^2 \\ D_{\text{restrictor}} &= 7.023 \quad \text{in}\end{aligned}$$

=> Restrictor diameter = 7.000 inches

Release Rate Based on restrictor diameter

$$\begin{aligned}D_{\text{restrictor}} &= 7.000 \quad \text{in.} \\ A_{\text{restrictor}} &= 38 \quad \text{in}^2 \\ \Delta h &= 10.46 \\ Q &= C_D A (2gh)^{1/2}\end{aligned}$$

Q₁₀₀ = 4.23 c.f.s.

MWRD DETENTION PROVIDED IN REGIONAL BASIN FOR DISTURBED AREA (PER 13-016) WEST

Arlington Downs
Storm Water Master Plan

04/02/18

Total Tributary Area: 23.66 acre
Release Rate: 0.18 cfs/Acre
4.26 cfs
Runoff Coefficient (C): 0.85 Per 13-016

100-Year Event (MWRD Method)

RUNOFF FACTOR	STORM DURATION (HRS)	RAINFALL INTENSITY (IN/HR)	DRAINAGE AREA (ACRES)	INFLOW RATE (CFS)	RELEASE RATE (CFS)	STORAGE RATE (CFS)	STORAGE REQUIRED (ACRE-FT)
0.85	0.17	7.60	23.66	152.84	4.26	148.58	2.05
0.85	0.33	5.50	23.66	110.61	4.26	106.35	2.93
0.85	0.42	5.00	23.66	100.56	4.26	96.30	3.32
0.85	0.50	4.40	23.66	88.49	4.26	84.23	3.48
0.85	0.67	3.70	23.66	74.41	4.26	70.15	3.87
0.85	0.75	3.50	23.66	70.39	4.26	66.13	4.10
0.85	0.83	3.20	23.66	64.36	4.26	60.10	4.14
0.85	0.92	3.01	23.66	60.53	4.26	56.28	4.26
0.85	1.00	2.80	23.66	56.31	4.26	52.05	4.30
0.85	1.50	2.10	23.66	42.23	4.26	37.97	4.71
0.85	2.00	1.70	23.66	34.19	4.26	29.93	4.95
0.85	3.00	1.25	23.66	25.14	4.26	20.88	5.18
0.85	4.00	1.00	23.66	20.11	4.26	15.85	5.24
0.85	5.00	0.84	23.66	16.89	4.26	12.63	5.22
0.85	6.00	0.73	23.66	14.68	4.26	10.42	5.17
0.85	8.00	0.58	23.66	11.66	4.26	7.41	4.90
0.85	10.00	0.49	23.66	9.85	4.26	5.60	4.62
0.85	12.00	0.43	23.66	8.65	4.26	4.39	4.35
0.85	18.00	0.31	23.66	6.23	4.26	1.98	2.94
0.85	24.00	0.25	23.66	5.03	4.26	0.77	1.53

Maximum Required Storage: 5.24 acre-ft

REQUIRED DETENTION 100-YEAR EVENT TRIBUTARY AREA

WEST

Arlington Downs

04/02/18

Storm Water Master Plan

Total Tributary Area: 23.66 acre
 Total Impervious Area: 15.40 acre
 Actual Release Rate: 4.23 cfs
 Runoff Coefficient (C): 0.79
 100 Year Intensity: 7.00 in Bul 70 100yr - 24hr

100-Year Event, Bulletin 70 Rainfall Data

RUNOFF FACTOR	STORM DURATION (HRS)	RAINFALL INTENSITY (IN/HR)	DRAINAGE AREA (ACRES)	INFLOW RATE (CFS)	RELEASE RATE (CFS)	STORAGE RATE (CFS)	STORAGE REQUIRED (ACRE-FT)
0.79	0.08	10.92	23.66	204.86	4.23	200.63	1.33
0.79	0.17	10.02	23.66	187.98	4.23	183.75	2.58
0.79	0.25	8.20	23.66	153.83	4.23	149.60	3.09
0.79	0.50	5.60	23.66	105.06	4.23	100.83	4.17
0.79	1.00	3.56	23.66	66.79	4.23	62.56	5.17
0.79	1.50	2.63	23.66	49.34	4.23	45.11	5.59
0.79	2.00	2.24	23.66	42.02	4.23	37.79	6.25
0.79	3.00	1.62	23.66	30.39	4.23	26.16	6.49
0.79	4.00	1.40	23.66	26.26	4.23	22.04	7.28
0.79	5.00	1.17	23.66	21.95	4.23	17.72	7.32
0.79	6.00	0.95	23.66	17.82	4.23	13.59	6.74
0.79	7.00	0.83	23.66	15.57	4.23	11.34	6.56
0.79	8.00	0.75	23.66	14.07	4.23	9.84	6.51
0.79	9.00	0.68	23.66	12.76	4.23	8.53	6.34
0.79	10.00	0.63	23.66	11.82	4.23	7.59	6.27
0.79	11.00	0.59	23.66	11.07	4.23	6.84	6.22
0.79	12.00	0.55	23.66	10.32	4.23	6.09	6.04
0.79	13.00	0.52	23.66	9.76	4.23	5.53	5.94
0.79	14.00	0.49	23.66	9.19	4.23	4.96	5.74
0.79	15.00	0.46	23.66	8.63	4.23	4.40	5.46
0.79	16.00	0.43	23.66	8.07	4.23	3.84	5.08
0.79	17.00	0.41	23.66	7.69	4.23	3.46	4.87
0.79	18.00	0.39	23.66	7.32	4.23	3.09	4.59

Required Storage: 7.32 acre-ft

REQUIRED DETENTION 100-YEAR EVENT TRIBUTARY AREA

WEST

Arlington Downs

04/02/18

Storm Water Master Plan

Total Tributary Area: 23.66 acre
 Total Impervious Area: 15.40 acre
 Actual Release Rate: 41.41 cfs
 Runoff Coefficient (C): 0.79
 100 Year Intensity: 7.00 in Bul 70 100yr - 24hr

100-Year Event, Bulletin 70 Rainfall Data

RUNOFF FACTOR	STORM DURATION (HRS)	RAINFALL INTENSITY (IN/HR)	DRAINAGE AREA (ACRES)	INFLOW RATE (CFS)	RELEASE RATE (CFS)	STORAGE RATE (CFS)	STORAGE REQUIRED (ACRE-FT)
0.79	0.08	10.92	23.66	204.86	41.41	163.45	1.08
0.79	0.17	10.02	23.66	187.98	41.41	146.57	2.06
0.79	0.25	8.20	23.66	153.83	41.41	112.42	2.32
0.79	0.50	5.60	23.66	105.06	41.41	63.65	2.63
0.79	1.00	3.56	23.66	66.79	41.41	25.38	2.10
0.79	1.50	2.63	23.66	49.34	41.41	7.93	0.98
0.79	2.00	2.24	23.66	42.02	41.41	0.61	0.10
0.79	3.00	1.62	23.66	30.39	41.41	-11.02	-2.73
0.79	4.00	1.28	23.66	24.01	41.41	-17.40	-5.75
0.79	5.00	1.08	23.66	20.26	41.41	-21.15	-8.74
0.79	6.00	0.95	23.66	17.82	41.41	-23.59	-11.70
0.79	7.00	0.83	23.66	15.57	41.41	-25.84	-14.95
0.79	8.00	0.75	23.66	14.07	41.41	-27.34	-18.08
0.79	9.00	0.68	23.66	12.76	41.41	-28.65	-21.31
0.79	10.00	0.63	23.66	11.82	41.41	-29.59	-24.46
0.79	11.00	0.59	23.66	11.07	41.41	-30.34	-27.58
0.79	12.00	0.55	23.66	10.32	41.41	-31.09	-30.84
0.79	13.00	0.52	23.66	9.76	41.41	-31.65	-34.01
0.79	14.00	0.49	23.66	9.19	41.41	-32.22	-37.28
0.79	15.00	0.46	23.66	8.63	41.41	-32.78	-40.64
0.79	16.00	0.43	23.66	8.07	41.41	-33.34	-44.09
0.79	17.00	0.41	23.66	7.69	41.41	-33.72	-47.37
0.79	18.00	0.39	23.66	7.32	41.41	-34.09	-50.72

Minimum Required Storage: 2.08 acre-ft

Maximum Release Rate: 41.64 cfs

Required Storage: 2.63 acre-ft

DRAINAGE SUMMARY - EAST WATERSHED

Arlington Downs
Storm Water Master Plan
PD

04/02/18



Proposed Conditions

Total Property Area = 26.81 acres

DETAINED AREA	Detained Area =	3.15 acres	0.00492 sq mi		
	Impervious Area =	0.90 acres	$C_{\text{impervious}} =$	0.90	0.95
	Native Area =	- acres	$C_{\text{native}} =$	0.15	
	Permeable Paver =	- acres	$C_{\text{pavers}} =$	0.75	
	Pervious Area =	2.25 acres	$C_{\text{pervious}} =$	0.45	0.50
			$C =$	0.58	0.63

	MWRD	VILLAGE
Allowable Release Rate =	0.30	0.18 cfs/Acre
	0.95	0.57 cfs

MAXIMUM RESTRICTOR DIAMETER =	3.29	2.55	in
ACTUAL RESTRICTOR DIAMETER =	2.50		in

ALLOWABLE RELEASE RATE =	0.95	0.57	cfs
ACTUAL RELEASE RATE =	0.54	0.54	cfs

VOLUME CONTROL IMPERVIOUS AREA =	39000	SF	(New Impervious Only)
VOLUME CONTROL REQUIREMENT =	3250	CF	(1" Per SF of Imp Area)

DETENTION VOLUME REQUIRED =	0.66	0.66 Acre*ft
Volume Provided in Regional Basin =	0.70	
NET DETENTION VOLUME REQUIRED =	-0.03	-0.03 Acre*ft
DETENTION VOLUME PROVIDED =	0.00	0.00 Acre*ft

	MWRD	VILLAGE
100 YR Restrictor Invert=	709.25	
Basin High Water Elevation=	720.00	720.00
Basin Spill Elevation=	722.85	+/-

RESTRICTOR SIZING CALCULATIONS - EAST

Arlington Downs

04/02/18

Storm Water Master Plan

PD

MWRD

100 YEAR RESTRICTOR

$$\begin{aligned}\text{High Water Elevation} &= 720.00 \\ C_D &= 0.61 \quad (\text{constant}) \\ G &= 32.20 \quad \text{ft/sec}^2 \\ \text{Inv. restrictor} &= 709.25 \\ \text{Base Flood Elevation} &= 0.00 \\ Q_{\text{allowable}} &= 0.95 \quad \text{cfs} \\ \Delta h &= \text{minimum or HWL} - \text{Inv.} - 1/2 \text{ Dia. Or HWL-BFE} \\ \Delta h &= 10.65 \quad \text{ft.} \\ Q &= C_D A (2gh)^{1/2} \\ A_{\text{restrictor}} &= (Q_{\text{allowable}}) / (C_D (2gh)^{1/2}) \\ A_{\text{restrictor}} &= 8.52 \quad \text{in}^2 \\ D_{\text{restrictor}} &= 3.294 \quad \text{in}\end{aligned}$$

=> Restrictor diameter = 2.500 inches

Release Rate Based on restrictor diameter

$$\begin{aligned}D_{\text{restrictor}} &= 2.500 \quad \text{in.} \\ A_{\text{restrictor}} &= 5 \quad \text{in}^2 \\ \Delta h &= 10.65 \\ Q &= C_D A (2gh)^{1/2}\end{aligned}$$

Q₁₀₀ = 0.54 c.f.s.

VILLAGE

100 YEAR RESTRICTOR

$$\begin{aligned}\text{High Water Elevation} &= 720.00 \\ C_D &= 0.61 \quad (\text{constant}) \\ G &= 32.20 \quad \text{ft/sec}^2 \\ \text{Inv. restrictor} &= 709.25 \\ \text{Base Flood Elevation} &= 0.00 \\ Q_{\text{allowable}} &= 0.57 \quad \text{cfs} \\ \Delta h &= \text{minimum or HWL} - \text{Inv.} - 1/2 \text{ Dia. Or HWL-BFE} \\ \Delta h &= 10.65 \quad \text{ft.} \\ Q &= C_D A (2gh)^{1/2} \\ A_{\text{restrictor}} &= (Q_{\text{allowable}}) / (C_D (2gh)^{1/2}) \\ A_{\text{restrictor}} &= 5.11 \quad \text{in}^2 \\ D_{\text{restrictor}} &= 2.551 \quad \text{in}\end{aligned}$$

=> Restrictor diameter = 2.500 inches

Release Rate Based on restrictor diameter

$$\begin{aligned}D_{\text{restrictor}} &= 2.500 \quad \text{in.} \\ A_{\text{restrictor}} &= 5 \quad \text{in}^2 \\ \Delta h &= 10.65 \\ Q &= C_D A (2gh)^{1/2}\end{aligned}$$

Q₁₀₀ = 0.54 c.f.s.

MWRD DETENTION PROVIDED IN REGIONAL BASIN FOR DISTURBED AREA (PER 13-016) EAST

Arlington Downs
Storm Water Master Plan

04/02/18

Total Tributary Area: 3.15 acre
Release Rate: 0.18 cfs/Acre
0.57 cfs
Runoff Coefficient (C): 0.85 Per 13-016

100-Year Event (MWRD Method)

RUNOFF FACTOR	STORM DURATION (HRS)	RAINFALL INTENSITY (IN/HR)	DRAINAGE AREA (ACRES)	INFLOW RATE (CFS)	RELEASE RATE (CFS)	STORAGE RATE (CFS)	STORAGE REQUIRED (ACRE-FT)
0.85	0.17	7.60	3.15	20.35	0.57	19.78	0.27
0.85	0.33	5.50	3.15	14.73	0.57	14.16	0.39
0.85	0.42	5.00	3.15	13.39	0.57	12.82	0.44
0.85	0.50	4.40	3.15	11.78	0.57	11.21	0.46
0.85	0.67	3.70	3.15	9.91	0.57	9.34	0.51
0.85	0.75	3.50	3.15	9.37	0.57	8.80	0.55
0.85	0.83	3.20	3.15	8.57	0.57	8.00	0.55
0.85	0.92	3.01	3.15	8.06	0.57	7.49	0.57
0.85	1.00	2.80	3.15	7.50	0.57	6.93	0.57
0.85	1.50	2.10	3.15	5.62	0.57	5.06	0.63
0.85	2.00	1.70	3.15	4.55	0.57	3.98	0.66
0.85	3.00	1.25	3.15	3.35	0.57	2.78	0.69
0.85	4.00	1.00	3.15	2.68	0.57	2.11	0.70
0.85	5.00	0.84	3.15	2.25	0.57	1.68	0.70
0.85	6.00	0.73	3.15	1.95	0.57	1.39	0.69
0.85	8.00	0.58	3.15	1.55	0.57	0.99	0.65
0.85	10.00	0.49	3.15	1.31	0.57	0.74	0.62
0.85	12.00	0.43	3.15	1.15	0.57	0.58	0.58
0.85	18.00	0.31	3.15	0.83	0.57	0.26	0.39
0.85	24.00	0.25	3.15	0.67	0.57	0.10	0.20

Maximum Required Storage: 0.70 acre-ft

REQUIRED DETENTION 100-YEAR EVENT TRIBUTARY AREA

EAST

Arlington Downs

04/02/18

Storm Water Master Plan

Total Tributary Area: 3.15 acre
 Total Impervious Area: 0.90 acre
 Actual Release Rate: 0.54 cfs
 Runoff Coefficient (C): 0.63
 100 Year Intensity: 7.00 in Bul 70 100yr - 24hr

100-Year Event, Bulletin 70 Rainfall Data

RUNOFF FACTOR	STORM DURATION (HRS)	RAINFALL INTENSITY (IN/HR)	DRAINAGE AREA (ACRES)	INFLOW RATE (CFS)	RELEASE RATE (CFS)	STORAGE RATE (CFS)	STORAGE REQUIRED (ACRE-FT)
0.63	0.08	10.92	3.15	21.62	0.54	21.08	0.14
0.63	0.17	10.02	3.15	19.84	0.54	19.30	0.27
0.63	0.25	8.20	3.15	16.24	0.54	15.69	0.32
0.63	0.50	5.60	3.15	11.09	0.54	10.54	0.44
0.63	1.00	3.56	3.15	7.05	0.54	6.50	0.54
0.63	1.50	2.63	3.15	5.21	0.54	4.66	0.58
0.63	2.00	2.24	3.15	4.44	0.54	3.89	0.64
0.63	3.00	1.62	3.15	3.21	0.54	2.66	0.66
0.63	4.00	1.28	3.15	2.53	0.54	1.99	0.66
0.63	5.00	1.08	3.15	2.14	0.54	1.59	0.66
0.63	6.00	0.95	3.15	1.88	0.54	1.34	0.66
0.63	7.00	0.83	3.15	1.64	0.54	1.10	0.64
0.63	8.00	0.75	3.15	1.49	0.54	0.94	0.62
0.63	9.00	0.68	3.15	1.35	0.54	0.80	0.60
0.63	10.00	0.63	3.15	1.25	0.54	0.70	0.58
0.63	11.00	0.59	3.15	1.17	0.54	0.62	0.57
0.63	12.00	0.55	3.15	1.09	0.54	0.54	0.54
0.63	13.00	0.52	3.15	1.03	0.54	0.49	0.52
0.63	14.00	0.49	3.15	0.97	0.54	0.43	0.49
0.63	15.00	0.46	3.15	0.91	0.54	0.37	0.45
0.63	16.00	0.43	3.15	0.85	0.54	0.31	0.41
0.63	17.00	0.41	3.15	0.81	0.54	0.27	0.38
0.63	18.00	0.39	3.15	0.77	0.54	0.23	0.34

Required Storage: 0.66 acre-ft

REQUIRED DETENTION 100-YEAR EVENT TRIBUTARY AREA

EAST

Arlington Downs

04/02/18

Storm Water Master Plan

Total Tributary Area: 3.15 acre
 Total Impervious Area: 0.90 acre
 Actual Release Rate: 8.00 cfs
 Runoff Coefficient (C): 0.63
 100 Year Intensity: 7.00 in Bul 70 100yr - 24hr

100-Year Event, Bulletin 70 Rainfall Data

RUNOFF FACTOR	STORM DURATION (HRS)	RAINFALL INTENSITY (IN/HR)	DRAINAGE AREA (ACRES)	INFLOW RATE (CFS)	RELEASE RATE (CFS)	STORAGE RATE (CFS)	STORAGE REQUIRED (ACRE-FT)
0.63	0.08	10.92	3.15	21.62	8.00	13.62	0.09
0.63	0.17	10.02	3.15	19.84	8.00	11.84	0.17
0.63	0.25	8.20	3.15	16.24	8.00	8.24	0.17
0.63	0.50	5.60	3.15	11.09	8.00	3.09	0.13
0.63	1.00	3.56	3.15	7.05	8.00	-0.95	-0.08
0.63	1.50	2.63	3.15	5.21	8.00	-2.79	-0.35
0.63	2.00	2.24	3.15	4.44	8.00	-3.56	-0.59
0.63	3.00	1.62	3.15	3.21	8.00	-4.79	-1.19
0.63	4.00	1.28	3.15	2.53	8.00	-5.47	-1.81
0.63	5.00	1.08	3.15	2.14	8.00	-5.86	-2.42
0.63	6.00	0.95	3.15	1.88	8.00	-6.12	-3.03
0.63	7.00	0.83	3.15	1.64	8.00	-6.36	-3.68
0.63	8.00	0.75	3.15	1.49	8.00	-6.52	-4.31
0.63	9.00	0.68	3.15	1.35	8.00	-6.65	-4.95
0.63	10.00	0.63	3.15	1.25	8.00	-6.75	-5.58
0.63	11.00	0.59	3.15	1.17	8.00	-6.83	-6.21
0.63	12.00	0.55	3.15	1.09	8.00	-6.91	-6.85
0.63	13.00	0.52	3.15	1.03	8.00	-6.97	-7.49
0.63	14.00	0.49	3.15	0.97	8.00	-7.03	-8.13
0.63	15.00	0.46	3.15	0.91	8.00	-7.09	-8.79
0.63	16.00	0.43	3.15	0.85	8.00	-7.15	-9.45
0.63	17.00	0.41	3.15	0.81	8.00	-7.19	-10.10
0.63	18.00	0.39	3.15	0.77	8.00	-7.23	-10.75

Minimum Required Storage: -0.03 acre-ft

Maximum Release Rate: 9.32 cfs

Required Storage: 0.17 acre-ft

**Arlington Downs
Euclid Avenue and Rohlwing Road
Arlington Heights, Illinois**



Phase 2 Improvements Storm Water Management Report

April 04, 2018



Prepared By: Pat Dimmer
Eriksson Engineering Associates, Ltd.
145 Commerce Drive, Suite A
Grayslake, IL 60030

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PRE-DEVELOPMENT STORM WATER MANAGEMENT

Although not tributary in the pre-development conditions, the Arlington Down development is located on a parcel was included in the design of the Storm Water Management Facility constructed in the early 1980's as a part of the Salt Creek Lane industrial park. As the basin was designed to accommodate the drainage from this site, the site will utilize the storage provided in this Regional basin by re-directing the site drainage to this location. Based on record information received from the MWRD and the Village of Arlington Heights, the following is a short history of the regional detention facility:

The original basin was constructed in 1980. The basins were divided into three portions, with the majority of the Industrial Park tributary to the Western Basin, to which the proposed development was included for sizing purposes. This western basin then directed its discharge into the East Basin, located alongside Salt Creek near Euclid Avenue. A second Compensatory Storage Facility was created alongside Salt Creek north of the East Basin to provide compensatory storage for flood plain areas that were re-graded as a part of the Industrial Park construction. Below is a brief summary of the sizing of the original basins.

West Basin was sized using a discharge of 0.18 cfs/acre, C-value of 0.90 and a tributary area of 46.8 acres using TP40 rainfall data (10.44 ac-ft)

North Compensatory Storage Facility – 16.00 Ac-Ft required

East Basin was sized using the MWRD discharge rate, C-value of 0.90 and a tributary area of 39.9 acres using TP40 rainfall data (8.57 ac-ft)

In 1982, the regional basins were modified to reduce size of North Compensatory Storage Basin to construct a parking lot within the Compensatory Storage area. In doing so, some of the required Compensatory Volume was relocated to the East Basin and drainage from the watersheds was re-directed to enlarge the tributary to the West Basin.

West basin was sized using a discharge of 0.18 cfs/acre, C-value of 0.85 and a total tributary area of 69.27 acres using TP40 rainfall data (15.47 ac-ft)

North Compensatory Storage Facility – 16.00 Ac-Ft required. A portion of this volume was relocated such that the North Facility contained 9.53 Ac-Ft, with an additional 0.56 Ac-Ft provided on the surface of the parking lot constructed over the Facility. The remaining 5.91 Ac-Ft was relocated to the East Basin.

East basin was sized using a discharge of 0.18 cfs/acre, although the outlet control was never modified from the original MWRD discharge rate used in the original basin design, C-value of 0.85 and a total tributary area of 12.21 acres using TP40 rainfall data (2.55 ac-ft)

The 2013 project confirmed the volumes under the MWRD's SPO requirements. In doing so, the tributaries for the Basins were updated to reflect the current as-built condition of the Industrial Park. Additionally, the MWRD and Village of Arlington Heights agreed that any volume of storm water detention provided within this Regional Basin for the Development may be claimed as such.

West basin was sized using a discharge of 0.18 cfs/acre, C-value of 0.85 and a total tributary area of 71.13 acres using TP40 rainfall data (15.87 ac-ft)

North Compensatory Storage Facility – 16.00 Ac-Ft required. The 1982 distribution of this volume was maintained: the North Facility contains 9.53 Ac-Ft, with an additional 0.56 Ac-Ft provided on the surface of the parking lot constructed over the Facility. The remaining 5.91 Ac-Ft is located in the East Basin.

East basin was sized using the MWRD discharge rate (the discharge is not tributary to the Village of Arlington Heights) maintaining the original outlet control, C-value of 0.85 and a total tributary area of 15.55 acres using TP40 rainfall data (2.19 ac-ft)

The design of these original basins used TP40 rainfall data which was the required rainfall at that time (Bulletin 70 was not published until 1989). The Village detention requirements have changed since this time. The 0.18 cfs/acre discharge rate is still the Village requirement however the Village now uses Bulletin 70 rainfall data. The additional Volume required as a result of this change in rainfall data will be provided on the development site.

PROPOSED STORM WATER MANAGEMENT:

As permitted for Phase 1, the entire Arlington Downs campus is tributary to an existing regional detention facility. Per the MWRD permitting for the Phase 1 construction, the Regional Basin was confirmed to contain the necessary volume (under the MWRD SPO) to accommodate the Development at a maximum of 90% impervious area (composite C-value of 0.85). Under the proposed conditions, the 26.82 acre campus has a total impervious coverage of 18.55 acres, for a composite C-Value of 0.72, meaning that no additional storm water detention is required to satisfy MWRD Detention requirements as the full tributary is in conformance with the Regional Basins' design criteria under the SPO. However, the Development creates 12.67 acres of new impervious area. Per the requirements of the WMO, this project will require to provide Volume Control storage for the new impervious areas. The total Volume Control requirement totals 1.05 acre-feet of total Volume Control.

As the Village of Arlington Heights storm water detention criteria are more conservative than that of the MWRDGC, additional volume will be required to be held on-site to satisfy the Village requirements. The Phase 1 improvements included the installation of the central infrastructure for the Development. As such, the Phase 1 construction installed oversized pipes totaling approximately 1.01 ac-ft of storage, while maintaining the two existing surface storage basins to the east and west of the Water Park for an additional 1.10 Ac-Ft of storage as its removal was not necessary for that phase of the Development. The oversized pipes both hold additional storm water detention volume for the Phase 1 construction as well as set the foundation for future storm water detention facilities and campus drainage for future developments.

The proposed Phase 2 improvements will expand on these oversized pipes to provide the necessary added storm water detention volume as required by the Village. Additionally, the MWRD Volume Control storage is also credited toward the Village detention requirement. Because of the Volume Control requirement, minimal additional pipe storage will be required as much of the added volume requirement will be accommodated in the Volume Control facilities.

Because of the topography of the site, the site will be divided into 2 site watersheds, with both being tributary to the West Regional Basin. The majority of the site will be located in the western portion of the site, while a small portion of the property will discharge directly to Salt Creek Lane located east of the Development.

WESTERN SITE AREA

The western portion of the site consists of the vast majority of the Development area. This portion of the site will consist of a tributary area of 26.81 acres containing 15.40 acres of impervious surfaces at the completion of Phase 2. Per the Village Criteria, a total storage of 7.32 acre-feet of detention volume is required for this condition at the allowable release rate of 4.26 cfs. The storage volume provided in the West Regional Basin for this same 26.81 acre area is 5.24 Ac-Ft (at C=85). This leaves a net required storage of 2.08 Ac-Ft to meet the Village's volume requirement.

In addition to meeting the Volume Requirement, the site discharge needs to be compared with the allowed pipe capacity established for the site. Per record documents, the peak allowable discharge to the northern public storm sewer from this Development is 41.64 cfs. Installation of a 22.25" diameter orifice at the Phase 1 outlet control structure will result in a 41.41 cfs discharge and require 2.63 Ac-Ft of total on-site storage required for the West Site Tributary.

The Phase 1 pipe storage constructed contains approximately 1.01 Ac-Ft. Additional pipe storage will be installed bringing the total pipe storage volume to 1.18 Ac-Ft. The remaining 1.45 Ac-Ft of storage will be accommodated at the Volume Control facilities. A series of 7 infiltration areas will be provided throughout the west site area. These will consist of StormTech chamber systems. These plastic arch systems are placed in open graded aggregate to allow for infiltration of storm water. In total, these systems will provide a total of approximately 1.75 Ac-Ft of storage (1.25 VC + 0.50 Detention)

EASTERN SITE AREA

The eastern portion of the site consists of the replacement of the existing paved roadway. The remaining site area will be padded for a future residential building. This portion of the site will consist of a tributary area of 3.15 acres containing 0.90 acres of impervious surfaces at the completion of Phase 2. Per the Village Criteria, a total storage of 0.60 acre-feet of detention volume is required for this condition at the allowable release rate of 0.57 cfs. The storage volume provided in the West Regional Basin for this same 3.15 acre area is 0.70 Ac-Ft (at C=85). This leaves a net required storage of 0 Ac-Ft to meet the Village's volume requirement.

In addition to meeting the Volume Requirement, the site discharge needs to be compared with the allowed pipe capacity established for the site. Per record documents, the peak allowable discharge to the Salt Creek Lane public storm sewer from this Development is 9.32 cfs. Installation of a 12.75" diameter orifice will result in a 9.17 cfs discharge and require 0.17 Ac-Ft of total on-site storage required for the East Site Tributary.

The required 0.17 Ac-Ft of storage will be accommodated at the Volume Control facilities. A StormTech chamber system located near the east property line of the site will provide approximately 0.25 Ac-Ft of total storage volume.

FUTURE STORMWATER DETENTION:

The future site improvements include the construction of two new residential towers. One will be located in the extreme northwest corner of the site, with the other located on the eastern portion. This future condition will increase the total site impervious coverage to 22.29 acres for the full 26.81 acre parcel. This increases the composite C value to 0.82 (per MWRD criteria). As the West Regional Basin was sized for a composite C of 0.85, no additional MWRD volume will be required. However, Volume Control will be required for the 16.41 acres of new impervious area. This will result in a total VC storage of 1.40 Ac-Ft.

This 26.81 acre portion of the site will consist of approximately 17.70 acres of impervious surfaces at the completion of Phase 2. Per the Village Criteria, a total storage of 7.82 acre-feet of detention volume is required for this condition at the allowable release rate of 4.26 cfs. The storage volume provided in the West Regional Basin for this same 26.81 acre area is 5.24 Ac-Ft (at C=85). This leaves a net required storage of 2.58 Ac-Ft to meet the Village's volume requirement.

In addition to meeting the Volume Requirement, the site discharge needs to be compared with the allowed pipe capacity established for the site. Per record documents, the peak allowable discharge to the northern public storm sewer from this Development is 41.64 cfs. The 22.25" diameter orifice at the Phase 1 outlet control structure provides a 41.41 cfs discharge and require 2.87 Ac-Ft of total on-site storage required for the West Site Tributary. An additional

Volume Control facility will be needed for the future residential tower area to enable this runoff to be directly tributary to a Volume Control facility. This facility will be sized to provide 0.25 Ac-Ft of Volume Control for the new residential tower and parking structure as required for the 2.3 acre impervious area.

EASTERN SITE AREA

This 3.15 acre area is anticipated to contain 2.35 acres of impervious surfaces. Per the Village Criteria, a total storage of 0.97 acre-feet of detention volume is required for this condition at the allowable release rate of 0.57 cfs. The storage volume provided in the West Regional Basin for this same 3.15 acre area is 0.70 Ac-Ft (at C=85). This leaves a net required storage of 0.27 Ac-Ft to meet the Village's volume requirement.

In addition to meeting the Volume Requirement, the site discharge needs to be compared with the allowed pipe capacity established for the site. The 12.75" diameter orifice installed as a part of Phase 2 will result in a 9.17 cfs discharge and require 0.28 Ac-Ft of total on-site storage required for the East Site Tributary.

An additional Volume Control facility will be needed for the future residential tower area to enable this runoff to be directly tributary to a Volume Control facility. This facility will be sized to provide 0.12 Ac-Ft of Volume Control for the new residential tower as required for the 1.45 acre impervious area. This same system will also account for approximately 0.08 Ac-Ft of additional detention storage. This new 0.20 Ac-Ft system, combined with the 0.25 Ac-Ft of storage provided in the current Phase 2, will result in a total storage provided of 0.45 Ac-Ft for the East Site Tributary.

STORM WATER CONVEYANCE:

As with Phase 1, the on-site storm water detention facility will double as the primary site conveyance system. The current phase of construction will connect to the Phase 1 pipe network which conveys storm water to the north site discharge location. The site catch basins and storm sewers have been designed to convey the 100 year flow to this pipe detention system to eliminate the overflow of water to the public Right of Way prior to the 100 year occurrence.

DRAINAGE SUMMARY - WEST WATERSHED

Arlington Downs
Storm Water Master Plan
PD

04/02/18



Proposed Conditions

Total Property Area = 26.81 acres

DETAINED AREA	Detained Area =	23.66 acres	0.03697 sq mi		
	Impervious Area =	15.40 acres	$C_{\text{impervious}} =$	0.90	0.95
	Native Area =	- acres	$C_{\text{native}} =$	0.15	
	Permeable Paver =	- acres	$C_{\text{pavers}} =$	0.75	
	Pervious Area =	8.26 acres	$C_{\text{pervious}} =$	0.45	0.50
			$C =$	0.74	0.79

	MWRD	VILLAGE
Allowable Release Rate =	0.30	0.18 cfs/Acre
	7.10	4.26 cfs

MAXIMUM RESTRICTOR DIAMETER =	9.07	7.02	in
ACTUAL RESTRICTOR DIAMETER =	7.00		in

ALLOWABLE RELEASE RATE =	7.10	4.26	cfs
ACTUAL RELEASE RATE =	4.23	4.23	cfs

VOLUME CONTROL IMPERVIOUS AREA =	513000	SF	(New Impervious Only)
VOLUME CONTROL REQUIREMENT =	42750	CF	(1" Per SF of Imp Area)

DETENTION VOLUME REQUIRED =		7.32 Acre*ft
Volume Provided in Regional Basin =	5.24	
NET DETENTION VOLUME REQUIRED =		2.08 Acre*ft
DETENTION VOLUME PROVIDED =		2.93 Acre*ft

	MWRD	VILLAGE
100 YR Restrictor Invert=	709.25	
Basin High Water Elevation=	720.00	720.00
Basin Spill Elevation=	722.85	+/-

RESTRICTOR SIZING CALCULATIONS - WEST WATERSHED

Arlington Downs

04/02/18

Storm Water Master Plan

PD

MWRD

100 YEAR RESTRICTOR

$$\begin{aligned}\text{High Water Elevation} &= 720.00 \\ C_D &= 0.61 \quad (\text{constant}) \\ G &= 32.20 \quad \text{ft/sec}^2 \\ \text{Inv. restrictor} &= 709.25 \\ \text{Base Flood Elevation} &= 0.00 \\ Q_{\text{allowable}} &= 7.10 \quad \text{cfs} \\ \Delta h &= \text{minimum or HWL} - \text{Inv.} - 1/2 \text{ Dia. Or HWL-BFE} \\ \Delta h &= 10.46 \quad \text{ft.} \\ Q &= C_D A (2gh)^{1/2} \\ A_{\text{restrictor}} &= (Q_{\text{allowable}}) / (C_D (2gh)^{1/2}) \\ A_{\text{restrictor}} &= 64.56 \quad \text{in}^2 \\ D_{\text{restrictor}} &= 9.067 \quad \text{in}\end{aligned}$$

=> Restrictor diameter = 7.000 inches

Release Rate Based on restrictor diameter

$$\begin{aligned}D_{\text{restrictor}} &= 7.000 \quad \text{in.} \\ A_{\text{restrictor}} &= 38 \quad \text{in}^2 \\ \Delta h &= 10.46 \\ Q &= C_D A (2gh)^{1/2}\end{aligned}$$

Q₁₀₀ = 4.23 c.f.s.

VILLAGE

100 YEAR RESTRICTOR

$$\begin{aligned}\text{High Water Elevation} &= 720.00 \\ C_D &= 0.61 \quad (\text{constant}) \\ G &= 32.20 \quad \text{ft/sec}^2 \\ \text{Inv. restrictor} &= 709.25 \\ \text{Base Flood Elevation} &= 0.00 \\ Q_{\text{allowable}} &= 4.26 \quad \text{cfs} \\ \Delta h &= \text{minimum or HWL} - \text{Inv.} - 1/2 \text{ Dia. Or HWL-BFE} \\ \Delta h &= 10.46 \quad \text{ft.} \\ Q &= C_D A (2gh)^{1/2} \\ A_{\text{restrictor}} &= (Q_{\text{allowable}}) / (C_D (2gh)^{1/2}) \\ A_{\text{restrictor}} &= 38.74 \quad \text{in}^2 \\ D_{\text{restrictor}} &= 7.023 \quad \text{in}\end{aligned}$$

=> Restrictor diameter = 7.000 inches

Release Rate Based on restrictor diameter

$$\begin{aligned}D_{\text{restrictor}} &= 7.000 \quad \text{in.} \\ A_{\text{restrictor}} &= 38 \quad \text{in}^2 \\ \Delta h &= 10.46 \\ Q &= C_D A (2gh)^{1/2}\end{aligned}$$

Q₁₀₀ = 4.23 c.f.s.

MWRD DETENTION PROVIDED IN REGIONAL BASIN FOR DISTURBED AREA (PER 13-016) WEST

Arlington Downs
Storm Water Master Plan

04/02/18

Total Tributary Area: 23.66 acre
Release Rate: 0.18 cfs/Acre
4.26 cfs
Runoff Coefficient (C): 0.85 Per 13-016

100-Year Event (MWRD Method)

RUNOFF FACTOR	STORM DURATION (HRS)	RAINFALL INTENSITY (IN/HR)	DRAINAGE AREA (ACRES)	INFLOW RATE (CFS)	RELEASE RATE (CFS)	STORAGE RATE (CFS)	STORAGE REQUIRED (ACRE-FT)
0.85	0.17	7.60	23.66	152.84	4.26	148.58	2.05
0.85	0.33	5.50	23.66	110.61	4.26	106.35	2.93
0.85	0.42	5.00	23.66	100.56	4.26	96.30	3.32
0.85	0.50	4.40	23.66	88.49	4.26	84.23	3.48
0.85	0.67	3.70	23.66	74.41	4.26	70.15	3.87
0.85	0.75	3.50	23.66	70.39	4.26	66.13	4.10
0.85	0.83	3.20	23.66	64.36	4.26	60.10	4.14
0.85	0.92	3.01	23.66	60.53	4.26	56.28	4.26
0.85	1.00	2.80	23.66	56.31	4.26	52.05	4.30
0.85	1.50	2.10	23.66	42.23	4.26	37.97	4.71
0.85	2.00	1.70	23.66	34.19	4.26	29.93	4.95
0.85	3.00	1.25	23.66	25.14	4.26	20.88	5.18
0.85	4.00	1.00	23.66	20.11	4.26	15.85	5.24
0.85	5.00	0.84	23.66	16.89	4.26	12.63	5.22
0.85	6.00	0.73	23.66	14.68	4.26	10.42	5.17
0.85	8.00	0.58	23.66	11.66	4.26	7.41	4.90
0.85	10.00	0.49	23.66	9.85	4.26	5.60	4.62
0.85	12.00	0.43	23.66	8.65	4.26	4.39	4.35
0.85	18.00	0.31	23.66	6.23	4.26	1.98	2.94
0.85	24.00	0.25	23.66	5.03	4.26	0.77	1.53

Maximum Required Storage: 5.24 acre-ft

REQUIRED DETENTION 100-YEAR EVENT TRIBUTARY AREA

WEST

Arlington Downs

04/02/18

Storm Water Master Plan

Total Tributary Area: 23.66 acre
 Total Impervious Area: 15.40 acre
 Actual Release Rate: 4.23 cfs
 Runoff Coefficient (C): 0.79
 100 Year Intensity: 7.00 in Bul 70 100yr - 24hr

100-Year Event, Bulletin 70 Rainfall Data

RUNOFF FACTOR	STORM DURATION (HRS)	RAINFALL INTENSITY (IN/HR)	DRAINAGE AREA (ACRES)	INFLOW RATE (CFS)	RELEASE RATE (CFS)	STORAGE RATE (CFS)	STORAGE REQUIRED (ACRE-FT)
0.79	0.08	10.92	23.66	204.86	4.23	200.63	1.33
0.79	0.17	10.02	23.66	187.98	4.23	183.75	2.58
0.79	0.25	8.20	23.66	153.83	4.23	149.60	3.09
0.79	0.50	5.60	23.66	105.06	4.23	100.83	4.17
0.79	1.00	3.56	23.66	66.79	4.23	62.56	5.17
0.79	1.50	2.63	23.66	49.34	4.23	45.11	5.59
0.79	2.00	2.24	23.66	42.02	4.23	37.79	6.25
0.79	3.00	1.62	23.66	30.39	4.23	26.16	6.49
0.79	4.00	1.40	23.66	26.26	4.23	22.04	7.28
0.79	5.00	1.17	23.66	21.95	4.23	17.72	7.32
0.79	6.00	0.95	23.66	17.82	4.23	13.59	6.74
0.79	7.00	0.83	23.66	15.57	4.23	11.34	6.56
0.79	8.00	0.75	23.66	14.07	4.23	9.84	6.51
0.79	9.00	0.68	23.66	12.76	4.23	8.53	6.34
0.79	10.00	0.63	23.66	11.82	4.23	7.59	6.27
0.79	11.00	0.59	23.66	11.07	4.23	6.84	6.22
0.79	12.00	0.55	23.66	10.32	4.23	6.09	6.04
0.79	13.00	0.52	23.66	9.76	4.23	5.53	5.94
0.79	14.00	0.49	23.66	9.19	4.23	4.96	5.74
0.79	15.00	0.46	23.66	8.63	4.23	4.40	5.46
0.79	16.00	0.43	23.66	8.07	4.23	3.84	5.08
0.79	17.00	0.41	23.66	7.69	4.23	3.46	4.87
0.79	18.00	0.39	23.66	7.32	4.23	3.09	4.59

Required Storage: 7.32 acre-ft

REQUIRED DETENTION 100-YEAR EVENT TRIBUTARY AREA

WEST

Arlington Downs

04/02/18

Storm Water Master Plan

Total Tributary Area: 23.66 acre
 Total Impervious Area: 15.40 acre
 Actual Release Rate: 41.41 cfs
 Runoff Coefficient (C): 0.79
 100 Year Intensity: 7.00 in Bul 70 100yr - 24hr

100-Year Event, Bulletin 70 Rainfall Data

RUNOFF FACTOR	STORM DURATION (HRS)	RAINFALL INTENSITY (IN/HR)	DRAINAGE AREA (ACRES)	INFLOW RATE (CFS)	RELEASE RATE (CFS)	STORAGE RATE (CFS)	STORAGE REQUIRED (ACRE-FT)
0.79	0.08	10.92	23.66	204.86	41.41	163.45	1.08
0.79	0.17	10.02	23.66	187.98	41.41	146.57	2.06
0.79	0.25	8.20	23.66	153.83	41.41	112.42	2.32
0.79	0.50	5.60	23.66	105.06	41.41	63.65	2.63
0.79	1.00	3.56	23.66	66.79	41.41	25.38	2.10
0.79	1.50	2.63	23.66	49.34	41.41	7.93	0.98
0.79	2.00	2.24	23.66	42.02	41.41	0.61	0.10
0.79	3.00	1.62	23.66	30.39	41.41	-11.02	-2.73
0.79	4.00	1.28	23.66	24.01	41.41	-17.40	-5.75
0.79	5.00	1.08	23.66	20.26	41.41	-21.15	-8.74
0.79	6.00	0.95	23.66	17.82	41.41	-23.59	-11.70
0.79	7.00	0.83	23.66	15.57	41.41	-25.84	-14.95
0.79	8.00	0.75	23.66	14.07	41.41	-27.34	-18.08
0.79	9.00	0.68	23.66	12.76	41.41	-28.65	-21.31
0.79	10.00	0.63	23.66	11.82	41.41	-29.59	-24.46
0.79	11.00	0.59	23.66	11.07	41.41	-30.34	-27.58
0.79	12.00	0.55	23.66	10.32	41.41	-31.09	-30.84
0.79	13.00	0.52	23.66	9.76	41.41	-31.65	-34.01
0.79	14.00	0.49	23.66	9.19	41.41	-32.22	-37.28
0.79	15.00	0.46	23.66	8.63	41.41	-32.78	-40.64
0.79	16.00	0.43	23.66	8.07	41.41	-33.34	-44.09
0.79	17.00	0.41	23.66	7.69	41.41	-33.72	-47.37
0.79	18.00	0.39	23.66	7.32	41.41	-34.09	-50.72

Minimum Required Storage: 2.08 acre-ft

Maximum Release Rate: 41.64 cfs

Required Storage: 2.63 acre-ft

DRAINAGE SUMMARY - EAST WATERSHED

Arlington Downs
Storm Water Master Plan
PD

04/02/18



Proposed Conditions

Total Property Area = 26.81 acres

DETAINED AREA	Detained Area =	3.15 acres	0.00492 sq mi		
	Impervious Area =	0.90 acres	$C_{\text{impervious}} =$	0.90	0.95
	Native Area =	- acres	$C_{\text{native}} =$	0.15	
	Permeable Paver =	- acres	$C_{\text{pavers}} =$	0.75	
	Pervious Area =	2.25 acres	$C_{\text{pervious}} =$	0.45	0.50
			$C =$	0.58	0.63

	MWRD	VILLAGE
Allowable Release Rate =	0.30	0.18 cfs/Acre
	0.95	0.57 cfs

MAXIMUM RESTRICTOR DIAMETER =	3.29	2.55	in
ACTUAL RESTRICTOR DIAMETER =	2.50		in

ALLOWABLE RELEASE RATE =	0.95	0.57	cfs
ACTUAL RELEASE RATE =	0.54	0.54	cfs

VOLUME CONTROL IMPERVIOUS AREA =	39000	SF	(New Impervious Only)
VOLUME CONTROL REQUIREMENT =	3250	CF	(1" Per SF of Imp Area)

DETENTION VOLUME REQUIRED =	0.66	0.66 Acre*ft
Volume Provided in Regional Basin =	0.70	
NET DETENTION VOLUME REQUIRED =	-0.03	-0.03 Acre*ft
DETENTION VOLUME PROVIDED =	0.00	0.00 Acre*ft

	MWRD	VILLAGE
100 YR Restrictor Invert=	709.25	
Basin High Water Elevation=	720.00	720.00
Basin Spill Elevation=	722.85	+/-

RESTRICTOR SIZING CALCULATIONS - EAST

Arlington Downs

04/02/18

Storm Water Master Plan

PD

MWRD

100 YEAR RESTRICTOR

$$\begin{aligned}\text{High Water Elevation} &= 720.00 \\ C_D &= 0.61 \quad (\text{constant}) \\ G &= 32.20 \quad \text{ft/sec}^2 \\ \text{Inv. restrictor} &= 709.25 \\ \text{Base Flood Elevation} &= 0.00 \\ Q_{\text{allowable}} &= 0.95 \quad \text{cfs} \\ \Delta h &= \text{minimum or HWL} - \text{Inv.} - 1/2 \text{ Dia. Or HWL-BFE} \\ \Delta h &= 10.65 \quad \text{ft.} \\ Q &= C_D A (2gh)^{1/2} \\ A_{\text{restrictor}} &= (Q_{\text{allowable}}) / (C_D (2gh)^{1/2}) \\ A_{\text{restrictor}} &= 8.52 \quad \text{in}^2 \\ D_{\text{restrictor}} &= 3.294 \quad \text{in}\end{aligned}$$

=> Restrictor diameter = 2.500 inches

Release Rate Based on restrictor diameter

$$\begin{aligned}D_{\text{restrictor}} &= 2.500 \quad \text{in.} \\ A_{\text{restrictor}} &= 5 \quad \text{in}^2 \\ \Delta h &= 10.65 \\ Q &= C_D A (2gh)^{1/2}\end{aligned}$$

Q₁₀₀ = 0.54 c.f.s.

VILLAGE

100 YEAR RESTRICTOR

$$\begin{aligned}\text{High Water Elevation} &= 720.00 \\ C_D &= 0.61 \quad (\text{constant}) \\ G &= 32.20 \quad \text{ft/sec}^2 \\ \text{Inv. restrictor} &= 709.25 \\ \text{Base Flood Elevation} &= 0.00 \\ Q_{\text{allowable}} &= 0.57 \quad \text{cfs} \\ \Delta h &= \text{minimum or HWL} - \text{Inv.} - 1/2 \text{ Dia. Or HWL-BFE} \\ \Delta h &= 10.65 \quad \text{ft.} \\ Q &= C_D A (2gh)^{1/2} \\ A_{\text{restrictor}} &= (Q_{\text{allowable}}) / (C_D (2gh)^{1/2}) \\ A_{\text{restrictor}} &= 5.11 \quad \text{in}^2 \\ D_{\text{restrictor}} &= 2.551 \quad \text{in}\end{aligned}$$

=> Restrictor diameter = 2.500 inches

Release Rate Based on restrictor diameter

$$\begin{aligned}D_{\text{restrictor}} &= 2.500 \quad \text{in.} \\ A_{\text{restrictor}} &= 5 \quad \text{in}^2 \\ \Delta h &= 10.65 \\ Q &= C_D A (2gh)^{1/2}\end{aligned}$$

Q₁₀₀ = 0.54 c.f.s.

MWRD DETENTION PROVIDED IN REGIONAL BASIN FOR DISTURBED AREA (PER 13-016) EAST

Arlington Downs
Storm Water Master Plan

04/02/18

Total Tributary Area: 3.15 acre
Release Rate: 0.18 cfs/Acre
0.57 cfs
Runoff Coefficient (C): 0.85 Per 13-016

100-Year Event (MWRD Method)

RUNOFF FACTOR	STORM DURATION (HRS)	RAINFALL INTENSITY (IN/HR)	DRAINAGE AREA (ACRES)	INFLOW RATE (CFS)	RELEASE RATE (CFS)	STORAGE RATE (CFS)	STORAGE REQUIRED (ACRE-FT)
0.85	0.17	7.60	3.15	20.35	0.57	19.78	0.27
0.85	0.33	5.50	3.15	14.73	0.57	14.16	0.39
0.85	0.42	5.00	3.15	13.39	0.57	12.82	0.44
0.85	0.50	4.40	3.15	11.78	0.57	11.21	0.46
0.85	0.67	3.70	3.15	9.91	0.57	9.34	0.51
0.85	0.75	3.50	3.15	9.37	0.57	8.80	0.55
0.85	0.83	3.20	3.15	8.57	0.57	8.00	0.55
0.85	0.92	3.01	3.15	8.06	0.57	7.49	0.57
0.85	1.00	2.80	3.15	7.50	0.57	6.93	0.57
0.85	1.50	2.10	3.15	5.62	0.57	5.06	0.63
0.85	2.00	1.70	3.15	4.55	0.57	3.98	0.66
0.85	3.00	1.25	3.15	3.35	0.57	2.78	0.69
0.85	4.00	1.00	3.15	2.68	0.57	2.11	0.70
0.85	5.00	0.84	3.15	2.25	0.57	1.68	0.70
0.85	6.00	0.73	3.15	1.95	0.57	1.39	0.69
0.85	8.00	0.58	3.15	1.55	0.57	0.99	0.65
0.85	10.00	0.49	3.15	1.31	0.57	0.74	0.62
0.85	12.00	0.43	3.15	1.15	0.57	0.58	0.58
0.85	18.00	0.31	3.15	0.83	0.57	0.26	0.39
0.85	24.00	0.25	3.15	0.67	0.57	0.10	0.20

Maximum Required Storage: 0.70 acre-ft

REQUIRED DETENTION 100-YEAR EVENT TRIBUTARY AREA

EAST

Arlington Downs

04/02/18

Storm Water Master Plan

Total Tributary Area: 3.15 acre
 Total Impervious Area: 0.90 acre
 Actual Release Rate: 0.54 cfs
 Runoff Coefficient (C): 0.63
 100 Year Intensity: 7.00 in Bul 70 100yr - 24hr

100-Year Event, Bulletin 70 Rainfall Data

RUNOFF FACTOR	STORM DURATION (HRS)	RAINFALL INTENSITY (IN/HR)	DRAINAGE AREA (ACRES)	INFLOW RATE (CFS)	RELEASE RATE (CFS)	STORAGE RATE (CFS)	STORAGE REQUIRED (ACRE-FT)
0.63	0.08	10.92	3.15	21.62	0.54	21.08	0.14
0.63	0.17	10.02	3.15	19.84	0.54	19.30	0.27
0.63	0.25	8.20	3.15	16.24	0.54	15.69	0.32
0.63	0.50	5.60	3.15	11.09	0.54	10.54	0.44
0.63	1.00	3.56	3.15	7.05	0.54	6.50	0.54
0.63	1.50	2.63	3.15	5.21	0.54	4.66	0.58
0.63	2.00	2.24	3.15	4.44	0.54	3.89	0.64
0.63	3.00	1.62	3.15	3.21	0.54	2.66	0.66
0.63	4.00	1.28	3.15	2.53	0.54	1.99	0.66
0.63	5.00	1.08	3.15	2.14	0.54	1.59	0.66
0.63	6.00	0.95	3.15	1.88	0.54	1.34	0.66
0.63	7.00	0.83	3.15	1.64	0.54	1.10	0.64
0.63	8.00	0.75	3.15	1.49	0.54	0.94	0.62
0.63	9.00	0.68	3.15	1.35	0.54	0.80	0.60
0.63	10.00	0.63	3.15	1.25	0.54	0.70	0.58
0.63	11.00	0.59	3.15	1.17	0.54	0.62	0.57
0.63	12.00	0.55	3.15	1.09	0.54	0.54	0.54
0.63	13.00	0.52	3.15	1.03	0.54	0.49	0.52
0.63	14.00	0.49	3.15	0.97	0.54	0.43	0.49
0.63	15.00	0.46	3.15	0.91	0.54	0.37	0.45
0.63	16.00	0.43	3.15	0.85	0.54	0.31	0.41
0.63	17.00	0.41	3.15	0.81	0.54	0.27	0.38
0.63	18.00	0.39	3.15	0.77	0.54	0.23	0.34

Required Storage: 0.66 acre-ft

REQUIRED DETENTION 100-YEAR EVENT TRIBUTARY AREA

EAST

Arlington Downs

04/02/18

Storm Water Master Plan

Total Tributary Area: 3.15 acre
 Total Impervious Area: 0.90 acre
 Actual Release Rate: 8.00 cfs
 Runoff Coefficient (C): 0.63
 100 Year Intensity: 7.00 in Bul 70 100yr - 24hr

100-Year Event, Bulletin 70 Rainfall Data

RUNOFF FACTOR	STORM DURATION (HRS)	RAINFALL INTENSITY (IN/HR)	DRAINAGE AREA (ACRES)	INFLOW RATE (CFS)	RELEASE RATE (CFS)	STORAGE RATE (CFS)	STORAGE REQUIRED (ACRE-FT)
0.63	0.08	10.92	3.15	21.62	8.00	13.62	0.09
0.63	0.17	10.02	3.15	19.84	8.00	11.84	0.17
0.63	0.25	8.20	3.15	16.24	8.00	8.24	0.17
0.63	0.50	5.60	3.15	11.09	8.00	3.09	0.13
0.63	1.00	3.56	3.15	7.05	8.00	-0.95	-0.08
0.63	1.50	2.63	3.15	5.21	8.00	-2.79	-0.35
0.63	2.00	2.24	3.15	4.44	8.00	-3.56	-0.59
0.63	3.00	1.62	3.15	3.21	8.00	-4.79	-1.19
0.63	4.00	1.28	3.15	2.53	8.00	-5.47	-1.81
0.63	5.00	1.08	3.15	2.14	8.00	-5.86	-2.42
0.63	6.00	0.95	3.15	1.88	8.00	-6.12	-3.03
0.63	7.00	0.83	3.15	1.64	8.00	-6.36	-3.68
0.63	8.00	0.75	3.15	1.49	8.00	-6.52	-4.31
0.63	9.00	0.68	3.15	1.35	8.00	-6.65	-4.95
0.63	10.00	0.63	3.15	1.25	8.00	-6.75	-5.58
0.63	11.00	0.59	3.15	1.17	8.00	-6.83	-6.21
0.63	12.00	0.55	3.15	1.09	8.00	-6.91	-6.85
0.63	13.00	0.52	3.15	1.03	8.00	-6.97	-7.49
0.63	14.00	0.49	3.15	0.97	8.00	-7.03	-8.13
0.63	15.00	0.46	3.15	0.91	8.00	-7.09	-8.79
0.63	16.00	0.43	3.15	0.85	8.00	-7.15	-9.45
0.63	17.00	0.41	3.15	0.81	8.00	-7.19	-10.10
0.63	18.00	0.39	3.15	0.77	8.00	-7.23	-10.75

Minimum Required Storage: -0.03 acre-ft

Maximum Release Rate: 9.32 cfs

Required Storage: 0.17 acre-ft

SUSTAINABLE BUILDING FEATURES

SITE AND LOCATION

- ACCESS TO QUALITY TRANSIT. ONE MILE WALKING DISTANCE TO METRA STATION
- BICYCLE FACILITIES. EXTERIOR BIKE PARKING FOR VISITORS, ADJACENT TO PLANNED BICYCLE PATH
- GREEN VEHICLES. DESIGNATED PREFERRED PARKING.
- SOURCE BUILDING MATERIALS WITHIN 500 MILES IF POSSIBLE

EXTERIOR DESIGN ELEMENTS

- PROVIDE / RESTORE NATIVE VEGETATION.
- MANAGE STORM WATER ON-SITE. STORM WATER DETENTION LOCATED UNDER THE ENTRY COURT AND BUILDING COURTYARD.
- CONTROLLED ILLUMINATION OF VEHICULAR AND PEDESTRAIN AREAS.
- HIGH EFFICIENCY WINDOWS.
- HEAT ISLAND REDUCTION. REFLECTIVE ROOF.
- OPTIMIZE ENERGY PERFORMANCE WITH CONTINUOUS EXTERIOR INSULATION

INTERIOR DESIGN ELEMENTS

- USE OF LOW VOC PRODUCTS THROUGHOUT (INSULATION, PAINTS, FLOORING, ETC.)
- PROVIDE ENERGY-STAR APPLIANCES
- INSTALL INDIVIDUAL UNIT CLIMATE CONTROL WITH PROGRAMMABLE THERMOSTATS
- INSTALL LOW ENERGY USE (LED) LIGHTING FIXTURES
- INSTALL VACANCY/OCCUPANCY TYPE LIGHTING CONTROLS AND SENSORS IN COMMON AREAS
- INSTALL EFFICIENT WATER USE FIXTURES

DURING CONSTRUCTION

- RE-USE / RECYCLE EXISTING SITE FILL
- EMPLOY RECYCLING OF CONSTRUCTION WASTE
- AIR QUALITY TESTING DURING CONSTRUCTION

POST-OCCUPANCY

- EMPLOY BUILDING RECYCLING PROGRAM
- ON-SITE STAFF TO MONITOR BUILDING PERFORMANCE
- COMMON AREA MAINTENANCE STAFF WILL USE NON-TOXIC CLEANING PRODUCTS
- INDOOR BICYCLE STORAGE



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

ARLINGTON DOWNS RESIDENTIAL
BUILDING II

04/20/18 Project #: 16093

A309

Market Study

Arlington Downs

Proposed Future Residential Phases
N. Euclid Ave, E of Rohlwing Rd
Arlington Heights, Cook County, Illinois 60005
Client Reference:

Prepared For:

Devco Management LLC

Effective Date of the Market Study:

April, 2018

IRR - Chicago

File Number: 194-2018-0339





Arlington Downs
N. Euclid Ave, E of Rohlwing Rd
Arlington Heights, Illinois



April 24, 2018

Mr. David Trandel
Devco Management LLC
3400 West Stonegate Boulevard, Suite 128
Arlington Heights, IL 60005

SUBJECT: Market Study

Arlington Downs: Proposed Future Residential Phases
N. Euclid Ave, E of Rohlwing Rd
Arlington Heights, Cook County, Illinois 60005
IRR - Chicago File No. 194-2018-0339

Dear Mr. Trandel:

Integra Realty Resources – Chicago is pleased to submit the accompanying market study of the referenced property.

Information for this report was researched and gathered from property inspections and conversations with brokers, developers, lenders, investors, managers, and leasing agents involved in the Suburban Chicago apartment market. On a quarterly basis since 2005, we have also researched the rental apartment market for Suburban Chicago. This ongoing work, along with our database going back 40+ years, well positions us to analyze and understand market trends specific to the proposed project.

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

Mr. David Trandel
Devco Management LLC
April 24, 2018
Page 2

If you have any questions or comments, please contact the undersigned. Thank you for the opportunity to be of service.

Respectfully submitted,

Integra Realty Resources - Chicago



Gail Lissner, SRA, CRE
Certified General Real Estate Appraiser
Illinois Certificate # 553.001842 Exp.
9/30/2019
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General Information

Purpose of the Appraisal

The purpose of this report is to provide:

- An overview of the Suburban Chicago rental apartment market.
- An analysis of the market demand for rental apartment units at the subject location.
- An analysis of the target renter demographic.
- A survey and overview of the rental competition in the market.
- A critique of the proposed future rental apartment phases planned for Arlington Downs.
- Conclusions regarding the market demand for the proposed future rental apartment phases and absorption projections for the proposed units.

Effective Date

The effective date of the analysis and conclusions is April 2018.

Intended Use and User

The addressee on the letter of transmittal is the client and the intended user of this report. An additional intended user is the Planning and Community Development Department of Arlington Heights.

This report is prepared for exclusive use by the intended users for internal planning purposes.

Sources of Data / Extent of Research

An inspection of the subject site and neighborhood was completed along with a review of the architectural drawings which were provided for the subject property.

The following data sources were researched:

- Inspection of the site and a review of the proposed development site plan
- 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

Applicable Requirements

This market study is intended to conform to the requirements of the following:

- Uniform Standards of Professional Appraisal Practice (USPAP);
- Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute;

Report Format

This report is prepared under the Appraisal Report option of Standards Rule 2-2(a) of USPAP.

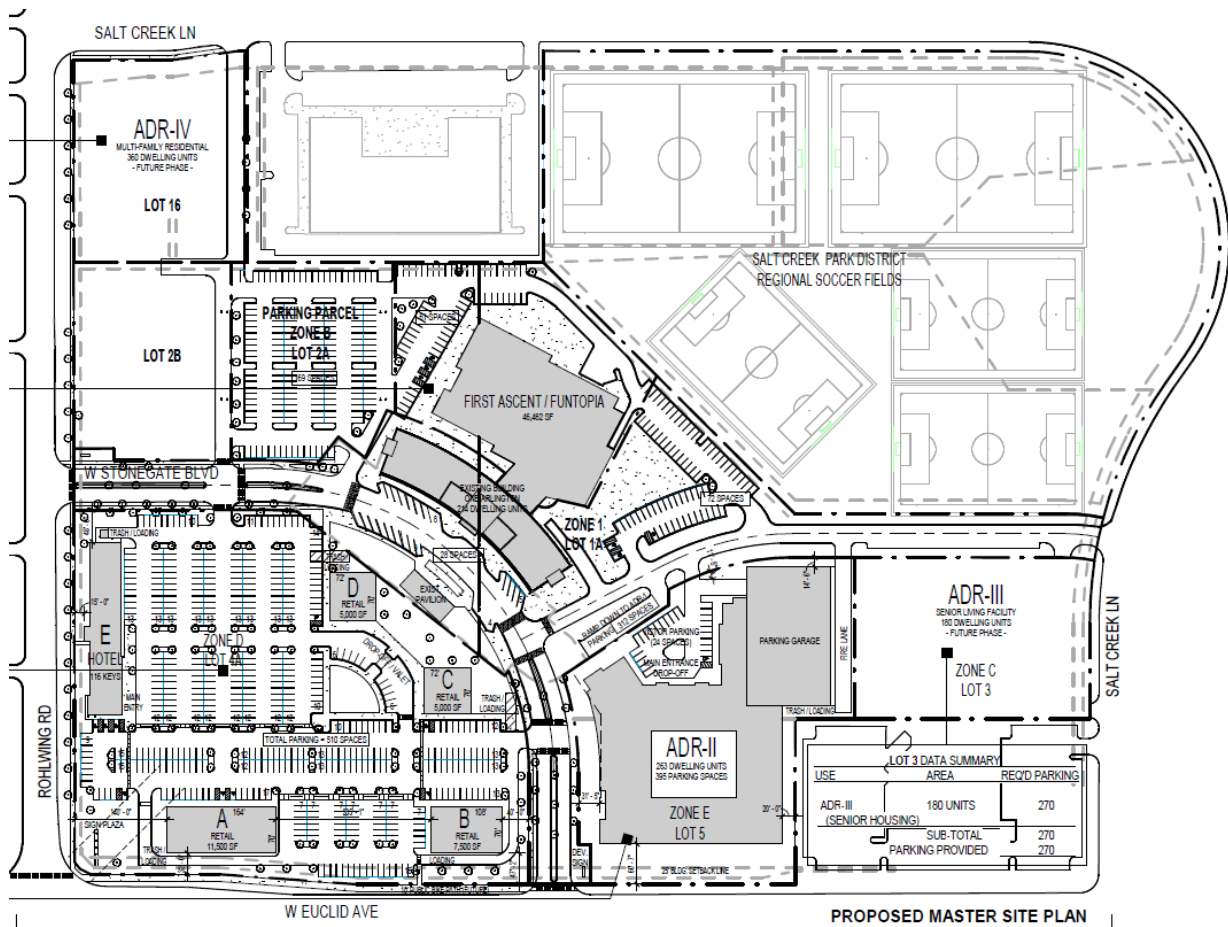
Prior Services

USPAP requires appraisers to disclose to the client any other services they have provided in connection with the subject property in the prior three years, including valuation, consulting, property management, brokerage, or any other services. We have performed 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.

Inspection

Gail Lissner, SRA, CRE, conducted an inspection of the site on April 3, 2018.

Executive Summary and Conclusions



Arlington Downs Proposed Master Site Plan

Development Location and Overall Plan

N. Euclid Ave, E of Rohlwing Rd
Arlington Heights, Cook County, Illinois 60005

The Arlington Downs development is located at the northeast corner of W. Euclid Avenue and Rohlwing Road in northwest suburban Arlington Heights, IL. With rental apartment, retail, hotel, and entertainment/recreational amenities, this 27-acre site is in the process of becoming a mixed-use development offering a wide range of amenities. Its components will include the following:

- One Arlington, a 214-unit luxury rental apartment building, was completed in late 2014. It was the adaptive reuse of a former hotel which had closed. One Arlington also includes a

- ground floor tenant, N25, which is an 18,000 SF shared office, co-working space facility which is currently expanding into the remaining vacant first floor space in the building.
- The former waterslide park just north of One Arlington is planned for conversion to a First Ascent/Funtopia facility. With 30,000 SF, First Ascent will offer a 57-foot-high rock wall and numerous workout amenities and classes. Funtopia will be a children's entertainment facility with 15,000 SF of space including fun walls, ropes courses, crawling caves, and a jungle gym.
 - A Vib Hotel is also planned for development. It will be a 116-room stylish boutique select-service hotel.
 - Retail facilities are also planned totaling approximately 40,000 SF of retail space, with a heavy food/restaurant orientation.
 - Additional residential phases: There are three residential sites which are the subject of this market study:
 - ADR II: This site is located on the north side of Euclid Avenue between Rohlwing Road and Salk Creek Lane and is planned to include 263 units in a five-story building. ADR II is the first parcel which is planned for construction and could potentially break ground in the fall of 2018. It is currently proposed with a mix of 34 studio units (13%), 113 1BR units (43%), 89 2BR units (34%), 27 3BR units (10%). The parking ratio will be 1.5:1. No unit square footages were provided.
 - ADR IV: This site is located at the southeast corner of Rohlwing Road and Salt Creek Lane and is proposed for 360 units.
 - ADR III: This site is located on the west side of Salt Creek Lane, north of Euclid Avenue and is proposed to include 180-unit senior living or age-restricted units.

Conclusion

Based upon our analysis of the subject location, the proposed development plan, and the suburban rental apartment market, we believe that additional rental apartments will be marketable at this location. With three pads and a phased development plan, we believe that there will be adequate demand to absorb the three proposed phases. Given the size of the Arlington Heights market and its perceived desirability in the market, the proximity to major employment centers within easy commuting distance, the lack of new apartment construction in Arlington Heights, the good reception to date for the One Arlington units, the strong occupancy trends in the Northwest Cook County rental apartment market, and the proposed plans for the other components of the Arlington Downs mixed-use development, it is expected that there will be sustained demand and good absorption for these additional residential phases at rents competitive with the Luxury Class A new construction projects in the market.

Analysis and Conclusions

Property Location

The subject property is located in Arlington Heights, a community of approximately 75,000 persons located northwest of O'Hare Airport in the northwest suburbs of Chicago. The location is 30 miles from Chicago's central business district ("The Loop") and 15 miles from O'Hare Airport. 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 Park stop is within walking distance of the subject.

The median household income for Arlington Heights is approximately \$94,750, according to 2018 estimates by Environics Analytics. Within the past 12 months, according to MRED LLC, there were 826 sales of single family residences in Arlington Heights with an average price of \$421,230 and a median price of \$380,500. These sales ranged from a low of \$180,000 to a high of \$1,400,000. An additional 531 condos and townhomes also sold within the past 12 months with an average price of \$185,485 and a median price of \$161,500. These sales ranged from a low of \$55,000 to a high of \$745,000.

Accessibility to transportation is a key advantage of the Arlington Downs location, with Illinois Route 53 spanning portions of the village's western edge. The subject property, located just east of the highway at the full interchange at Euclid Avenue. Cars are the main mode of transportation in the suburbs, but there are also two Metra train 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 four 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.

To the east of the Arlington Downs development is Arlington International, a thoroughbred horse race track which originally opened in 1927 and operates from May through September. From a residential perspective, the track provides very desirable views from units which overlook its attractive grounds along with additional demand for housing, particularly during the racing season.

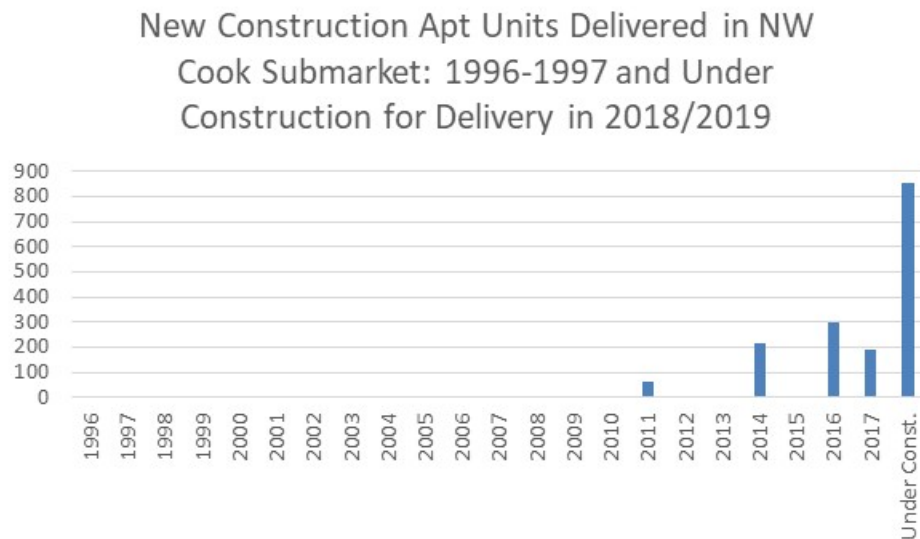
Overall, this is considered to be an excellent location for future phases of residential development in the Arlington Downs development.

Northwest Cook County Suburban Rental Market Conditions

The Cook County Northwest submarket is defined as roughly Interstate 294 to the east, Lake County on the north, Route 59 on the west and DuPage County to the south. O'Hare International Airport is at the southeastern most part of the submarket. The Integra Realty Resources - Chicago internal database for the Cook County Northwest submarket consists of 25,711 dwelling units which we track on a quarterly basis. The median unit size for the submarket is 877 square feet which is in-line with the overall suburban market. The median year built was 1975 compared to the overall suburban market having a median of 1985.

Cook County Northwest was one of the first submarkets to be develop in suburban Chicago to a significant density. However, no new apartment development took place in the 1990s or early 2000s. It was not until 60 units were constructed in Des Plaines in 2011 that there was any new rental product added to this submarket since the 1980s, and these 60 units actually began construction as condominiums but were completed as rental apartments during to the downturn in the for-sale market. There have only been a few new projects added to this rather sizable market during the past few years, but development activity is beginning to increase with over 800 units currently under construction for delivery in 2018/2019. The lack of newer product in the Northwest Cook County submarket has been more a function of lack of suitable sites for development rather than submarket economics.

As shown below, new rental apartment development did not occur in the Northwest Cook County submarket for many years and has only begun occurring in the past few years.



Median net rent per square foot as of 4Q2017 stands at \$1.50, a gain of 2.7 percent from a year ago. Rents in the Northwest Cook submarket are up 6.3 percent compared to the levels posted two years ago. One-bedrooms have a median rent of \$1,180 while two bedrooms have a median net rent of \$1,414. Occupancy is flat for the past year at 95.4 percent. The submarket remains relatively “full” with pricing therefore expected to remain stable.

Renter Profile

The subject property is situated along a corridor and 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 few years has new product come onto the market in the Northwest Cook submarket. Thus, persons who are employed in the Arlington Heights/Schaumburg area had limited apartment options until very recently. Renters desiring a luxury apartment within close proximity of employment within Schaumburg would need to travel significant distances to find a newly constructed, Class A rental apartment development.

It is anticipated that the renter profile will be comprised of persons who work in the area, commute via I-90, I-290, or I-355 or couples who work in different parts of the metropolitan area and require a location which is centralized for their individual commutes. We view much of the demand for this location to be employment-based. 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.

Unlike some of the locations where recent development which been occurring in the Chicago area suburban market, the subject location is not a transit-oriented location although it does offer easy access to a Metra station which serves the western section of Arlington Heights and the Arlington Park Race Track. Thus, this is a location which would necessitate ownership of a car and its proximity to area expressways makes it a very convenient location for persons traveling by car. As a rental apartment development site, this location would appeal to a mobile resident and would have less appeal to a person who would want a more walkable suburban downtown location. As the future phases of the Arlington Downs development take place, there will be more amenities added to the development which will increase its desirability to persons desiring retail, restaurant, and fitness/entertainment amenities in close proximity.

The Arlington Downs location will 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 families.

We also expect that empty nesters will also comprise a segment of the market demand for the rental apartment phases. This could include both persons who are downsizing from the immediate area along with persons relocating from outside the region to be closer to their children and grandchildren who live in the Arlington Heights area. In addition, Parcel ADR III will specifically be targeted to the senior component of the market.

Thus, there is a diverse renter profile that is expected to be attracted to the subject property.

Competition Overview: Existing Properties

The primary competition to the apartment units at Arlington Downs would be expected to be similar in age and location. However, while Arlington Heights has a population of approximately 75,000 persons and over 31,100 households, new rental apartment development has been extremely limited in the community. In fact, One Arlington is the only existing, newly developed apartment building with over 100 units which has been developed in Arlington Heights in over 20 years despite the vibrancy and desirability of Arlington Heights. Currently, a very small project with 45 units is under construction at the southwest corner of Dunton Avenue and Eastman Street in downtown Arlington Heights. The Parkview Apartments project will be completed in 2018 and consists of a mix of one, two, and three bedroom units, with 19 units being affordable units. This is the only new construction project other than the One Arlington project which has been developed in Arlington Heights.

If the subject were in lease-up today, the primary competition for the subject units would include the following:

- Arlington Heights apartment properties: The top three properties in the market include One Arlington, Dunton Tower, and Hancock Square. One Arlington was completed in 2014 while Hancock Square and Dunton Tower, both located in downtown Arlington Heights, were completed in 1988 and 1986. We have also included another property which is more typical of the garden-style developments which were built in the 1970s and 1980s in Arlington Heights, although its rent levels would fall well below what would be indicated by new construction.
- Schaumburg apartment properties: North680, which was constructed in 2017, is the first apartment property to be built in Schaumburg in approximately 30 years. This will be a primarily competitor, as it features similar new construction amenities and a location approximately three miles from Arlington Downs. We have also included several older Schaumburg properties which would provide alternatives, but offer lower priced, inferior units.
- Other new construction properties: Our survey included projects which have been developed since 2016 in Itasca, Deer Park, and Wheeling. Unlike the North680 project, these properties are located further away, approximately 7 to 10 miles from the subject development.

A summary of the data is presented on the following page.

Apartment Competition Summary

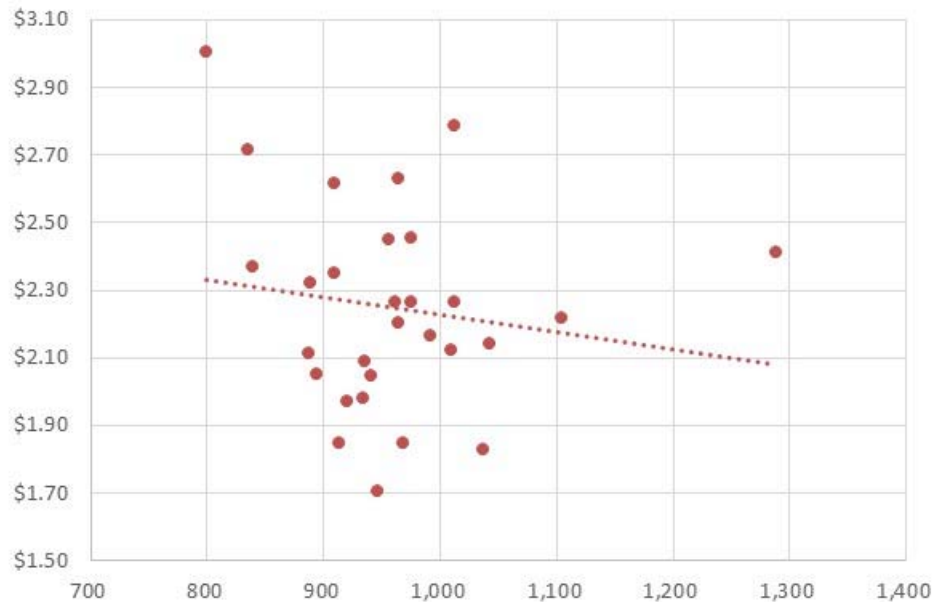
Name	Address	Suburb	Total Units	Class	Date Built	Date Renov	Avg Size (SF)	Quoted Rent PSF	Net Rent PSF
One Arlington	3400 W. Stonegate Blvd	Arlington Heights	214	A	2014		936	\$2.06	\$2.00
Hancock Square	200 North Arlington Hts Rd	Arlington Heights	409	B	1988	2016	849	\$2.39	\$2.39
Dunton Tower	55 South Vail	Arlington Heights	216	B	1986	2006	902	\$1.94	\$1.94
Central Park East	1551 E. Central Road	Arlington Heights	204	B	1989	2011	995	\$1.65	\$1.65
North680	680 E. Algonquin Rd.	Schaumburg	180	A	2017		894	\$2.23	\$2.23
TGM Park Meadows Apts	10 N. Lincoln Meadows	Schaumburg	576	B	1990	2014	799	\$1.95	\$1.95
The Treehouse	2500 Brush Road	Schaumburg	752	B	1980	2012	857	\$1.55	\$1.55
International Village	1220 E. Algonquin Road	Schaumburg	732	B	1971	2008	937	\$1.46	\$1.34
Versailles on the Lakes	1024 N. Plum Grove Rd.	Schaumburg	618	B	1971	2008	776	\$1.87	\$1.71
Deer Park Crossing	21599 W. Field Ct.	Deer Park	236	A	2018		1,350	\$1.93	\$1.70
The Residences at Hamilton Lakes	1133 N. Arlington Hts. Rd.	Itasca	297	A	2017		934	\$2.24	\$1.87
Northgate Crossing	250 Northgate Pkwy	Wheeling	300	A	2016		969	\$1.89	\$1.69
Total			4,734						

As shown by the rents which are being achieved at One Arlington, Dunton Tower, Hancock Square, and 680 North, the prime Heights/Schaumburg properties can command rents are commanding rents in the \$2.00 to \$2.35 PSF range.

As additional information, we also surveyed all of the new construction rental apartment developments in Northwest Cook County, DuPage County, Lake County, and the North Shore submarkets which have been completed in the Chicago suburban area since 2013. All of these developments are elevator-style properties. This survey included 6,075 units but excluded Kane, Kendall, Naperville/Aurora, and locations far south of the city of Chicago.

The average unit sizes and average net effective rents being achieved in these developments are summarized as follows, showing the strong rent premiums for new construction apartments being developed throughout the metropolitan area.

4Q 2017 Net Effective Rents PSF at the Apartment Complexes Constructed Since 2013 in the Cook NW, DuPage, Lake, and North Shore submarkets



These 29 developments summarized above contain a total of 6,075 units and were completed between 2013 and 2018ytd. Average net effective rents ranged from \$1.71 to \$3.00 PSF with average unit sizes of 799 to 1,288 SF. Only six of the developments had rents averaging below \$2.00 PSF with five developments with rents above \$2.50 PSF. The vast bulk of the developments had average rents between \$2.00 and \$2.50 PSF.

Projects Currently Under Construction and Proposed Competition

In addition to the existing apartment developments in the market, there is additional apartment development taking place along with a growing pipeline of projects which are being proposed for development. These projects are in varying stages of the entitlement, financing or construction process, and all of these developments will not end up being constructed. Some will end up with entitlement issues and others may get stalled or cancelled due to difficulty raising equity or obtaining financing.

The following is a summary of the projects which are being developed or proposed for the Northwest Cook County submarket and which could provide additional competition to the subject units.

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Under Construction: 2018-2019 Deliveries

Property	Submarket	City	Developer	Status	Units
Wheeling Town Center/Dundee & Northgate	Cook NW	Wheeling	Urban R2	Construction	301
Buckingham Place/Littelfuse site/800 E NW Hwy	Cook NW	Des Plaines	Dearborn-Buckingham	Construction	270
Covington Lexington Woods/Golf & E River Rd	Cook NW	Des Plaines	Lexington	Construction	236
Parkview Apts, 212 N. Dunton	Cook NW	Arlington Heights	Cullen Davis	Construction	45

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Projects in Planning (Pipeline)

Property	Submarket	City	Developer	Status	Units
Northwest Cook County					
Uptown 501/501 W Dundee	Cook NW	Wheeling	DAC/Atlas	Planning	265
Marriott/Host site/8535 W Higgins	Chicago	Chicago	Glenstar	Planning	299
Sim's Bowl site/1555-65 Ellinwood	Cook NW	Des Plaines	Opus	Planning	113
Ellinwood Apts, 1425 Ellinwood	Cook NW	Des Plaines	Bayview-Compasspoint	Planning	200
20West, 20 W Northwest Highway	Cook NW	Mount Prospect	Nicholas & Assoc.	Planning	73
Plum Farms/NWC Rts 59 & 72	Cook NW	Hoffman Estates	TBD	Planning	TBD
Motorola Site - Multiple Phases	Cook NW	Schaumburg	Urban Street	Planning	TBD
NWC Lake & Church	Cook NW	Hanover Park	Monroe Residential	Planning	131
Hickory Apartments, NWC Hickory & Kensington	Cook NW	Arlington Heights		Planning	79
Arlington Downs - multiple phases	Cook NW	Arlington Heights	Springbank/Trandel	Planning	263
Arlington Downs - multiple phases	Cook NW	Arlington Heights	Springbank/Trandel	Planning	360
Northwest Hwy & Walnut	Cook NW	Arlington Heights	Brian Properties	Planning	106
SWC E. Railroad & S. Berteau	Cook NW	Bartlett	Foxford	Planning	41

As shown above, the Arlington Downs development (the subject property) comprises the largest chunk of new inventory being proposed for the Arlington Heights rental apartment market.

The Subject Property - Unit Mix

The residential component of the Arlington Downs project consists of three development sites in addition to the existing One Arlington development. A preliminary unit mix for the first phase of 263 units (Site ADR II) is planned to include 13% studio units, 43% one bedroom units, 34% two bedroom units and 10% three bedroom units. While we were informed that these units will be contained in a five-story building, no additional information was provided. Site ADR IV is proposed for 360 units although its unit mix has not yet been proposed. It is anticipated that as a future phase, its mix will be finalized closer to the time of development in order to be in line with current market demand and trends.

The following comments pertain to the 263 units which are proposed for Site ADR II:

Studio Units: Suburban developments which have been incorporating studio/convertible units have reported excellent market reception. We concur with the decision to include these units and believe that there is greater opportunity to increase the studio/convertible component if desired by ownership, with some product differentiation between the smaller studios and larger convertible units which contain a bedroom alcove.

One Bedroom Units: One bedroom units continue to be a very popular unit type and we believe that there may be an opportunity to increase the number of units in the one bedroom component from its current level of 43%.

Two Bedroom Units: Two bedroom units currently comprise 34% of the total units in the development. Consideration may be warranted to reduce this number, since leasing agents have been reporting more limited demand for two bedroom units. For example, properties in lease-up find

that there is broader market demand for its studio and one bedroom units rather than its two bedroom units.

Three Bedroom Units: Three bedroom units make up a small component of the rental market. With 10% of the units proposed as three bedroom units, this is considered to be a significant number of units. Some of the newer developments such as Deer Creek Crossing and North Gate Crossing have incorporated three bedrooms in a townhome component rather than as traditional apartment units. While these units can appeal to empty nesters and families or divorced parents, their price point can be above the reach or desired price point of most of the target market. Thus, consideration may be warranted to slightly reducing the size of this market segment.

The Subject Property - Unit Finishes and Amenities

The units should incorporate the finishes which are consistent with the new construction competition in the suburban market.

The Subject Property - Building Amenities

The current trend in building amenities is to provide a boutique hotel-type atmosphere in apartment buildings. One Arlington is an example of a building with extensive amenities, many of which are rather unique. For the next phase of the development, we suggest focusing on the most important amenities: a well-equipped fitness center with a separate multi-purpose/yoga room, multi-purpose club room(s), active lobby area, outdoor swimming pool with sun deck, seating areas, fire pit, barbecue and eating areas, etc. One Arlington does not have a swimming pool although it has a dramatic rooftop deck; thus, with the addition of a pool in the next phase, there will be an opportunity to capture the segment of the market which desires the pool amenity not currently available at One Arlington.

These suggested amenities are consistent with what are available at the competition and will be consistent with the expectations of tenants in the Class A apartment market. The amenity packages have become very important in the lease-up and tenant retention in existing properties and a necessity for a luxury property aiming to achieve top market rents.

The Subject Property – Lease-up Velocity

On a quarterly basis, Integra Realty Resources has been surveying the 100+ unit apartment developments which have been engaged in lease-up in the suburban Chicago market. For the past five years, the lease-up velocity in the projects which are stabilized averaged 12 units per month, with an average of 10 units per month in the projects which are currently engaged in lease-up. Thus, with market rent levels comparable to its new construction competition and a similar lease-up pace, this would indicate a lease up in less than two years for the 263-unit phase (Site ADR II) which is proposed as the next phase of development at Arlington Downs.

Senior Housing Parcel: ADR III

One of the parcels at Arlington Downs is currently proposed to include 180 units of Senior Housing. It was not specified as to the type of senior housing anticipated, although it is likely that it would be age-restricted 55+ housing or Independent Living. There are many different forms of housing targeted for seniors as the needs of seniors can vary as they age and as their health declines. These include the following categories:

- Age-restricted, 55+ housing
- Independent Living (IL)
- Assisted Living (AL)
- Memory Care (MC)
- Skilled Care

Age-restricted, 55+ Communities:

The age-restricted communities specifically target persons who are 55 years of age or older; frequently, these developments are also referred to as “active adult communities”. While officially marketing to the 55+ age group, the average resident of this type of development nationwide is more typically a person in their early 70s. These developments provide the typical new construction apartment units and amenities found in conventional new Class A rental apartment developments in the market, but also provide extensive social programming and additional services for its residents. These communities are able to command rent premiums due to the wide assortment of activities and programs which are organized by management to engage the residents. Some of these projects also offer an informal continental breakfast daily, although they do not provide lunch or dinner.

Within the past year, this segment of the market has attracted interest from rental apartment developers with several projects now proposed for development in the Chicago suburban market. These include the following:

- **Overture:** A 175-unit development in Yorktown Shopping Center in Lombard is currently under construction with occupancy planned for the fall of 2018. Developed by Greystar Properties, it will consist of 1BR/1 bath and 2BR/2 bath units ranging in size from 765 to 1,337 SF.
- **624-654 Waukegan Road in Glenview:** Trammel Crow Company is planning to develop a 169-unit development, with construction expected to start later this year. Its units will range in size from 572 SF junior one bedroom units to 1,240 SF two bedroom units. Its amenities will be an enhanced version of the amenities typically found in new apartment developments, with a dining room with demonstration kitchen, conference room, business center, bistro, theatre room, club room, enlarged fitness center, guest suite, beauty salon, outdoor swimming pool, and sundeck.

- 1727 Oak in Evanston: Trammel Crow is also proposing a 17 story, 169 unit building in downtown Evanston which will be a similar concept to its Glenview development.

These types of developments command rents which carry a premium over typical apartment units but are less than Independent Living developments. Given the similarity in the markets between DuPage County, the North Shore, and Arlington Heights, it is very likely that this type of development could be well received at Arlington Downs by empty nesters (couples and widows) who are looking to make a lifestyle change: downsizing their residence, simplifying their household obligations, and increasing their opportunities for socialization.

Independent Living Communities:

For persons who are desiring more services than provided at a 55+ age restricted community, independent living communities also provide daily meals and typically more on-site staff. With the availability of lunch and dinner being provided on a daily basis, independent living communities can cater to older residents who desire or require additional services. Independent living communities also offer extensive social programming to keep the residents engaged, and frequently offer additional services which can be engaged on an a la carte basis, as needed. Meal service, housekeeping, and laundry services may or may not be included in the base rent, depending upon the development.

Assisted Living Communities:

Assisted Living Communities are geared towards seniors that have had a slight decline in health and require assistance performing one or more daily living activities. These properties also provide planned activities and common amenities designed for semi-active senior residents. Three daily meals, weekly housekeeping and laundry service are typically included, with additional services or care service packages available for an additional fee.

Memory Care Communities:

Memory care is a specialized form of assisted living that is targeted towards the care of elderly residents suffering from various stages of memory loss or Alzheimer's. Memory care services are offered in similar residential settings to assisted living and in institutional settings such as skilled nursing facilities. Units are typically small apartments or rooms that do not include a kitchen.

Skilled Nursing:

Skilled nursing is for elderly residents that require around the clock nursing care. Living quarters typically consist of rooms that may be private or semi-private. Three daily meals, planned activities and housekeeping are included along with 24-hour nursing care.

Continuing Care Retirement Communities:

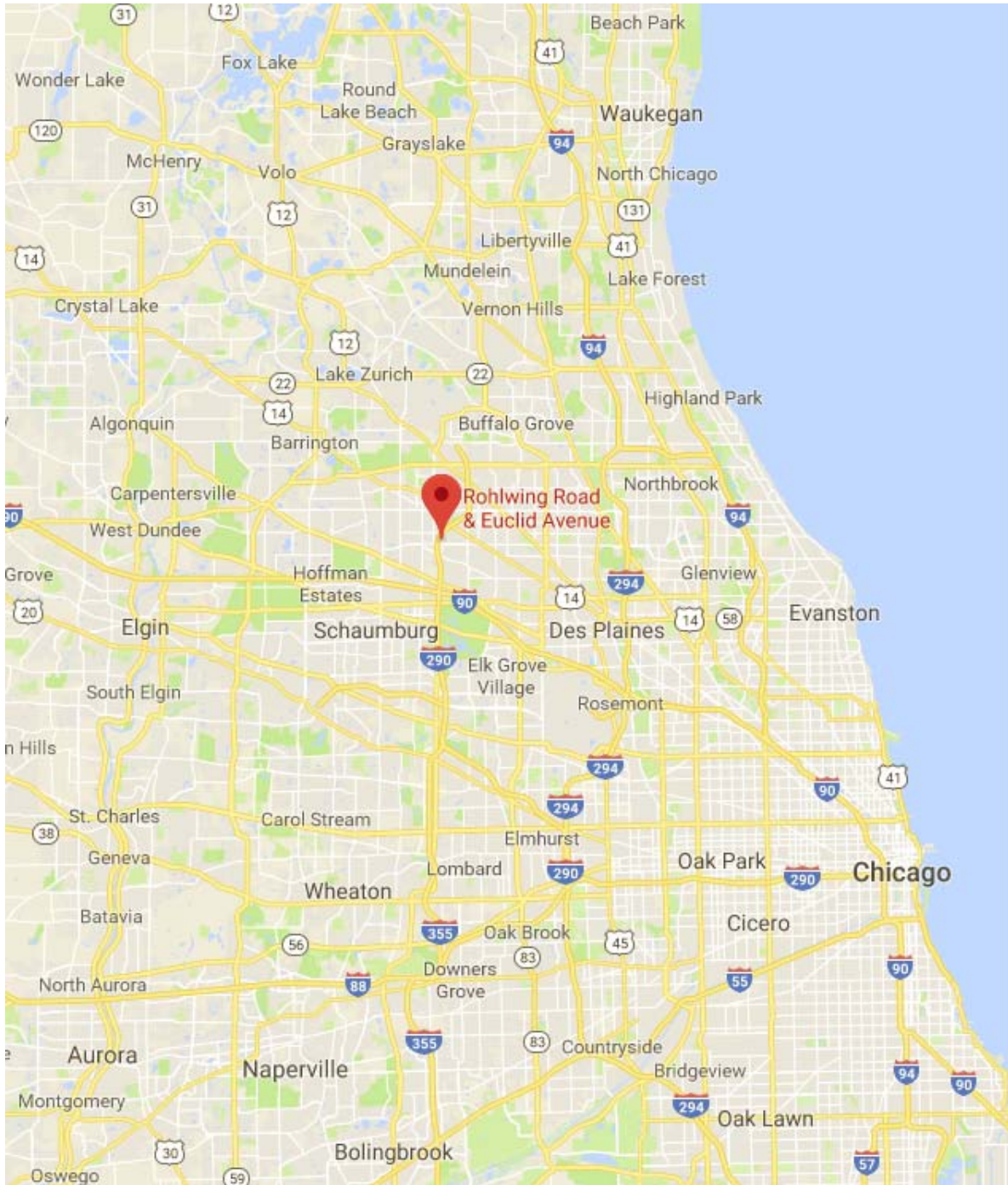
Continuing care retirement communities typically combine independent living, assisted living, and skilled nursing into a single community, with the different types of care typically segregated. These are typically entry-fee based communities.

Conclusion:

Within a five-mile radius of the Arlington Downs development are nearly 125,000 owner and renter households, with over 58,000 households (47%) being headed by persons 55 years of age or older and 39,500 households (32%) being headed by persons 62 years of age or older. The number of age 62+ households is expected to increase to over 43,700 by 2023.

With Arlington Downs being a large mixed-use development, there will certainly be the opportunity to incorporate housing for seniors. An age-restricted, 55+ community or independent living property would be most similar to the apartment offerings in the other phases and would expand the diversity of rental product type in the development. In addition, there may be the opportunity to substitute more need-based senior housing such as assisted living, memory care, or skilled care components, depending upon market need and analysis at that time.

Location Map



View of the Surrounding Area



Aerial View of Arlington Downs Site



Aerial View of the Arlington Downs site

Arlington Downs Development Plan

LOT 16 / 2B DATA SUMMARY		
USE	AREA	REQ'D PARKING
ADR-IV	360 UNITS	540
SUB-TOTAL		540
PARKING PROVIDED		540

LOT 1A / 2A DATA SUMMARY		
USE	AREA	REQ'D PARKING
ONE ARLINGTON (RES.)	214 UNITS	289
OFFICE (25N)	11,722 SF	59
FIRST ASCENT	46,463 SF	132 *
FUNTORIA	(area included above)	117 *
SUB-TOTAL		597
PARKING PROVIDED		642
EXCESS PARKING		45
* PARKING COUNTS PER TENANT STDS		

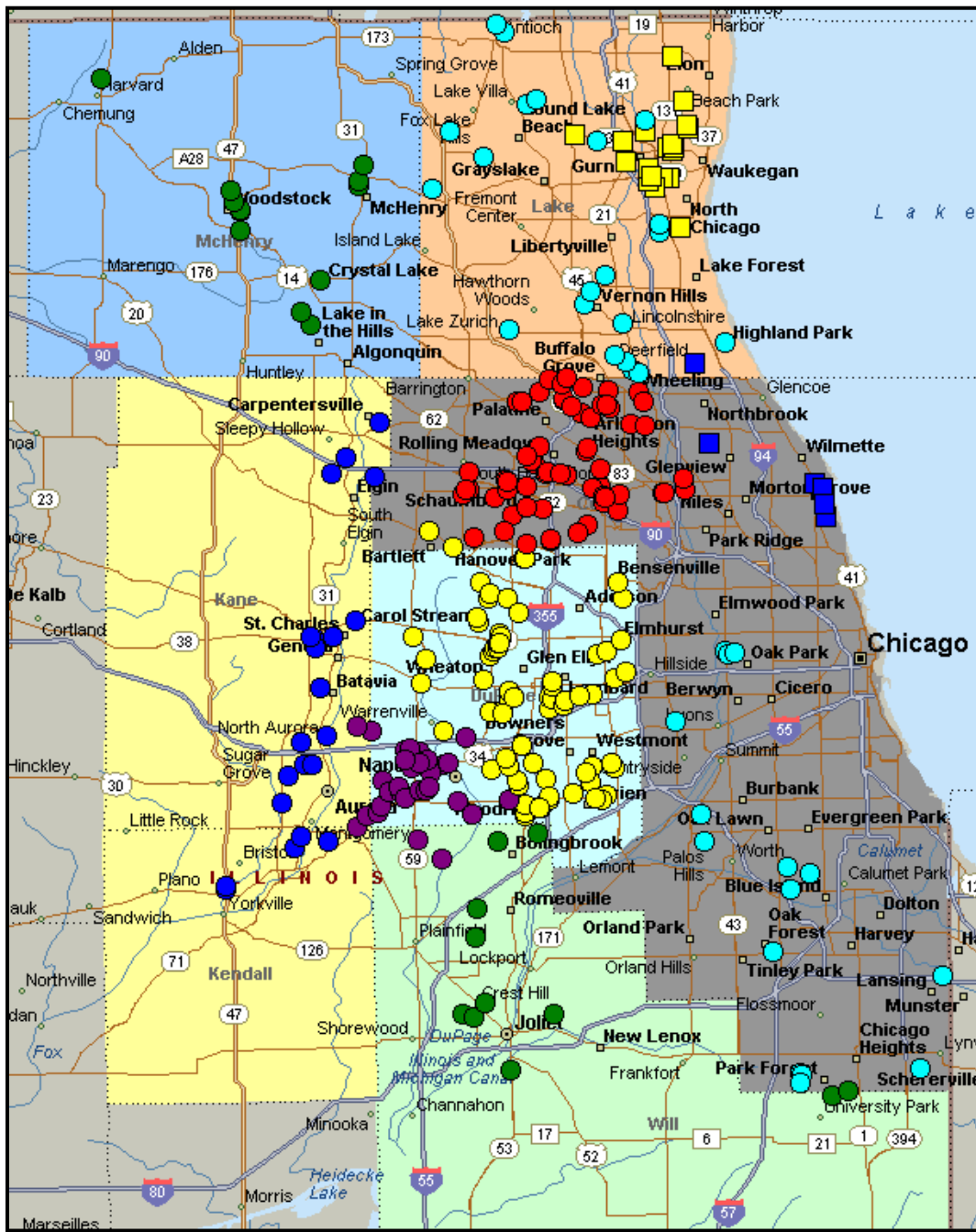
LOT 4A DATA SUMMARY		
USE	AREA	REQ'D PARKING
BLDG A - RETAIL	11,500 SF	172 *
BLDG B - RETAIL	5,000 SF	75 *
BLDG C - RETAIL	7,500 SF	112 *
BLDG D - RETAIL	5,000 SF	75 *
BLDG E - HOTEL (116 KEYS)	55,400 SF (approx)	116
SUB-TOTAL		84,400 SF (approx) 550
PARKING PROVIDED		510
PARKING DEFICIT		40
* 15 PARKS / 1,000 SQ. FT. RETAIL AREA PER TENANT STDS.		

LOT 5 DATA SUMMARY		
USE	AREA	REQ'D PARKING
ADR-II (RESIDENTIAL)	263 UNITS	395
SUB-TOTAL		395
PARKING PROVIDED		395

Suburban Chicago Apartment Market Overview

Market area defined

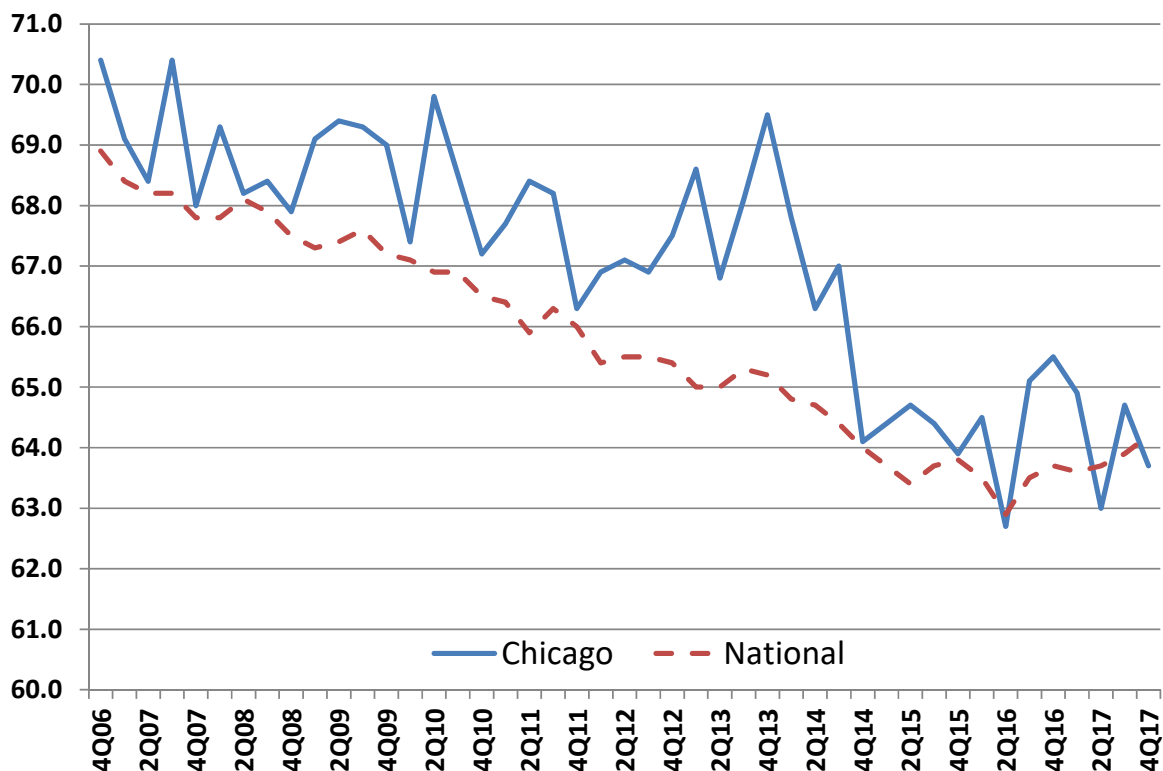
The Suburban Chicago market is defined as including Cook, Lake, McHenry, Kane, Kendall, DuPage and Will counties. Properties located within the city of Chicago are of course excluded from the survey.



Survey property profile. The database for the Suburban Chicago survey includes 300+ complexes with a total of over 95,000 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 and/or ownership.

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 became even more difficult due to increased underwriting requirements. 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, more recently stabilizing.

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

Employment Change	
Year	Annual Change
2007	37,425
2008	(28,442)
2009	(237,558)
2010	(44,875)
2011	59,267
2012	71,225
2013	68,267
2014	66,333
2015	86,133
2016	57,142
2017	30,967

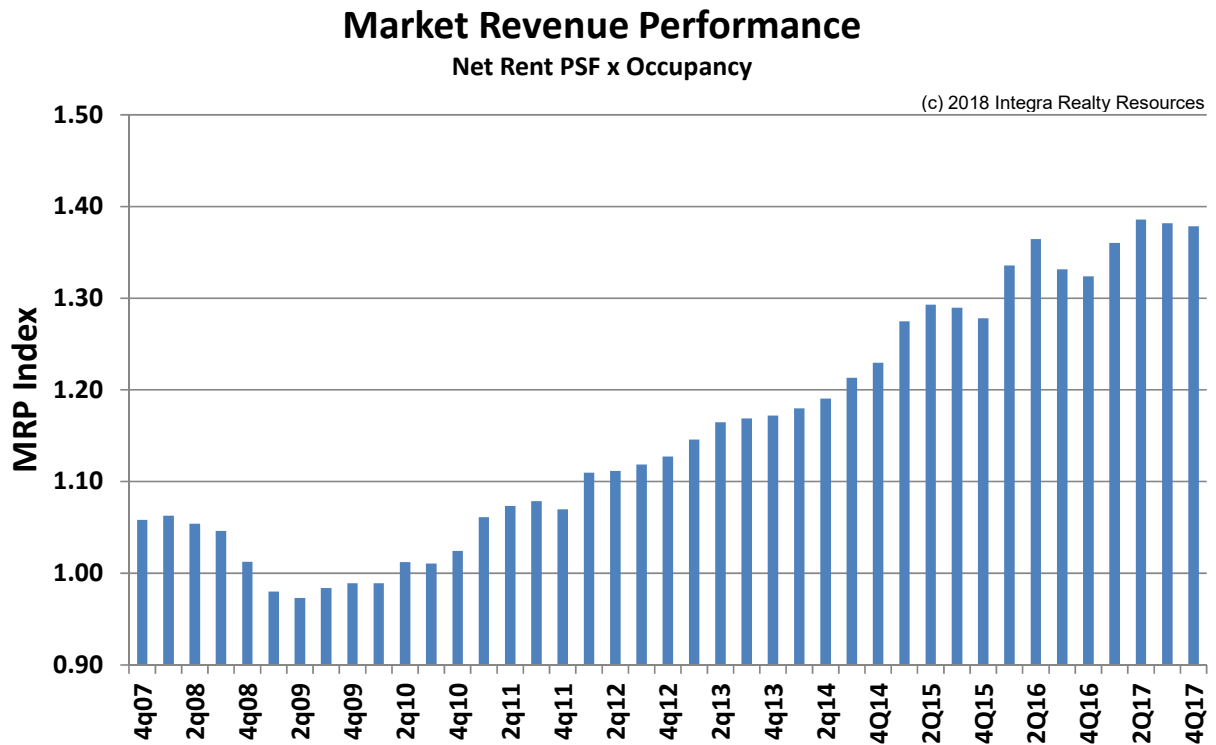
The unemployment rate for the Chicago MSA is 4.7 percent (National, 4.1 percent) as of November 2017. The national unemployment rate for 25+ year olds with a bachelor's degree is at 2.1 percent.

Rent Trends & Concessions. Median net rent per square foot is at \$1.44 which is up 3.9 percent from a year ago and accompanied by a drop in occupancy. One bedroom units have a median net rent of \$1,180 per month while two bedrooms are at \$1,395. 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 over 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 95.1 percent for the entire market – up 20 bps from a year ago and 10 bps from two years ago. At 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 in occupancy.

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



Market revenue performance for the overall suburban market remains strong. The modest downward trends in the last quarters of the year are seasonal.

New construction/Communities in Lease-up.

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

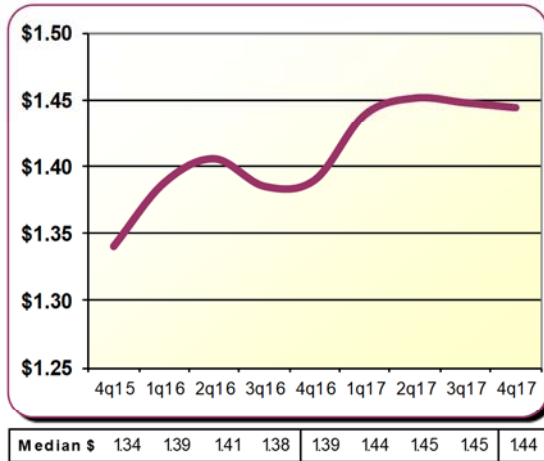
Several of the projects we are tracking are mid-rise buildings on in-fill sites rather than traditional walk up complexes. These have been favored in redeveloping downtown areas where transit-oriented development is needed but the all-in costs of construction at over \$300 per square foot or \$300,000+ per unit (wrap product) require fairly high rent levels for project feasibility. Walk up product cost is in the \$125,000-\$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 - 4q17

Showing median trend lines

Net Rent PSF - \$1.44

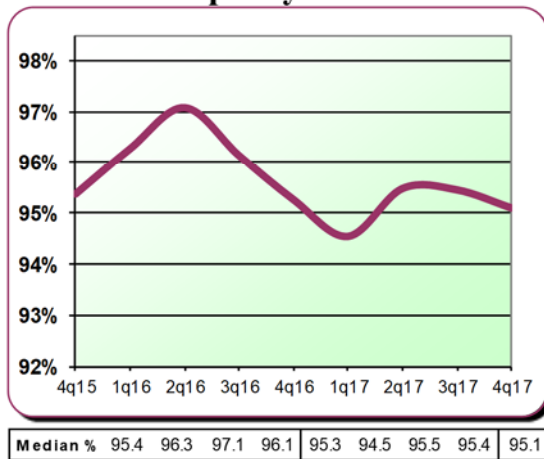


Snapshot & Trends

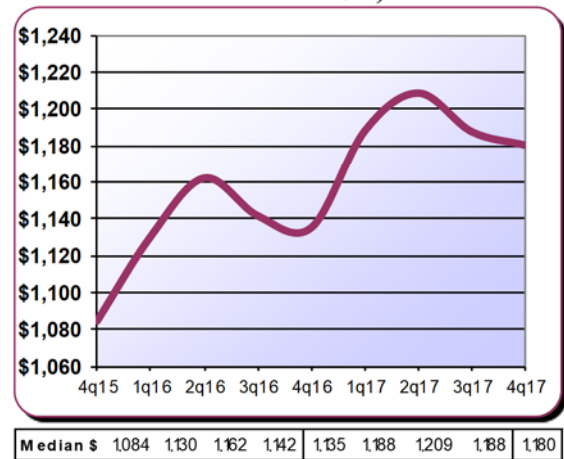
Suburban Metro

Complexes	318
Units	96,531
SF/unit	906
Yr Built	1986
Net PSF	\$1.44 →
Occupancy	95.1% ↘
Pct W/concessions	22.6% →
Concession Amt	8.0% →
One Bdrm/Mo	\$1,180 →
Two Bdrm/Mo	\$1,395 →

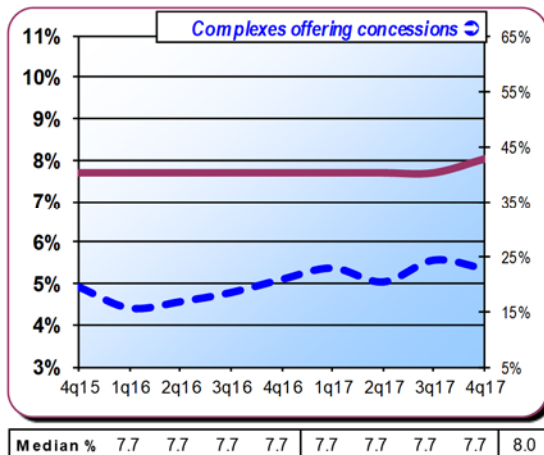
Occupancy - 95.1%



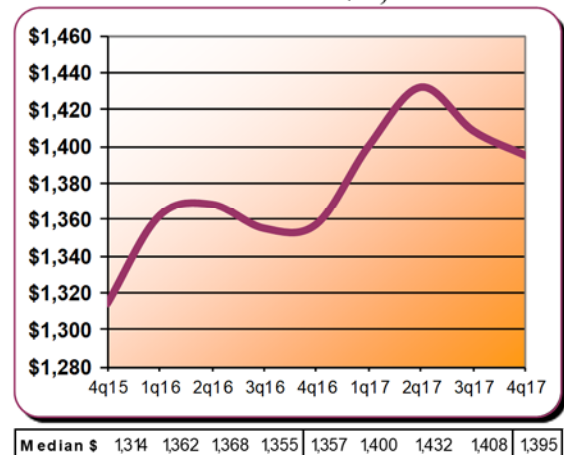
Net One Bdrm - \$1,180/mo



Concessions - 8.0% when offered



Net Two Bdrm - \$1,395/mo



Performance by Property Class

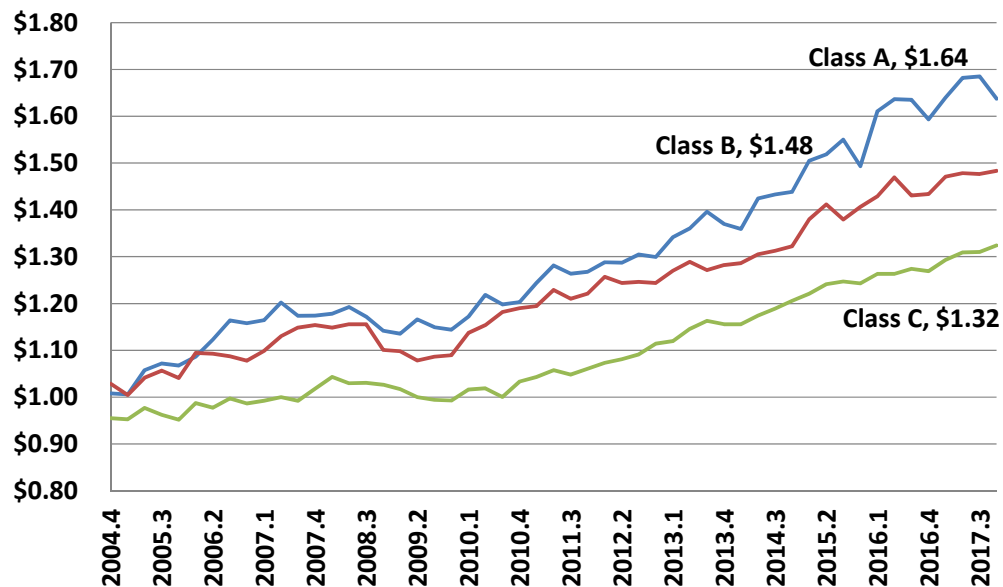
The suburban survey dataset includes has the following characteristics:

	Class A	Class B	Class C
Distribution (units)	25%	35%	40%
Median Year Built	2007	1987	1972
Median Unit Size (sf)	977	884	839
Average Complex Size	255	342	311

Property Classes are generally defined as follow:

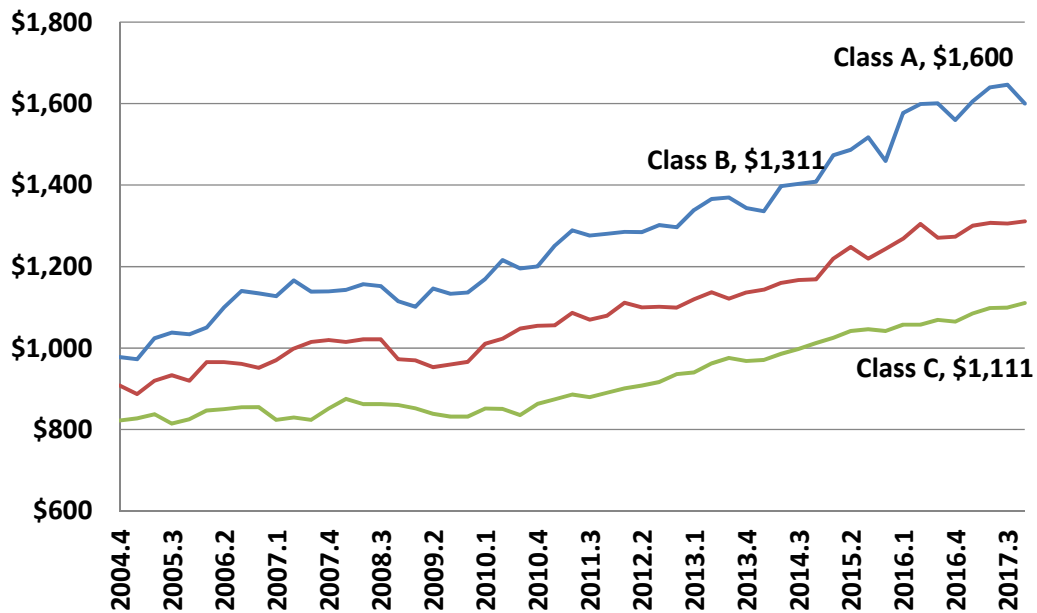
- Class A - Newer properties that have generally been constructed since the early 1990s. Amenities often include open layout floor plans, 9-foot ceilings, in-unit washer and dryer, high quality cabinetry and potentially granite counters and stainless steel appliances. Some communities have direct entry 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



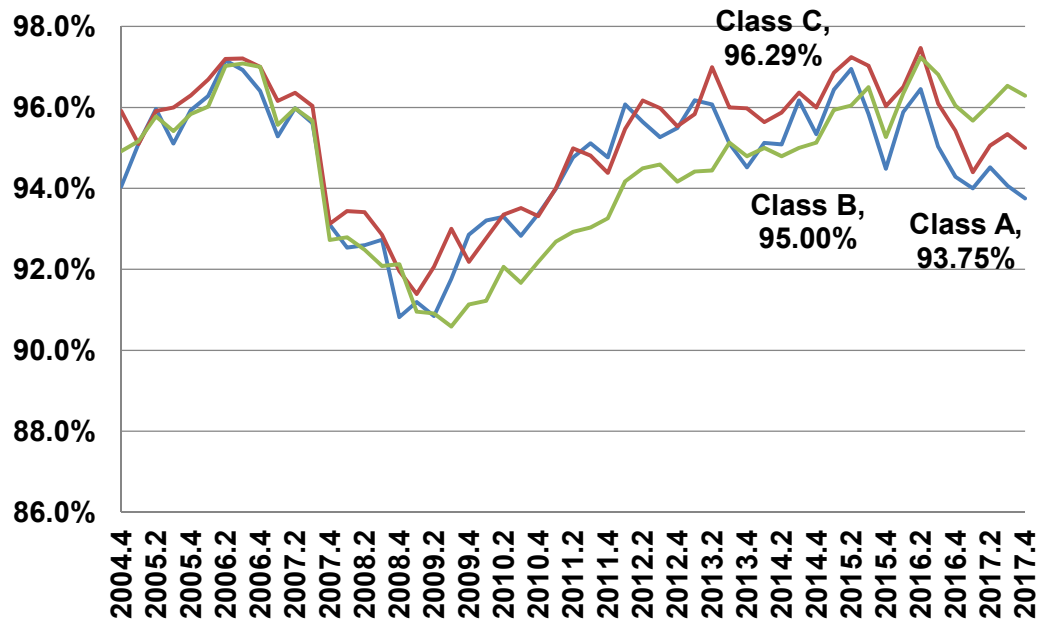
There was a clear bifurcation in performance by property class in 2010 with gains in net rent achieved primarily in the Class A and B markets while Class C properties lagged. The Class C market turned in 2011 with product gaining momentum primarily due to the rising cost of A and B product. On a year over year basis, rents psf increased 2.8%, 3.5% and 4.3% for A, B and C product respectively. The monthly “chunk” rent spread is shown below. Class A product chunk pricing averages a 22.0% premium over B and B product is 18.0% 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 typically declines in the fourth quarter due to seasonality of the rental market.

Occupancy by Property Class



Summary of Rent, Occupancy & Concession Trends by Submarket

The following trends by submarket are based on our quarterly survey of over 90,000 units. Detailed analysis of the data is contained within the submarket reports.

Net Rent PSF by Submarket

Submarket	4q12	1q13	2q13	3q13	4q13	1q14	2q14	3Q14	4Q14	1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	1Q17	2Q17	3Q17	4Q17	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	\$1.50	\$1.50	\$1.50	\$1.50	2.7%	6.3%
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	\$1.29	\$1.30	\$1.30	\$1.29	2.9%	8.8%
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	\$1.40	\$1.42	\$1.38	\$1.41	3.7%	7.5%
Kane/Kendall	\$1.12	\$1.12	\$1.14	\$1.16	\$1.15	\$1.17	\$1.17	\$1.18	\$1.20	\$1.22	\$1.22	\$1.23	\$1.23	\$1.26	\$1.27	\$1.29	\$1.27	\$1.29	\$1.29	\$1.30	\$1.26	-0.4%	2.2%
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	\$1.48	\$1.54	\$1.53	\$1.52	6.6%	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	\$1.13	\$1.13	\$1.13	\$1.14	0.7%	4.0%
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	\$1.47	\$1.47	\$1.49	\$1.46	1.7%	5.1%
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	\$2.20	\$2.40	\$2.31	\$2.20	-0.9%	3.6%
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	\$1.09	\$1.11	\$1.15	\$1.16	\$1.17		7.8%	10.7%
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	\$1.30	\$1.34	\$1.32	\$1.35	5.6%	13.2%
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	\$1.44	\$1.45	\$1.44	\$1.44	3.9%	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	1Q17	2Q17	3Q17	4Q17	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	\$1,211	\$1,212	\$1,191	\$1,180	-0.6%	4.3%
Cook South	\$810	\$810	\$810	\$810	\$830	\$843	\$877	\$877	\$872	\$893	\$908	\$908	\$919	\$930	\$1,010	\$990	\$955	\$978	\$1,006	\$1,044	\$1,034	8.2%	12.5%
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	\$1,111	\$1,148	\$1,124	\$1,146	5.5%	10.6%
Kane/Kendall	\$833	\$851	\$838	\$863	\$875	\$879	\$908	\$908	\$930	\$908	\$885	\$885	\$910	\$967	\$930	\$942	\$949	\$1,000	\$981	\$981	\$965	1.7%	6.0%
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	\$1,176	\$1,273	\$1,244	\$1,187	6.5%	3.9%
McHenry	\$790	\$790	\$790	\$829	\$793	\$813	\$804	\$794	\$818	\$831	\$835	\$835	\$866	\$877	\$885	\$885	\$885	\$884	\$874	\$890	\$884	-0.1%	2.0%
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	\$1,252	\$1,283	\$1,320	\$1,289	2.4%	8.5%
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	\$1,799	\$1,922	\$1,894	\$1,830	0.1%	7.6%
Waukegan/Gurnee	\$733	\$702	\$790	\$763	\$795	\$840	\$823	\$843	\$839	\$854	\$812	\$825	\$823	\$820	\$845	\$812	\$790	\$798	\$810	\$825	\$845	7.0%	2.7%
Will	\$799	\$834	\$900	\$900	\$795	\$803	\$804	\$887	\$970	\$935	\$978	\$993	\$965	\$1,015	\$1,015	\$1,035	\$1,008	\$1,050	\$1,050	\$1,050		4.2%	8.8%
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	\$1,188	\$1,209	\$1,185	\$1,180	4.0%	8.8%

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	1Q17	2Q17	3Q17	4Q17	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	\$1,419	\$1,446	\$1,400	\$1,414	1.7%	4.9%
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	\$1,278	\$1,279	\$1,280	\$1,280	6.5%	9.6%
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	\$1,385	\$1,430	\$1,396	\$1,378	4.8%	5.6%
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	\$1,288	\$1,345	\$1,337	\$1,321	6.0%	11.7%
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	\$1,404	\$1,441	\$1,466	\$1,418	1.6%	0.8%
McHenry	\$902	\$926	\$946	\$956	\$933	\$963	\$963	\$963	\$942	\$958	\$980	\$980	\$988	\$1,010	\$1,003	\$990	\$995	\$1,010	\$1,025	\$1,038	\$1,020	2.5%	3.3%
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	\$1,479	\$1,491	\$1,516	\$1,495	4.2%	5.4%
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	\$2,465	\$2,675	\$2,623	\$2,623	7.2%	7.4%
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	\$1,030	\$1,063	\$1,084	\$1,090	9.0%	8.7%
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	\$1,200	\$1,206	\$1,181	\$1,258	6.2%	14.5%
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	\$1,400	\$1,432	\$1,407	\$1,395	2.8%	6.2%

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

Rent Spread - 1BR to 2BR

Submarket	4q12	1q13	2q13	3q13	4q13	1q14	2q14	3Q14	4Q14	1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	1Q17	2Q17	3Q17	4Q17	Avg 1 yr	Avg 2 yr
Cook NW	\$229	\$244	\$248	\$239	\$229	\$236	\$195	\$183	\$181	\$209	\$212	\$213	\$216	\$211	\$201	\$225	\$203	\$208	\$235	\$210	\$234	15.2%	8.0%
Cook South	\$257	\$240	\$250	\$338	\$318	\$300	\$266	\$271	\$276	\$265	\$260	\$260	\$249	\$263	\$201	\$221	\$247	\$300	\$273	\$236	\$246	-0.3%	-1.0%
DuPage	\$296	\$266	\$283	\$285	\$270	\$256	\$256	\$203	\$265	\$253	\$219	\$272	\$269	\$251	\$269	\$255	\$229	\$275	\$283	\$271	\$232	1.4%	-13.5%
Kane/Kendall	\$163	\$166	\$220	\$233	\$200	\$224	\$182	\$209	\$254	\$278	\$340	\$365	\$273	\$303	\$433	\$305	\$297	\$288	\$364	\$356	\$356	19.9%	30.7%
Lake	\$212	\$130	\$101	\$164	\$164	\$161	\$141	\$131	\$261	\$150	\$288	\$271	\$264	\$272	\$214	\$199	\$281	\$229	\$169	\$222	\$231	-18.0%	-12.5%
McHenry	\$112	\$136	\$156	\$127	\$140	\$150	\$159	\$169	\$125	\$127	\$145	\$145	\$122	\$133	\$118	\$105	\$110	\$126	\$151	\$148	\$136	23.9%	12.1%
Naperville/Aurora	\$212	\$222	\$228	\$205	\$204	\$231	\$208	\$198	\$179	\$227	\$205	\$205	\$230	\$178	\$196	\$192	\$176	\$228	\$208	\$196	\$206	16.6%	-10.6%
North Shore	\$668	\$688	\$620	\$779	\$727	\$797	\$828	\$654	\$793	\$820	\$849	\$794	\$740	\$849	\$691	\$623	\$618	\$667	\$753	\$728	\$793	28.2%	7.2%
Waukegan/Gurnee	\$194	\$216	\$140	\$155	\$143	\$128	\$165	\$163	\$177	\$134	\$178	\$163	\$180	\$188	\$190	\$228	\$210	\$232	\$253	\$259	\$245	16.7%	36.3%
Will	\$182	\$119	\$127	\$129	\$206	\$248	\$182	\$106	\$64	\$145	\$122	\$163	\$134	\$110	\$101	\$145	\$178	\$150	\$156	\$131	\$208	17.3%	55.4%
All Suburban	\$207	\$230	\$216	\$223	\$223	\$228	\$192	\$190	\$212	\$221	\$215	\$221	\$230	\$234	\$206	\$214	\$222	\$212	\$224	\$222	\$215	-3.4%	-6.4%

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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	1Q17	2Q17	3Q17	4Q17	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	96.4	94.1	95.2	95.3	95.4	-0.1%	0.3%
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	94.9	95.8	96.3	95.7	-0.2%	0.2%
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	94.4	95.4	95.5	95.1	-0.6%	-0.1%
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	95.1	96.2	96.1	95.3	0.1%	-0.8%
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	95.0	95.5	95.3	95.8	0.4%	-0.8%
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	93.9	95.1	96.4	94.8	-0.8%	-0.7%
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	94.4	95.6	94.8	94.4	-0.6%	-1.7%
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	92.9	94.6	93.8	91.9	-1.9%	-2.4%
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	95.8	96.0	95.9	95.4	-1.5%	0.2%
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	96.7	96.9	96.6	96.0	0.5%	2.0%
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	94.5	95.5	95.4	95.1	-0.2%	-0.3%

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	1Q17	2Q17	3Q17	4Q17	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	5.6	7.7	7.7	7.7	0.0%
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	8.0	7.7	7.7	8.0	0.0%
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	7.7	6.7	8.3	8.0	4.2%
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	8.3	4.7	8.3	7.7	0.4%
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	7.6	6.2	6.2	3.5	-54.3%
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	0.0	0.0	0.0	0.0	
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	3.2	6.3	5.4	6.9	-17.1%
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	7.7	8.3	7.4	8.0	0.0%
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	8.3	8.3	8.2	8.3	11.1%
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	7.6	6.3	1.1	8.7	189.5%
All Suburban	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.6	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	8.0	4.4%

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

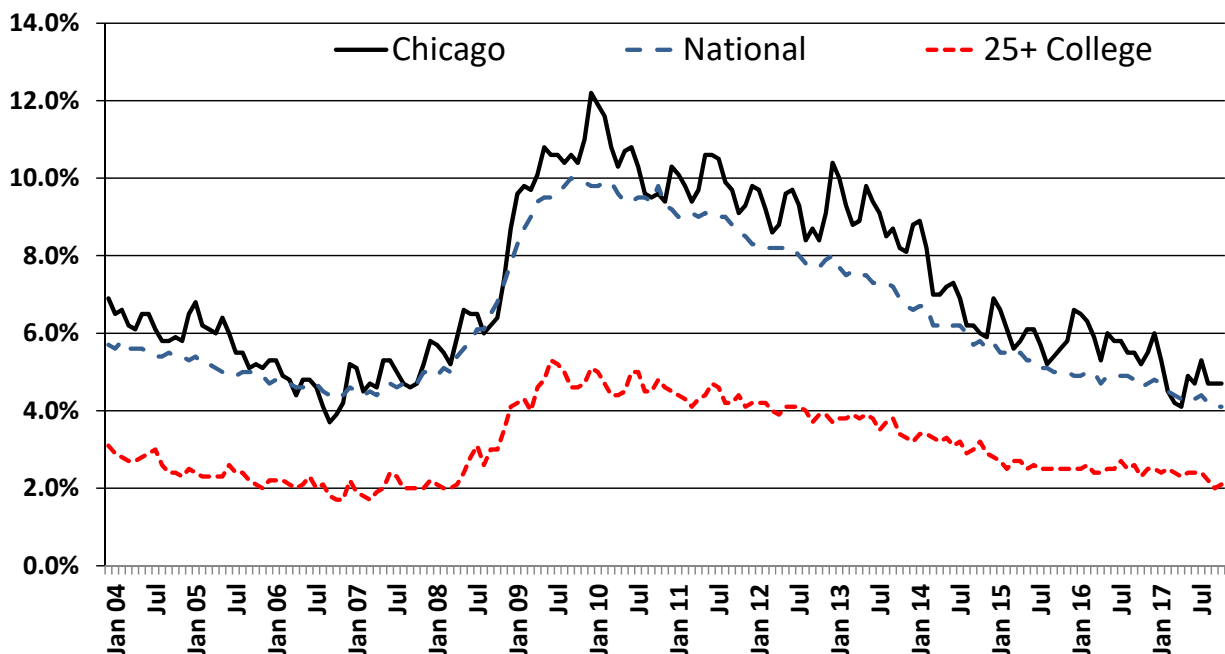
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Demand Generators

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 4.7 percent (National, 4.1 percent) as of November 2017. The national unemployment rate for 25+ year olds with a bachelor's degree is at 2.1 percent.

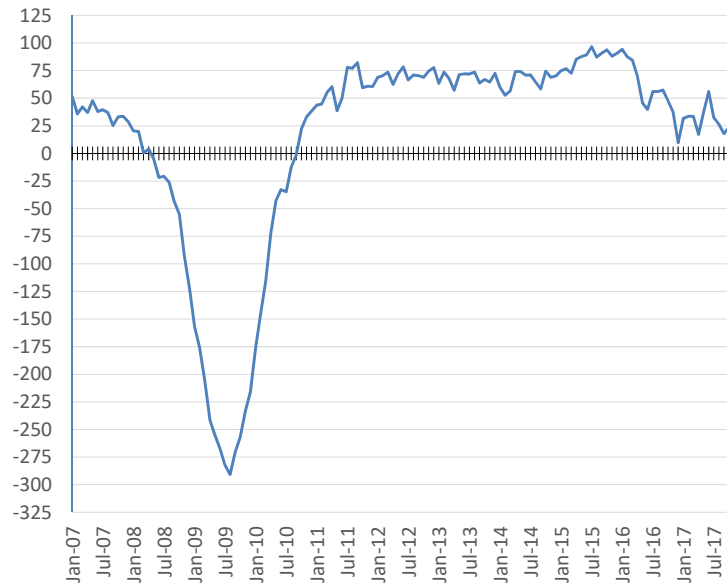
Chicago vs. National Unemployment Rate – BLS Data



The Chicago market generated an annual average of 75,000 new jobs from 1992 to 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. The 2016 employment level of 4.684M finally eclipsed the prior 2000 total employment peak of 4.631M.

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.

Year over Year Employment Growth Chicago MSA



BLS numbers indicate a deceleration in employment growth as follows:

Chicago MSA Employment - Non Farm (000s)

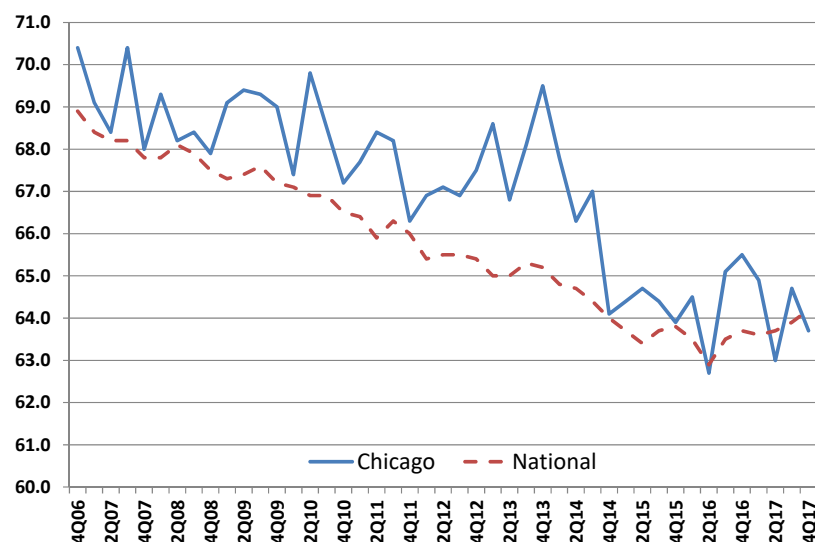
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Empl Chg
2006	4397.8	4411.7	4445.1	4492.2	4529.9	4572.7	4544.3	4547.6	4553.9	4555.2	4570.3	4573.1	
2007	4449.3	4447.5	4487.3	4529.2	4577.6	4610.6	4583.9	4584.5	4579.1	4588.4	4603.8	4601.7	37.425
2008	4469.7	4467.3	4487.8	4533.2	4572.4	4588.8	4563.2	4558.4	4536.0	4533.5	4511.2	4480.1	-28.442
2009	4313.0	4291.2	4282.8	4292.0	4317.4	4321.7	4280.8	4267.6	4265.5	4276.7	4278.1	4264.1	-237.558
2010	4137.3	4146.0	4167.3	4220.2	4274.8	4288.9	4246.1	4255.1	4264.3	4298.8	4311.2	4302.4	-44.875
2011	4181.1	4190.8	4222.3	4280.6	4313.5	4339.2	4324.0	4332.2	4346.4	4358.4	4372.1	4363.0	59.267
2012	4250.0	4261.2	4295.8	4343.1	4385.5	4417.5	4390.6	4403.3	4416.8	4427.2	4446.6	4440.7	71.225
2013	4313.5	4334.9	4363.7	4400.3	4456.8	4489.6	4462.5	4477.0	4480.6	4494.1	4511.3	4513.2	68.267
2014	4373.4	4387.6	4420.1	4474.2	4531.1	4560.5	4533.6	4541.8	4539.0	4568.6	4580.2	4583.4	66.333
2015	4448.2	4464.3	4492.7	4559.6	4618.8	4649.6	4630.1	4629.1	4629.9	4662.4	4668.3	4674.1	86.133
2016	4542.4	4551.8	4577.2	4629.7	4664.3	4689.5	4686.1	4685.1	4687.2	4710.1	4705.6	4683.8	57.142
2017	4574.2	4585.4	4610.8	4647.0	4701.4	4745.6	4718.7	4711.5	4705.1	4733.8	4735.3	4715.6	30.967

Homeownership Trends

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 the Dodd Frank lending rules starting in January 2014, obtaining a loan has become even more difficult due to increased underwriting requirements. The 2018 tax reform has a positive impact on rental housing due to a) capping the real estate and income tax deductions at \$10,000, b) eliminating interest deductions on home equity loans, c) increasing the exemption levels which eliminates the economic benefit of mortgage interest deductions for most households and d) reduction in the actual tax rates which decreases the value of deductions.

Nationally, the homeownership 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



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.

Cook County – Northwest Apartment Submarket Overview

Market area defined. The Cook County Northwest sub market is defined as roughly 294 to the east, Lake County on the north, Route 59 on the west and DuPage County to the south. O'Hare International Airport is at the southeastern most part of the submarket.

Survey property profile. The database for the Cook County – Northwest survey consisted of 25,711 dwelling units. Median unit size for the submarket is 877 square feet which is in-line with the overall suburban market. The median year built was 1975 compared to the overall suburban market having a median of 1985. Cook County Northwest was one of the first submarkets to develop in suburban Chicago to a significant density. The lack of newer product has been more a function of lack of suitable sites for development rather than submarket economics.

Demand drivers. Significant housing demand is driven by the primary employment centers of O'Hare International Airport and its surrounding industrial base in the southeast quadrant, the Schaumburg office/retail market in the northwest and the I-88 office corridor to the south. The office market remains plagued by high vacancy.

Rent Trends & Concessions. Median net rent per square foot currently stands at \$1.50 – a gain of 2.7 percent from a year ago. Rents in the Northwest Cook submarket are up 6.3 percent compared to the levels posted two years ago. One-bedrooms have a median rent of \$1,180 while two bedrooms have a median net rent of \$1,414.

The value of the concession stands at just under one month free rent. Concessions will remain in the market.

Occupancy. Occupancy is flat from 95.4 percent a year ago to the current level of 95.4 percent. The submarket remains relatively “full” with pricing therefore expected to remain stable.

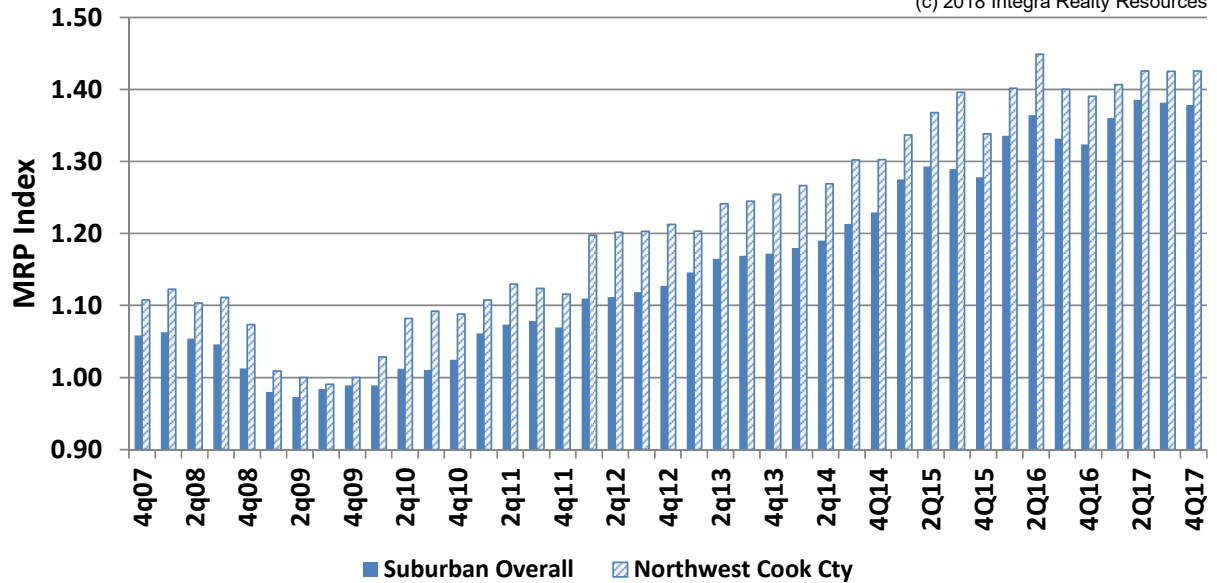
Market Revenue Performance. Market performance is a function of the product of net rent and occupancy.



Market Revenue Performance

Net Rent PSF x Occupancy

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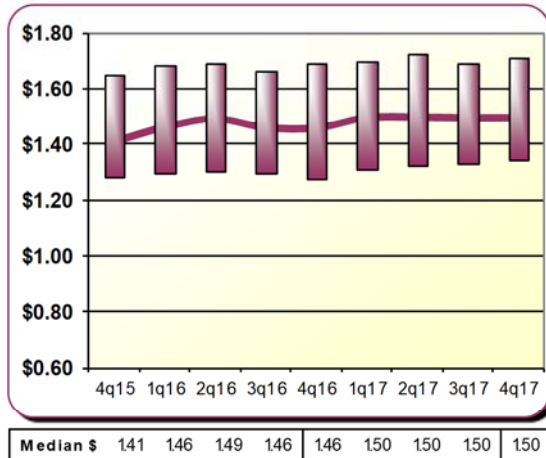


The Northwest Cook submarket has been tracking consistent with the overall suburban market. Performance leveled off in the second half of 2011 until the significant gain in 1q12 and then in 2q13 which has held, albeit with a modest decline in 4q15. The 1q16 results put the submarket “back on trend” with a pullback in the last half of 2016 and gains in 2017.

Cook County-Northwest Apartments - 4q17

Showing (a) median trend line and (b) middle 2/3rds surveyed (thick bars).

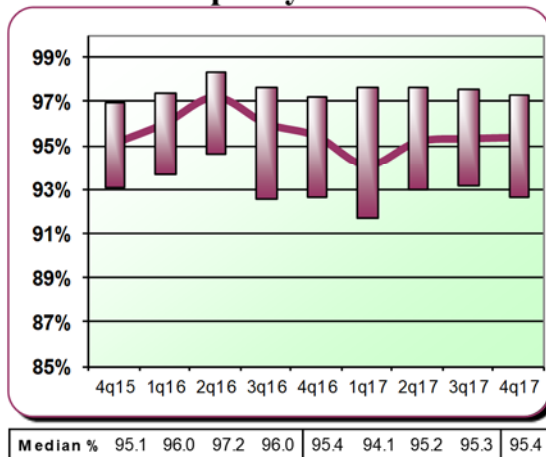
Net Rent PSF - \$1.50



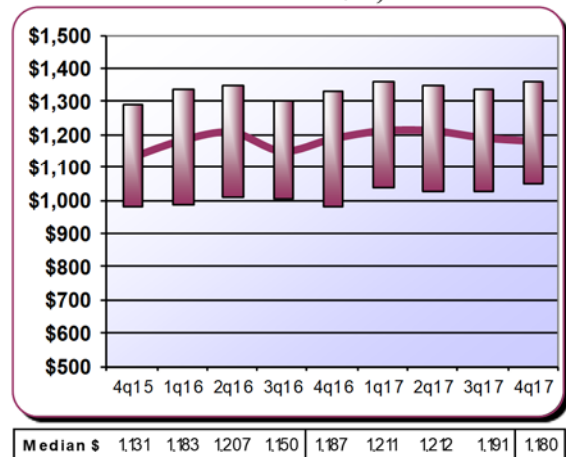
Snapshot & Trends

Cook Cnty NW		Suburban Metro
66	Complexes	318
25,711	Units	96,531
877	SF/unit	906
1975	Yr Built	1986
\$1.50 →	Net PSF	\$1.44 →
95.4% →	Occupancy	95.1% ↘
24.2% →	Pct W/concessions	22.6% →
7.7% →	Concession Amt	8.0% →
\$1,180 →	One Bdrm/Mo	\$1,180 →
\$1,414 →	Two Bdrm/Mo	\$1,395 →

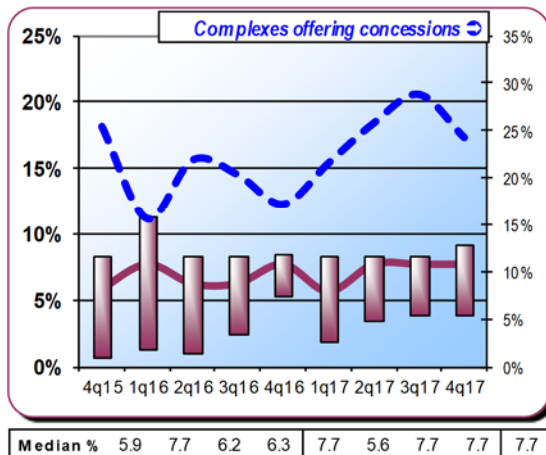
Occupancy - 95.4%



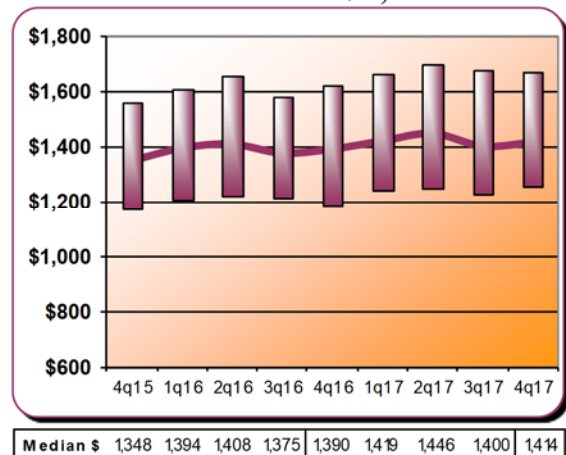
Net One Bdrm - \$1,180/mo



Concessions - 7.7% when offered



Net Two Bdrm - \$1,414/mo



Suburban Multi-Family Housing Supply

Integra Realty Resources - Chicago has been tracking rental apartment construction on an annual basis since 1996. Since that time, there have been over 24,600 units delivered to the suburban market plus an additional 4,265 units which are currently under construction.

History of Recent Deliveries: 2016-2017

The most recent additions to the suburban market include the following buildings which delivered in 2016-2017 along with the buildings which are currently under construction for delivery in 2018-2019:

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2016 and 2017 Deliveries

Property	Submarket	City	Developer	Status	Units	Delivered
Metro 59	Aurora - Naperville	Aurora	Next Gen/Avgeris	Leasing	232	2016
Station Boulevard	Aurora - Naperville	Aurora	Goel/TCCI	Leasing	417	2016
Northgate Crossing	Cook NW	Wheeling	Reva	Stabilized	300	2016
Apex 41	DuPage	Lombard	Glenstar	Leasing	181	2016
Elmhurst 255	DuPage	Elmhurst	Morningside	Stabilized	192	2016
Wheaton Courthouse Square	DuPage	Wheaton	Focus	Stabilized	149	2016
Walnut Ridge	McHenry	Woodstock	Cunat	Stabilized	108	2016
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	Stabilized	231	2016
Vantage Oak Park	South Cook	Oak Park	LSI/Golub/Wood	Stabilized	270	2016
Springs at Weber	Will	Romeoville	Continental Properties	Stabilized	292	2016
2016 Deliveries					2,831	
North 680	Cook NW	Schaumburg	UrbanStreet	Stabilized	192	2017
The Residences at Hamilton Lakes	DuPage	Itasca	M&R/Hamilton	Leasing	297	2017
Springs on Orchard Rd	Kane	North Aurora	Continental Properties	Leasing	300	2017
Centrum Evanston/Davis & Maple	North Shore	Evanston	Centrum	Leasing	101	2017
McGovern House	North Shore	Highland Park	Merdinger	Leasing	73	2017
The Residences at Wilmette/611 Green Bay	North Shore	Wilmette	M&R	Leasing	75	2017
Uptown LaGrange	South Cook	LaGrange	Opus	Leasing	254	2017
The Emerson/Lake/Westgate/North	South Cook	Oak Park	Clark Street/Lennar	Leasing	271	2017
The Brook on Janes	Will	Bolingbrook	Lennar	Leasing	280	2017
2017 Deliveries					1,843	

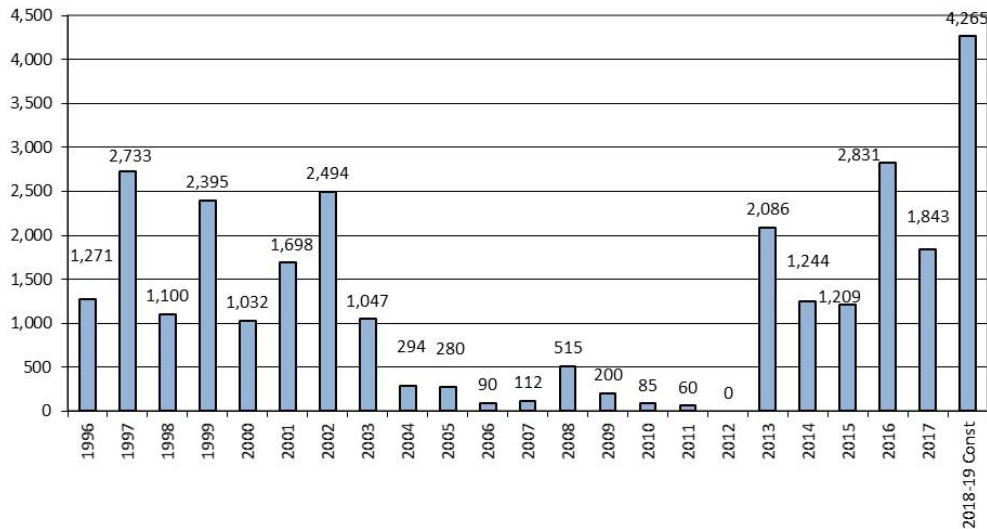
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Under Construction: 2018-2019 Deliveries

Property	Submarket	City	Developer	Status	Units
Wheeling Town Center/Dundee & Northgate	Cook NW	Wheeling	Urban R2	Construction	301
Buckingham Place/Littelfuse site/800 E NW Hwy	Cook NW	Des Plaines	Dearborn-Buckingham	Construction	270
Covington Lexington Woods/Golf & E River Rd	Cook NW	Des Plaines	Lexington	Construction	236
Parkview Apts, 212 N. Dunton	Cook NW	Arlington Heights	Cullen Davis	Construction	45
Marq on Main/Main St & Burlington	DuPage	Lisle	Marquette	Construction	201
Lakeside Village/200 Royce	DuPage	Oak Brook Terr	Interforum	Construction	315
NWC Addison & First	DuPage	Elmhurst	Opus	Construction	164
Main & Maple	DuPage	Downers Grove	Trammel Crow	Construction	115
Burlington Station	DuPage	Downers Grove	Holladay	Construction	89
Springs at South Elgin/Gyorr Rd & Sterns	Kane	South Elgin	Continental Properties	Construction	300
Springs at Canterfield/ES Rt 31 N of I-90	Kane	West Dundee	Continental Properties	Construction	260
The Atworth at Melody Farms/Milw & Town Ln	Lake	Vernon Hills	Focus	Construction	260
444 Social/SWC Aptakasic & Pkwy/Regal site	Lake	Lincolnshire	ECD/Greenberg	Construction	302
Deer Park Crossing/Field Pkwy	Lake	Deer Park	Reva	Construction	236
101 West/101 W Liberty St	Lake	Barrington	Monroe Residential	Construction	64
811 Emerson	North Shore	Evanston	CA & Focus	Construction	242
1000 Skokie Blvd/Sunset Ridge	North Shore	Northbrook	Finger	Construction	304
Kelmscott Park Apts/NWC Laurel & Western	North Shore	Lake Forest	Focus	Construction	111
SEC Harlem & South Blvd	South Cook	Oak Park	Lincoln	Construction	250
Grande Park Apts/SWC 127th & Ridge	Will	Plainfield	Wilmette RE	Construction	200
Total					4,265

Suburban Apt Deliveries by Year: 1996-2017

(2018-2019 - Projects Currently Under Construction)



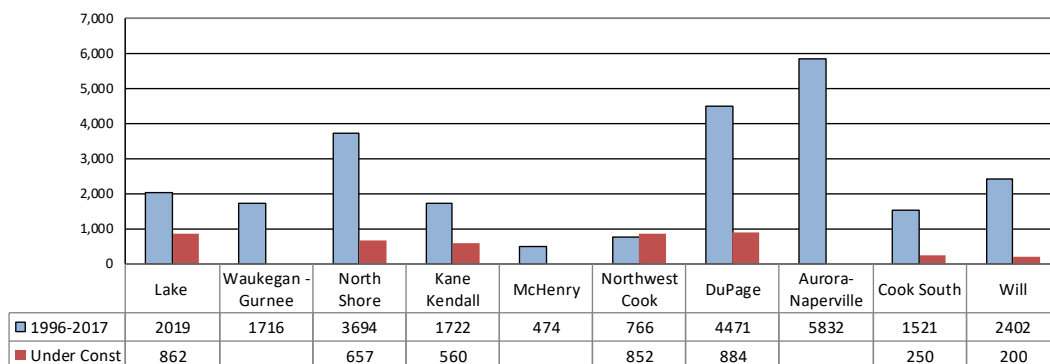
While there was a large amount of development activity which occurred in the late 1990s through the very early 2000s, apartment development virtually ceased and did not begin again until 2013. Since that time, there has been a significant increase in the new apartment development activity. However, given the size of the suburban metropolitan area, the number of new apartments being added to the market is still quite small.

Deliveries by Submarket

Following is a delivery distribution by submarket for the developments which will have delivered through 2017, along with the buildings which are currently under construction.

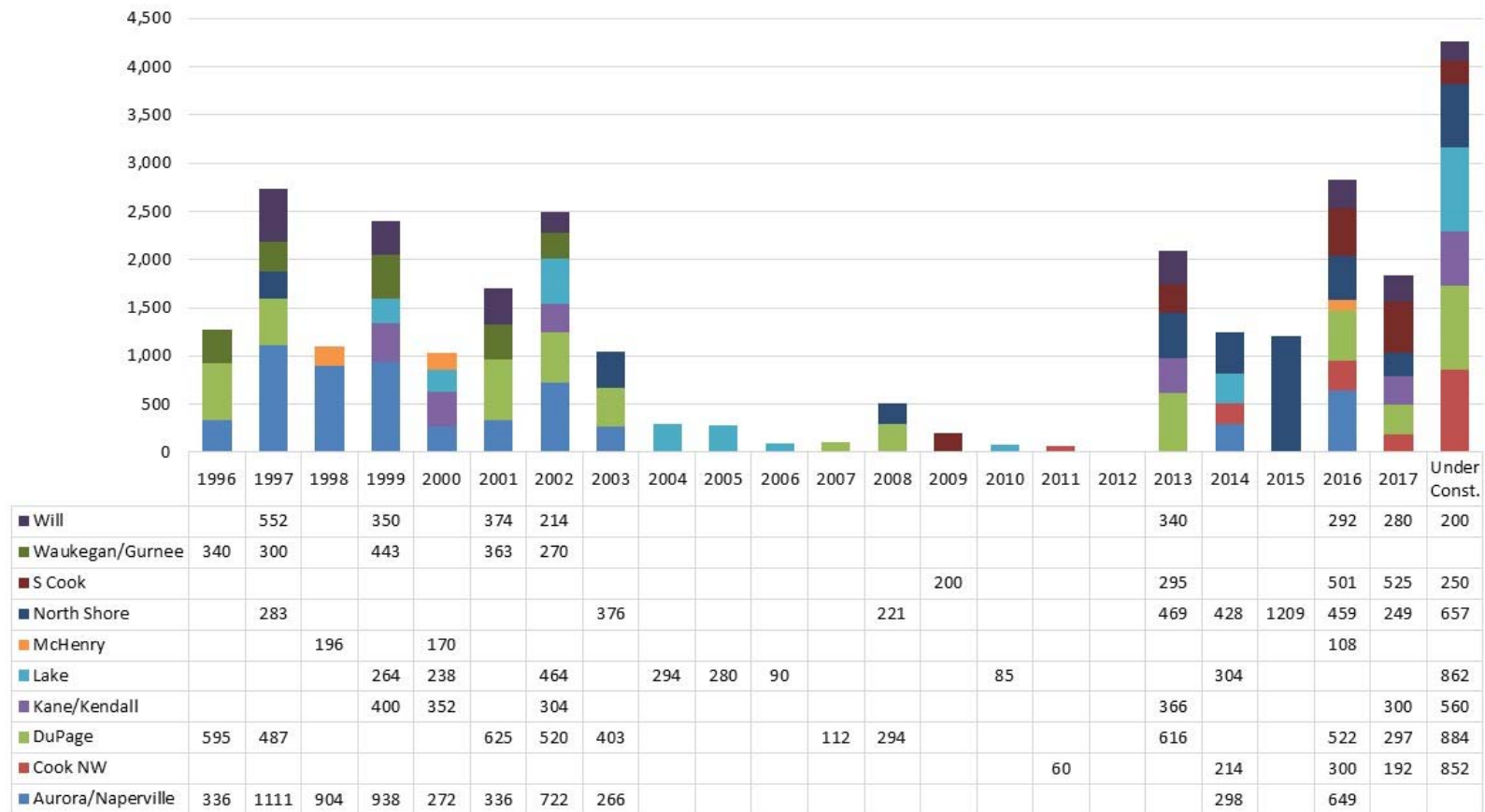
Suburban Apt Deliveries by Submarket: 1996-2017

Projects Currently Under Construction - Delivering 2018-2019



Suburban Apt Deliveries by Submarket: 1996-2017

Projects Currently Under Construction - Delivering 2018-2019



Since 2013, the North Shore submarket has seen the largest surge of activity. 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 now more prevalent in this market. The remaining submarkets have added relatively few units.

Of particular note is the small amount of new development activity which had occurred in the Northwest Cook submarket until very recently. This market has a high concentration of Class B and C buildings with pent up demand for Class A product and developers are now pursuing an increasing number of new developments in the Northwest Cook submarket.

Current Status - Selected Projects/Sites

We are tracking many 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.

The proposed projects are typically 150 to 300 units and are widely distributed throughout the region. There are numerous additional sites in the region proposed for multi-family.

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Projects in Planning (Pipeline)

Property	Submarket	City	Developer	Status	Units
North Shore					
1450 Sherman	North Shore	Evanston	Albion	Planning	286
1727 Oak (55+ age restricted)	North Shore	Evanston	Trammel Crow	Planning	169
The Legacy/1621 Chicago	North Shore	Evanston	Horizon	Planning	215
1555 Oak - adaptive reuse	North Shore	Evanston	Cameel Halim	Planning	80-90
Amberley Woods Ph II	North Shore	Lake Forest	UrbanStreet/Trilogy	Planning	45
Karger Center property/1850 Green Bay Rd	North Shore	Highland Park	Albion	Planning	171
One Winnetka/Elm & Lincoln	North Shore	Winnetka	Stonestreet/Trandel	Planning	36
87 Hundred/8700 Waukegan	North Shore	Morton Grove	Equibase/Heartland	Planning	184
8000 North/NWC Lincoln & Oak	North Shore	Skokie	Greenspire/Pontarelli	Planning	153
Confidential	North Shore	Confidential	TBD	Planning	<100
Confidential	North Shore	Confidential	TBD	Planning	<100
Lake County					
Station Square/Trimm Property	Lake	Libertyville	Swanson	Planning	92
Former Kmart/225 S Rand	Lake	Lake Zurich	Garden Homes	Planning	162
NWC Rt 22 & Old Rand Rd	Lake	Lake Zurich	MBR Properties	Planning	100
Confidential	Lake	Confidential	Confidential	Planning	TBD
Northwest Cook County					
Uptown 501/501 W Dundee	Cook NW	Wheeling	DAC/Atlas	Planning	265
Marriott/Host site/8535 W Higgins	Chicago	Chicago	Glenstar	Planning	299
Sim's Bowl site/1555-65 Ellinwood	Cook NW	Des Plaines	Opus	Planning	113
Ellinwood Apts, 1425 Ellinwood	Cook NW	Des Plaines	Bayview-Compasspoint	Planning	200
20West, 20 W Northwest Highway	Cook NW	Mount Prospect	Nicholas & Assoc.	Planning	73
Plum Farms/NWC Rts 59 & 72	Cook NW	Hoffman Estates	TBD	Planning	TBD
Motorola Site - Multiple Phases	Cook NW	Schaumburg	Urban Street	Planning	TBD
NWC Lake & Church	Cook NW	Hanover Park	Monroe Residential	Planning	131
Hickory Apartments, NWC Hickory & Kensington	Cook NW	Arlington Heights		Planning	79
Arlington Downs - multiple phases	Cook NW	Arlington Heights	Springbank/Trandel	Planning	263
Arlington Downs - multiple phases	Cook NW	Arlington Heights	Springbank/Trandel	Planning	360
Northwest Hwy & Walnut	Cook NW	Arlington Heights	Brian Properties	Planning	106
SWC E. Railroad & S. Berteau	Cook NW	Bartlett	Foxford	Planning	41
Kane County					
Vistas of Mill Creek	Kane	Geneva	Shodeen	Planning	268
Prairie Centre/St Charles Mall/E of Randall/Rt 38	Kane	St Charles	Shodeen	Planning	609
Prairie Winds/NS Bricher W of Randall Rd	Kane	St Charles	Big Rock	Planning	250
Charlestown Mall site/E of K NS E Main	Kane	St Charles	Krausz Companies	Planning	256
Watermark at the Grove/WS Randall	Kane	Elgin	Interstate Partners	Planning	258
Utopia of East Dundee/NS Main W of Dundee Ave	Kane	East Dundee	Oehlerking	Planning	64
One Washington Place/NWC Wash. & Wilson	Kane	Batavia	Shodeen	Planning	186
Reserve at Hudson Crossing/Frmr Alexdr Lumber	Kane	Oswego	Shodeen	Planning	245
Randall Oaks/WS Randall N of Randall Comm	Kane	North Aurora	Shodeen	Planning	261
Confidential	Kane	Confidential	Confidential	Planning	220
McHenry County					
Grove Residences/Rt 14 near Illinois	McHenry	Fox River Grove	Gart Partners	Planning	300
DuPage County					
SEC Main & Ogden	DuPage	Lisle	Flaherty & Collins	Planning	164
Woodmoor on Finley Road/frmr Ken-Loch	DuPage	Uninc/Lombard	UrbanStreet/Atlas	Planning	388
Yorktown	DuPage	Lombard	AIMCO	Planning	78
Elan Yorktown / Yorktown Mall site	DuPage	Lombard	Greystar	Planning	295
McChesney & Miller site	DuPage	Glen Ellyn	Springbank/Trandel	Planning	245
Duane/Melrose	DuPage	Glen Ellyn	Reva	Planning	48
Cantera Residences/Ferry W of Winfield Rd	DuPage	Warrenville	Covington Realty	Planning	242
Downers Grove Civic Center site	DuPage	Downers Grove	Next Gen	Planning	234
One North Cass / Cass & Burlington	DuPage	Westmont	Gammonley	Planning	208
Aurora/Naperville					
None					
South Cook County					
NWC Lake & Forest	South Cook	Oak Park	Albion	Planning	265
Residence at Brookside Glen/SW 191st & 80th	South Cook	Tinley Park	Mayher/DJM	Planning	144
Will County					
Highlands of Lockport/143rd & 355	Will	Lockport	Equibase/Heartland	Planning	248
Lincoln Station/NS Rt 30 at Prairie & RR	Will	New Lenox	Gammonly/TBD	Planning	208
Village Place Apts/Normantown E of Brunswick	Will	Romeoville	Rose/S.R. Jacobsen	Planning	216
Highpoint Town Square	Will	Romeoville	HPTS	Planning	72

Conclusions

With an average delivery of roughly 1,100 units per year in the suburban market since 1996, the addition to overall supply has been minimal. Combined with the number of condo conversions that occurred in the market in the early 2000s, the supply of rental units has actually seen a 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 new construction activity.

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Demographic Trends

In researching the demographics of the target market area, we have provided data from Environics Analytics for the demographics of the residents located in Arlington Heights and within the three and five-mile radii of the subject property. This includes information relating to the 2010 U.S. Census, 2018 estimates (based upon the 2010 census), and 2023 projections for the area.

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

Demographics

A demographic profile of the surrounding area, including population, households, and income data, is presented in the following table.

Surrounding Area Demographics					
2018 Estimates	3-Mile Radius	5-Mile Radius	Arlington Heights, IL (village)	Chicago- Naperville-Elgin, IL-IN-WI (Metro)	Illinois
Population 2010	107,029	275,206	75,101	9,461,105	12,830,632
Population 2018	107,376	275,777	74,956	9,504,650	12,768,442
Population 2023	107,382	275,743	74,134	9,531,666	12,745,779
Compound % Change 2010-2018	0.0%	0.0%	0.0%	0.1%	-0.1%
Compound % Change 2018-2023	0.0%	0.0%	-0.2%	0.1%	0.0%
Households 2010	43,003	109,041	30,633	3,475,726	4,836,972
Households 2018	43,626	110,291	31,134	3,528,983	4,859,251
Households 2023	43,811	110,668	30,983	3,553,670	4,868,017
Compound % Change 2010-2018	0.2%	0.1%	0.2%	0.2%	0.1%
Compound % Change 2018-2023	0.1%	0.1%	-0.1%	0.1%	0.0%
Median Household Income 2018	\$90,858	\$86,226	\$94,750	\$69,412	\$64,068
Average Household Size	2.4	2.5	2.4	2.7	2.6
College Graduate %	51%	49%	54%	36%	33%
Median Age	42	41	44	38	38
Owner Occupied %	76%	72%	77%	66%	67%
Renter Occupied %	24%	28%	23%	34%	33%
Median Owner Occupied Housing Value	\$324,783	\$320,461	\$363,274	\$242,814	\$196,422
Median Year Structure Built	1973	1975	1972	1969	1969
Avg. Travel Time to Work in Min.	32	32	33	35	32

Source: Environics Analytics

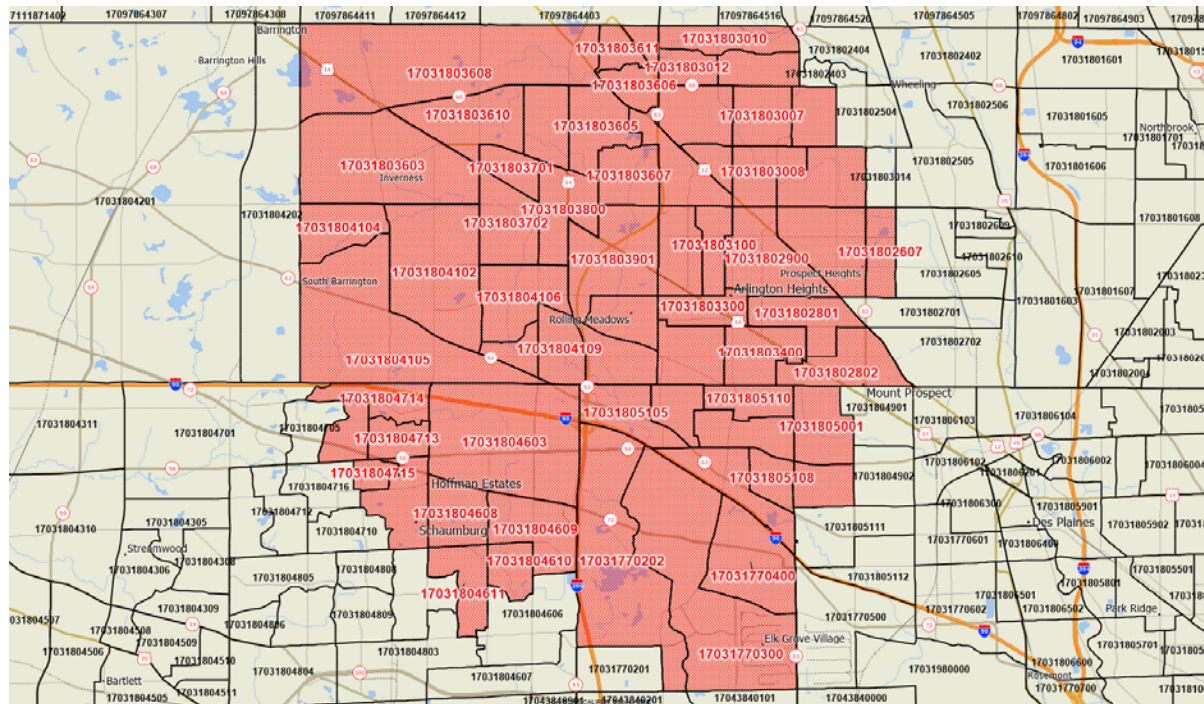
As shown above, the current population within a 5-mile radius of the subject is 275,777, and the average household size is 2.5. Population in the area has been flat since the 2010 census, and this trend is projected to continue over the next five years. This differs from the population of the Chicago MSA, which is projected to grow slightly.

Median household income is \$86,226, which is higher than the household income for the Chicago MSA. Residents within a 5-mile radius have a considerably higher level of educational attainment than those of the Chicago MSA, while median owner-occupied home values are considerably higher.

As already discussed, the subject property will draw prospective renters from an area that is much wider than these geographic boundaries. Additional renter demand will be generated from persons from outside the area due to job relocations or others relocating to be closer to their employment.

In addition to the demographic information provided above, we have also included a Ribbon Demographics Survey which separates the two demographic groups: renters and home-owners. With this additional analysis, we are able to further dissect the demand for rental units by the existing renters in the market and their income levels.

The following is a map of the Ribbon Demographics Survey Area. It is somewhat similar to the five-mile radius grouping which we used but is searched by census tract.





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Renter Households						
Age 15 to 54 Years						
Year 2018 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	493	152	192	207	39	1,083
\$10,000-20,000	455	305	151	116	113	1,140
\$20,000-30,000	988	414	406	248	243	2,299
\$30,000-40,000	633	514	362	240	386	2,135
\$40,000-50,000	1,153	665	390	453	377	3,038
\$50,000-60,000	1,163	677	270	193	154	2,457
\$60,000-75,000	1,429	933	612	241	192	3,407
\$75,000-100,000	1,036	1,483	704	486	179	3,888
\$100,000-125,000	800	832	421	362	200	2,615
\$125,000-150,000	255	433	281	174	108	1,251
\$150,000-200,000	154	303	341	153	58	1,009
\$200,000+	285	231	188	210	52	966
Total	8,844	6,942	4,318	3,083	2,101	25,288

Percent Renter Households						
Age 15 to 54 Years						
Year 2018 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	1.9%	0.6%	0.8%	0.8%	0.2%	4.3%
\$10,000-20,000	1.8%	1.2%	0.6%	0.5%	0.4%	4.5%
\$20,000-30,000	3.9%	1.6%	1.6%	1.0%	1.0%	9.1%
\$30,000-40,000	2.5%	2.0%	1.4%	0.9%	1.5%	8.4%
\$40,000-50,000	4.6%	2.6%	1.5%	1.8%	1.5%	12.0%
\$50,000-60,000	4.6%	2.7%	1.1%	0.8%	0.6%	9.7%
\$60,000-75,000	5.7%	3.7%	2.4%	1.0%	0.8%	13.5%
\$75,000-100,000	4.1%	5.9%	2.8%	1.9%	0.7%	15.4%
\$100,000-125,000	3.2%	3.3%	1.7%	1.4%	0.8%	10.3%
\$125,000-150,000	1.0%	1.7%	1.1%	0.7%	0.4%	4.9%
\$150,000-200,000	0.6%	1.2%	1.3%	0.6%	0.2%	4.0%
\$200,000+	1.1%	0.9%	0.7%	0.8%	0.2%	3.8%
Total	35.0%	27.5%	17.1%	12.2%	8.3%	100.0%

Renter Households						
Aged 55+ Years						
Year 2018 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	612	90	13	23	31	769
\$10,000-20,000	1,006	305	36	38	22	1,407
\$20,000-30,000	906	211	48	24	48	1,237
\$30,000-40,000	554	234	62	19	27	896
\$40,000-50,000	487	216	33	52	46	834
\$50,000-60,000	345	182	48	26	45	646
\$60,000-75,000	426	249	50	86	35	846
\$75,000-100,000	493	243	122	76	17	951
\$100,000-125,000	236	99	65	36	56	492
\$125,000-150,000	274	234	29	77	57	671
\$150,000-200,000	241	69	34	27	10	381
\$200,000+	241	178	93	15	18	545
Total	5,821	2,310	633	499	412	9,675

Percent Renter Households						
Aged 55+ Years						
Year 2018 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	6.3%	0.9%	0.1%	0.2%	0.3%	7.9%
\$10,000-20,000	10.4%	3.2%	0.4%	0.4%	0.2%	14.5%
\$20,000-30,000	9.4%	2.2%	0.5%	0.2%	0.5%	12.8%
\$30,000-40,000	5.7%	2.4%	0.6%	0.2%	0.3%	9.3%
\$40,000-50,000	5.0%	2.2%	0.3%	0.5%	0.5%	8.6%
\$50,000-60,000	3.6%	1.9%	0.5%	0.3%	0.5%	6.7%
\$60,000-75,000	4.4%	2.6%	0.5%	0.9%	0.4%	8.7%
\$75,000-100,000	5.1%	2.5%	1.3%	0.8%	0.2%	9.8%
\$100,000-125,000	2.4%	1.0%	0.7%	0.4%	0.6%	5.1%
\$125,000-150,000	2.8%	2.4%	0.3%	0.8%	0.6%	6.9%
\$150,000-200,000	2.5%	0.7%	0.4%	0.3%	0.1%	3.9%
\$200,000+	2.5%	1.8%	1.0%	0.2%	0.2%	5.6%
Total	60.2%	23.9%	6.5%	5.2%	4.3%	100.0%

Renter Households						
All Age Groups						
Year 2018 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	1,105	242	205	230	70	1,852
\$10,000-20,000	1,461	610	187	154	135	2,547
\$20,000-30,000	1,894	625	454	272	291	3,536
\$30,000-40,000	1,187	748	424	259	413	3,031
\$40,000-50,000	1,640	881	423	505	423	3,872
\$50,000-60,000	1,508	859	318	219	199	3,103
\$60,000-75,000	1,855	1,182	662	327	227	4,253
\$75,000-100,000	1,529	1,726	826	562	196	4,839
\$100,000-125,000	1,036	931	486	398	256	3,107
\$125,000-150,000	529	667	310	251	165	1,922
\$150,000-200,000	395	372	375	180	68	1,390
\$200,000+	526	409	281	225	70	1,511
Total	14,665	9,252	4,951	3,582	2,513	34,963

Percent Renter Households						
All Age Groups						
Year 2018 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	3.2%	0.7%	0.6%	0.7%	0.2%	5.3%
\$10,000-20,000	4.2%	1.7%	0.5%	0.4%	0.4%	7.3%
\$20,000-30,000	5.4%	1.8%	1.3%	0.8%	0.8%	10.1%
\$30,000-40,000	3.4%	2.1%	1.2%	0.7%	1.2%	8.7%
\$40,000-50,000	4.7%	2.5%	1.2%	1.4%	1.2%	11.1%
\$50,000-60,000	4.3%	2.5%	0.9%	0.6%	0.6%	8.9%
\$60,000-75,000	5.3%	3.4%	1.9%	0.9%	0.6%	12.2%
\$75,000-100,000	4.4%	4.9%	2.4%	1.6%	0.6%	13.8%
\$100,000-125,000	3.0%	2.7%	1.4%	1.1%	0.7%	8.9%
\$125,000-150,000	1.5%	1.9%	0.9%	0.7%	0.5%	5.5%
\$150,000-200,000	1.1%	1.1%	1.1%	0.5%	0.2%	4.0%
\$200,000+	1.5%	1.2%	0.8%	0.6%	0.2%	4.3%
Total	41.9%	26.5%	14.2%	10.2%	7.2%	100.0%



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Owner Households						
Age 15 to 54 Years						
Year 2018 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	289	86	69	30	42	516
\$10,000-20,000	177	89	85	51	42	444
\$20,000-30,000	277	131	238	153	286	1,085
\$30,000-40,000	471	208	178	136	277	1,270
\$40,000-50,000	708	326	348	231	169	1,782
\$50,000-60,000	518	360	285	366	410	1,939
\$60,000-75,000	824	684	462	740	495	3,205
\$75,000-100,000	1,054	1,425	1,203	1,227	637	5,546
\$100,000-125,000	626	1,178	1,490	1,831	1,019	6,144
\$125,000-150,000	204	1,099	1,048	1,599	971	4,921
\$150,000-200,000	217	1,311	1,234	2,118	1,479	6,359
\$200,000+	356	1,253	1,837	2,632	1,609	7,687
Total	5,721	8,150	8,477	11,114	7,436	40,898

Percent Owner Households						
Age 15 to 54 Years						
Year 2018 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	0.7%	0.2%	0.2%	0.1%	0.1%	1.3%
\$10,000-20,000	0.4%	0.2%	0.2%	0.1%	0.1%	1.1%
\$20,000-30,000	0.7%	0.3%	0.6%	0.4%	0.7%	2.7%
\$30,000-40,000	1.2%	0.5%	0.4%	0.3%	0.7%	3.1%
\$40,000-50,000	1.7%	0.8%	0.9%	0.6%	0.4%	4.4%
\$50,000-60,000	1.3%	0.9%	0.7%	0.9%	1.0%	4.7%
\$60,000-75,000	2.0%	1.7%	1.1%	1.8%	1.2%	7.8%
\$75,000-100,000	2.6%	3.5%	2.9%	3.0%	1.6%	13.6%
\$100,000-125,000	1.5%	2.9%	3.6%	4.5%	2.5%	15.0%
\$125,000-150,000	0.5%	2.7%	2.6%	3.9%	2.4%	12.0%
\$150,000-200,000	0.5%	3.2%	3.0%	5.2%	3.6%	15.5%
\$200,000+	0.9%	3.1%	4.5%	6.4%	3.9%	18.8%
Total	14.0%	19.9%	20.7%	27.2%	18.2%	100.0%

Owner Households						
Aged 55+ Years						
Year 2018 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	905	463	136	41	40	1,585
\$10,000-20,000	2,040	570	101	28	22	2,761
\$20,000-30,000	2,722	1,247	163	88	40	4,260
\$30,000-40,000	1,940	1,473	282	53	39	3,787
\$40,000-50,000	1,626	1,530	284	100	96	3,636
\$50,000-60,000	1,022	1,414	334	94	78	2,942
\$60,000-75,000	1,428	2,289	435	183	83	4,418
\$75,000-100,000	1,540	3,512	856	287	216	6,411
\$100,000-125,000	1,021	2,499	1,067	447	198	5,232
\$125,000-150,000	578	2,105	791	251	109	3,834
\$150,000-200,000	491	1,886	1,131	302	130	3,940
\$200,000+	659	2,797	1,329	723	322	5,830
Total	15,972	21,785	6,909	2,597	1,373	48,636

Percent Owner Households						
Aged 55+ Years						
Year 2018 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	1.9%	1.0%	0.3%	0.1%	0.1%	3.3%
\$10,000-20,000	4.2%	1.2%	0.2%	0.1%	0.0%	5.7%
\$20,000-30,000	5.6%	2.6%	0.3%	0.2%	0.1%	8.8%
\$30,000-40,000	4.0%	3.0%	0.6%	0.1%	0.1%	7.8%
\$40,000-50,000	3.3%	3.1%	0.6%	0.2%	0.2%	7.5%
\$50,000-60,000	2.1%	2.9%	0.7%	0.2%	0.2%	6.0%
\$60,000-75,000	2.9%	4.7%	0.9%	0.4%	0.2%	9.1%
\$75,000-100,000	3.2%	7.2%	1.8%	0.6%	0.4%	13.2%
\$100,000-125,000	2.1%	5.1%	2.2%	0.9%	0.4%	10.8%
\$125,000-150,000	1.2%	4.3%	1.6%	0.5%	0.2%	7.9%
\$150,000-200,000	1.0%	3.9%	2.3%	0.6%	0.3%	8.1%
\$200,000+	1.4%	5.8%	2.7%	1.5%	0.7%	12.0%
Total	32.8%	44.8%	14.2%	5.3%	2.8%	100.0%

Owner Households						
All Age Groups						
Year 2018 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	1,194	549	205	71	82	2,101
\$10,000-20,000	2,217	659	186	79	64	3,205
\$20,000-30,000	2,999	1,378	401	241	326	5,345
\$30,000-40,000	2,411	1,681	460	189	316	5,057
\$40,000-50,000	2,334	1,856	632	331	265	5,418
\$50,000-60,000	1,540	1,774	619	460	488	4,881
\$60,000-75,000	2,252	2,973	897	923	578	7,623
\$75,000-100,000	2,594	4,937	2,059	1,514	853	11,957
\$100,000-125,000	1,647	3,677	2,557	2,278	1,217	11,376
\$125,000-150,000	782	3,204	1,839	1,850	1,080	8,755
\$150,000-200,000	708	3,197	2,365	2,420	1,609	10,299
\$200,000+	1,015	4,050	3,166	3,355	1,931	13,517
Total	21,693	29,935	15,386	13,711	8,809	89,534

Percent Owner Households						
All Age Groups						
Year 2018 Estimates						
	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5+-Person Household	Total
\$0-10,000	1.3%	0.6%	0.2%	0.1%	0.1%	2.3%
\$10,000-20,000	2.5%	0.7%	0.2%	0.1%	0.1%	3.6%
\$20,000-30,000	3.3%	1.5%	0.4%	0.3%	0.4%	6.0%
\$30,000-40,000	2.7%	1.9%	0.5%	0.2%	0.4%	5.6%
\$40,000-50,000	2.6%	2.1%	0.7%	0.4%	0.3%	6.1%
\$50,000-60,000	1.7%	2.0%	0.7%	0.5%	0.5%	5.5%
\$60,000-75,000	2.5%	3.3%	1.0%	1.0%	0.6%	8.5%
\$75,000-100,000	2.9%	5.5%	2.3%	1.7%	1.0%	13.4%
\$100,000-125,000	1.8%	4.1%	2.9%	2.5%	1.4%	12.7%
\$125,000-150,000	0.9%	3.6%	2.1%	2.1%	1.2%	9.8%
\$150,000-200,000	0.8%	3.6%	2.6%	2.7%	1.8%	11.5%
\$200,000+	1.1%	4.5%	3.5%	3.7%	2.2%	15.1%
Total	24.2%	33.4%	17.2%	15.3%	9.8%	100.0%

Qualifying Demographic Group

With the rental units which are being proposed in this report, we have focused on the group of renters with incomes of at least \$50,000 and with 1 to 4-person households. This results in a total of 18,944 renter households. However, we also expect that there will be demand from owner households as there will be empty nesters downsizing and persons divorcing/separating, creating additional demand from the owner demographic group. This is a much larger group with 60,652 owner households with incomes of at least \$50,000. In addition, the subject property will be attracting transferees who are moving to the area for jobs, providing another large base of renters who are not accounted for in these demographic statistics.

Rental Competition Survey

Existing Competition

Twelve apartment developments with over 4,700 units were included in our rental competition survey. A summary of the units included in this survey is shown below:

Unit Type	No. of Projects	No. of Units	%	Unit SF Range
Studio/Convertible	5	219	5%	392-769
One Bedroom	12	2,340	49%	635-1,012
One Bedroom + Den	5	329	7%	830-1,039
Two Bedroom	12	1,689	36%	848-1,647
Three Bedroom	5	157	3%	1,107-2,283
Total/Range	12	4,734	100%	392-2,283

The primary competition to the apartment units at Arlington Downs would be expected to be comparable in age and location. However, while Arlington Heights has a population of approximately 75,000 persons and over 31,100 households, new rental apartment development has been extremely limited in the community. In fact, the 214-unit One Arlington building is the only existing, newly developed apartment building with over 100 units which has been developed in Arlington Heights in over 20 years despite the vibrancy and desirability of Arlington Heights. Currently, a very small project with 45 units is under construction at the southwest corner of Dunton Avenue and Eastman Street in downtown Arlington Heights. The Parkview Apartments project will be completed in 2018 and consists of a mix of one, two, and three bedroom units, with 19 units being affordable units. This is the only new construction project other than the One Arlington project which has been developed.

One Arlington actually was not even new construction; rather, it was the adaptive reuse of a closed hotel which was retrofitted with 214 units. Thus, its unit sizes average 936 SF, larger than many of the new construction apartment buildings which are being developed in the Chicago Metropolitan Area.

Hancock Square and Dunton Tower are both high-rise rental apartment properties which are located in downtown Arlington Heights and will provide competition to the Arlington Downs units. Constructed in 1986-1988, these buildings are now 30+ years old. While they have experienced updating over the years, they lack the features and amenities which are afforded by new construction. However, their downtown locations are extremely marketable and appeal to renters looking for a very walkable neighborhood with retail and restaurant amenities along with excellent accessibility to the Metra train station for easy commuting to jobs in downtown Chicago. While retail and restaurants are planned as part of the Arlington Downs development, they will be more limited in scale than in downtown Arlington Heights. However, the subject location may be more desirable for persons to whom access to Route 53 is important, as it provides very easy access by car to many parts of the Chicago Metropolitan Area.

Also developed in the 1980s is the Central Park East development which is an example of the more typical three-story suburban developments in Arlington Heights and neighboring suburbs. Its units do not command the same rent premiums as either new construction like One Arlington or the downtown projects, Hancock Square and Dunton Tower.

Thus, renters looking for a high-end, new construction rental apartment development in Arlington Heights have extremely limited options due to the lack of apartment development which has taken place.

Approximately three miles southwest of Arlington Downs is North 680, a 180-unit rental apartment development which was constructed in Schaumburg in 2017. The project began offering occupancy in April 2017 while construction was still taking place and is now 90% leased, as of April 2018, or within a one year period. It was the first rental apartment project to be constructed in Schaumburg in approximately 30 years. The developer of this project has purchased the former Motorola site across the street and is planning a large, mixed-use development which will also include a rental apartment component.

With Schaumburg being easily accessible on Route 53, it provides additional rental alternatives within a 10 to 15-minute drive. However, these projects were generally built in the 1970s and 1980s, again lacking the new construction elements which Arlington Downs will possess. We have included a sampling of the larger projects, but these projects will provide lower cost and inferior alternatives to the Arlington Downs units.

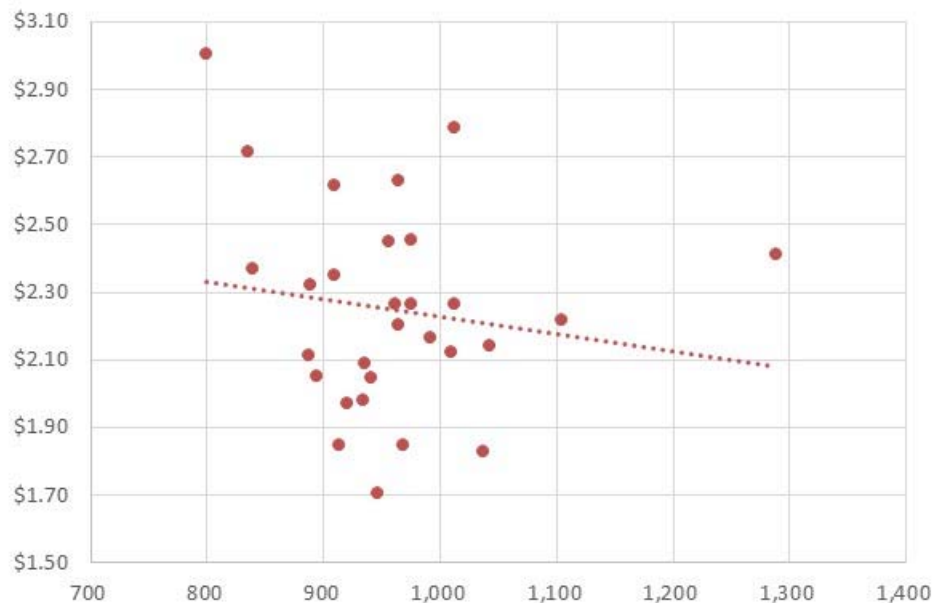
With the limited new construction activity to date, we expanded the geographic search to include three apartment projects developed in 2016-2018 which are located further to the north, south, and east. The Residences at Hamilton Lakes is a 297-unit development which opened for occupancy in 2017 in the Hamilton Lakes office park in Itasca, approximately nine miles south. Deer Park Crossing is currently under construction approximately seven miles northwest in Deer Park. This 236-unit development opened for occupancy in late March 2018 and is still under construction. While situated much further from the employment centers than Arlington Downs, it is surrounded close to excellent shopping facilities and amenities located in neighboring shopping centers. Situated nine miles to the northeast is the Northgate Crossing development in Wheeling which opened for occupancy in 2016 while construction was underway. It is close to 90% occupancy at the present time. Thus, with the exception of the North 680 project in Schaumburg, the other new construction alternatives are situated far from the Arlington Downs development and the Schaumburg employment market, outside of the primary market area.

Recently Constructed Rental Apartment Developments in the Suburban Market (2013-2018):

As additional information, we also surveyed all of the new construction rental apartment developments in Northwest Cook County, DuPage County, Lake County, and the North Shore submarkets which have been completed in the Chicago suburban area since 2013. All developments are elevator-style properties. This survey included 6,075 units but excluded Kane, Kendall, Naperville/Aurora, and locations far south of the city of Chicago.

The average unit sizes and average net effective rents being achieved in these developments are summarized as follows, showing the strong rent premiums for new construction apartments being developed throughout the metropolitan area.

4Q 2017 Net Effective Rents PSF at the Apartment Complexes Constructed Since 2013 in the Cook NW, DuPage, Lake, and North Shore submarkets



These 29 developments summarized above contain a total of 6,075 units and were completed between 2013 and 2018ytd. Average net effective rents ranged from \$1.71 to \$3.00 PSF with average unit sizes of 799 to 1,288 SF. Only six of the developments had rents averaging below \$2.00 PSF with five developments with rents above \$2.50 PSF. The vast bulk of the developments had average rents between \$2.00 and \$2.50 PSF.

Projects Currently Under Construction and Proposed Competition

In addition to the existing apartment developments in the market, there is additional apartment development taking place along with a growing pipeline of projects which are being proposed for development. These projects are in varying stages of the entitlement, financing or construction process, and all of these developments will not end up being constructed. Some will end up with entitlement issues and others may get stalled or cancelled due to difficulty raising equity or obtaining financing.

The following is a summary of the projects which are being developed or proposed for the Northwest Cook County submarket and which could provide additional competition to the subject units.

Northwest Cook County Submarket – Under Construction & Pipeline

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Under Construction: 2018-2019 Deliveries

Property	Submarket	City	Developer	Status	Units
Wheeling Town Center/Dundee & Northgate	Cook NW	Wheeling	Urban R2	Construction	301
Buckingham Place/Littelfuse site/800 E NW Hwy	Cook NW	Des Plaines	Dearborn-Buckingham	Construction	270
Covington Lexington Woods/Golf & E River Rd	Cook NW	Des Plaines	Lexington	Construction	236
Parkview Apts, 212 N. Dunton	Cook NW	Arlington Heights	Cullen Davis	Construction	45

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Projects in Planning (Pipeline)

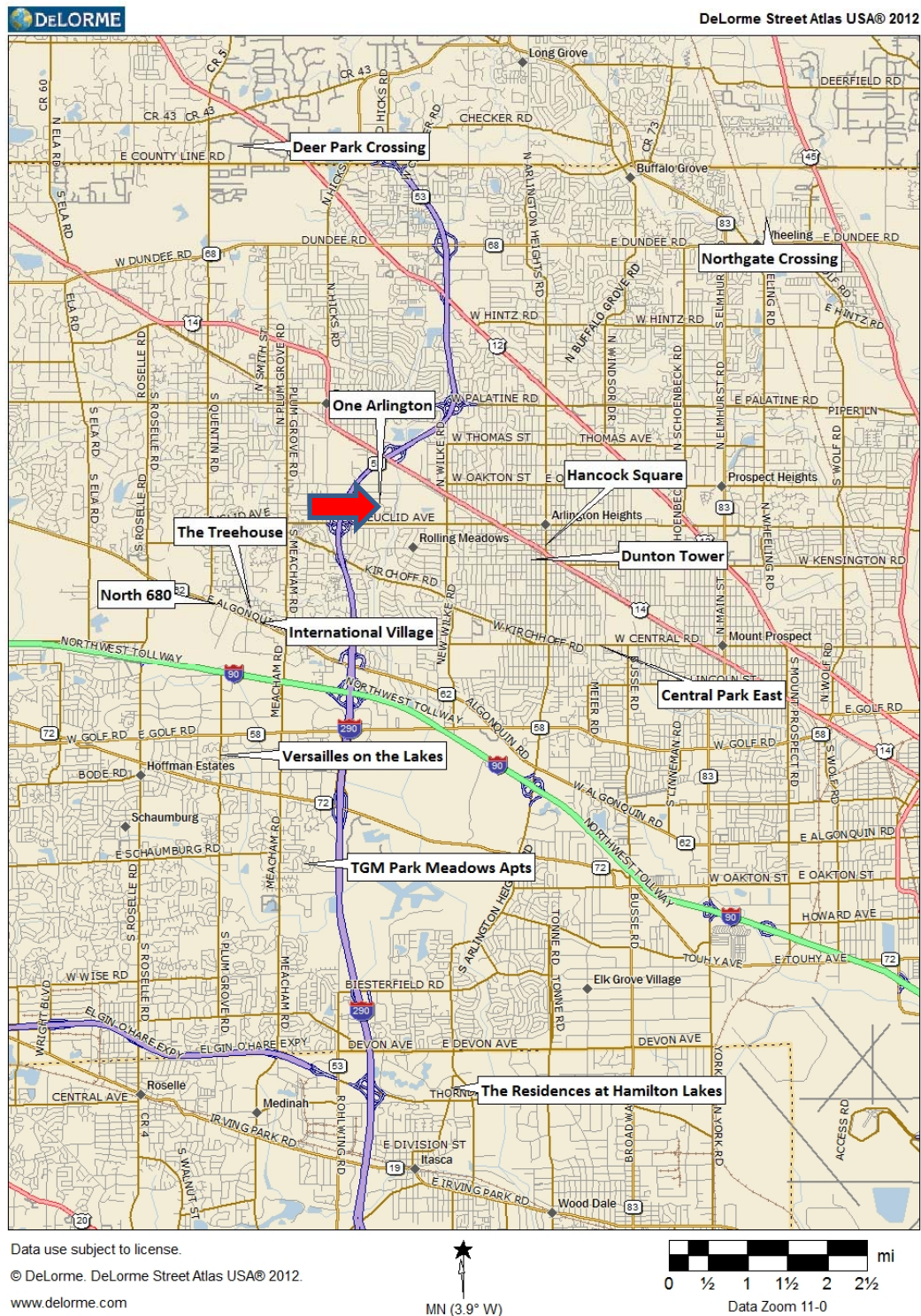
Property	Submarket	City	Developer	Status	Units
Northwest Cook County					
Uptown 501/501 W Dundee	Cook NW	Wheeling	DAC/Atlas	Planning	265
Marriott/Host site/8535 W Higgins	Chicago	Chicago	Glenstar	Planning	299
Sim's Bowl site/1555-65 Ellinwood	Cook NW	Des Plaines	Opus	Planning	113
Ellinwood Apts, 1425 Ellinwood	Cook NW	Des Plaines	Bayview-Compasspoint	Planning	200
20West, 20 W Northwest Highway	Cook NW	Mount Prospect	Nicholas & Assoc.	Planning	73
Plum Farms/NWC Rts 59 & 72	Cook NW	Hoffman Estates	TBD	Planning	TBD
Motorola Site - Multiple Phases	Cook NW	Schaumburg	Urban Street	Planning	TBD
NWC Lake & Church	Cook NW	Hanover Park	Monroe Residential	Planning	131
Hickory Apartments, NWC Hickory & Kensington	Cook NW	Arlington Heights		Planning	79
Arlington Downs - multiple phases	Cook NW	Arlington Heights	Springbank/Trandel	Planning	263
Arlington Downs - multiple phases	Cook NW	Arlington Heights	Springbank/Trandel	Planning	360
Northwest Hwy & Walnut	Cook NW	Arlington Heights	Brian Properties	Planning	106
SWC E. Railroad & S. Berteau	Cook NW	Bartlett	Foxford	Planning	41

As shown above, the Arlington Downs development (the subject property) comprises the largest chunk of new inventory being proposed for the Arlington Heights rental apartment market.

Existing Competition - Details

On the following pages is information pertaining to these developments which were included in the survey.

Apartment Competition Map



Apartment Rental Competition Overview

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Name	Address	Suburb	Total Units	Class	Date Built	Date Renov	Avg Size (SF)	Quoted Rent PSF	Net Rent PSF	Garage Fee	Occup.
One Arlington	3400 W. Stonegate Blvd	Arlington Heights	214	A	2014		936	\$2.06	\$2.00	\$75	90.2%
Hancock Square	200 North Arlington Hts Rd	Arlington Heights	409	B	1988	2016	849	\$2.39	\$2.39	\$75	97.6%
Dunton Tower	55 South Vail	Arlington Heights	216	B	1986	2006	902	\$1.94	\$1.94	\$75	94.0%
Central Park East	1551 E. Central Road	Arlington Heights	204	B	1989	2011	995	\$1.65	\$1.65	\$110	98.0%
North680	680 E. Algonquin Rd.	Schaumburg	180	A	2017		894	\$2.23	\$2.23	\$75 - \$120	90.0%
TGM Park Meadows Apts	10 N. Lincoln Meadows	Schaumburg	576	B	1990	2014	799	\$1.95	\$1.95	\$130	94.4%
The Treehouse	2500 Brush Road	Schaumburg	752	B	1980	2012	857	\$1.55	\$1.55	surface pkg only	93.0%
International Village	1220 E. Algonquin Road	Schaumburg	732	B	1971	2008	937	\$1.46	\$1.34	\$90	90.0%
Versailles on the Lakes	1024 N. Plum Grove Rd.	Schaumburg	618	B	1971	2008	776	\$1.87	\$1.71	\$65	86.7%
Deer Park Crossing	21599 W. Field Ct.	Deer Park	236	A	2018		1,350	\$1.93	\$1.70	\$150	In lease-up
The Residences at Hamilton Lakes	1133 N. Arlington Hts. Rd.	Itasca	297	A	2017		934	\$2.24	\$1.87	\$125	In lease-up
Northgate Crossing	250 Northgate Pkwy	Wheeling	300	A	2016		969	\$1.89	\$1.69	\$145 - \$175	In lease-up
Total			4,734								

Apartment Rental Competition Unit Mix

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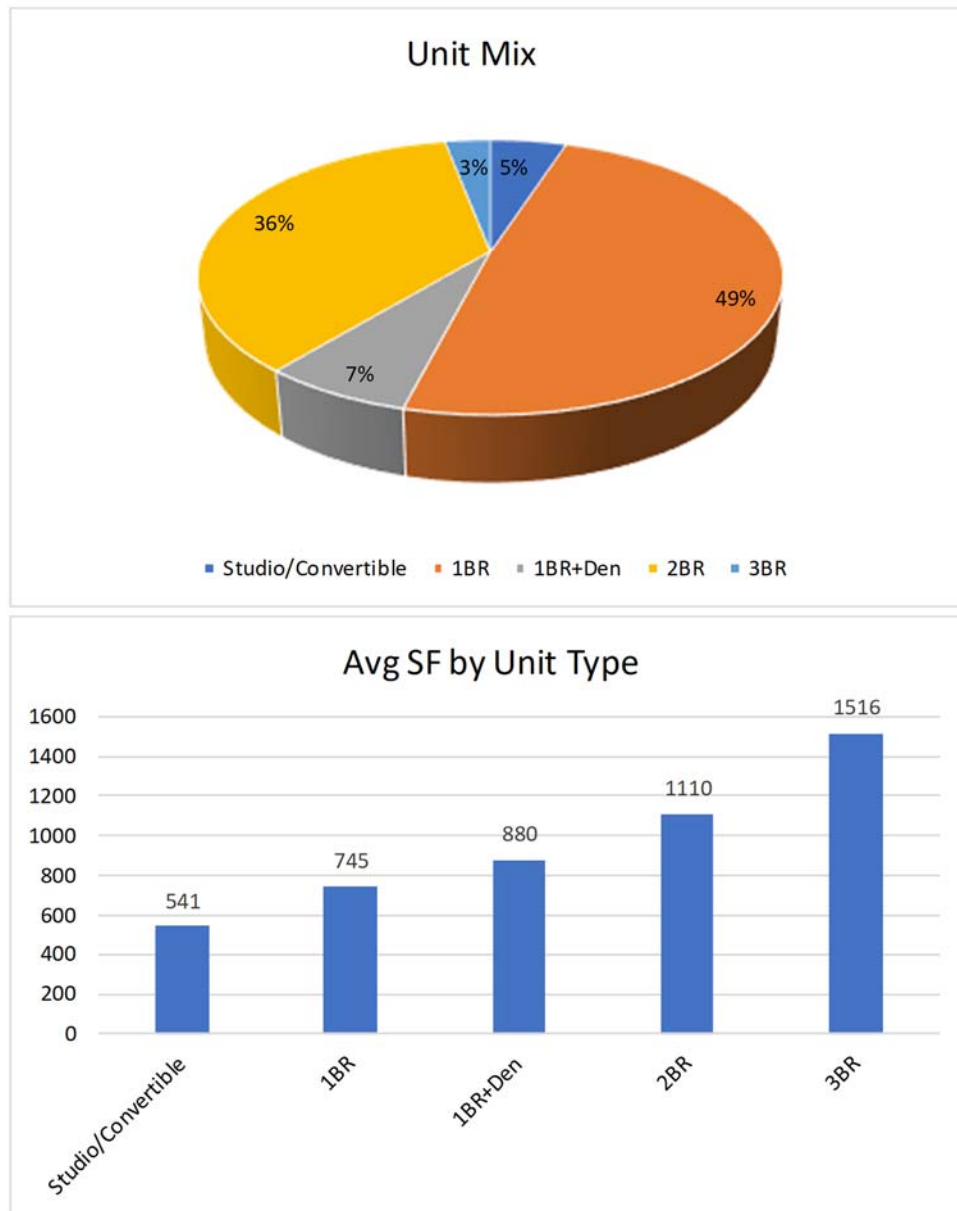
Name	Address	Suburb	Studio	Studio	1BR	1BR	1BR +den	1BR +den	2BR	2BR	3BR	3BR	Total
One Arlington	3400 W. Stonegate Blvd	Arlington Heights	51	24%	113	53%			50	23%			214
Hancock Square	200 North Arlington Hts Rd	Arlington Heights	30	7%	143	35%	89	22%	147	36%			409
Dunton Tower	55 South Vail	Arlington Heights	27	12%	108	50%			81	38%			216
Central Park East	1551 E. Central Road	Arlington Heights			48	24%	48	24%	108	53%			204
North680	680 E. Algonquin Rd.	Schaumburg			104	58%	24	13%	52	29%			180
TGM Park Meadows Apts	10 N. Lincoln Meadows	Schaumburg			392	68%			184	32%			576
The Treehouse	2500 Brush Road	Schaumburg			300	40%	148	20%	230	31%	74	10%	752
International Village	1220 E. Algonquin Road	Schaumburg			400	55%			317	43%	15	2%	732
Versailles on the Lakes	1024 N. Plum Grove Rd.	Schaumburg	108	18%	288	47%			222	24%			618
Deer Park Crossing	21599 W. Field Ct.	Deer Park			96	41%			96	41%	44	19%	236
The Residences at Hamilton Lakes	1133 N. Arlington Hts. Rd.	Itasca	3	1%	186	63%			96	32%	12	4%	297
Northgate Crossing	250 Northgate Pkwy	Wheeling			162	54%	20	7%	106	35%	12	4%	300
Total			219	5%	2,340	49%	329	7%	1,689	36%	157	3%	4,734

Apartment Rental Competition Unit Sizes

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			Unit Square Footage Range									
Name	Address	Suburb	Studio		1BR		1BR+Den		2BR		3BR	
One Arlington	3400 W. Stonegate Blvd	Arlington Heights	549	769	803	1012			1,193	1,521		
Hancock Square	200 North Arlington Hts Rd	Arlington Heights	608		677		850	925	975	1,128		
Dunton Tower	55 South Vail	Arlington Heights	600		785	800			1,100	1,200		
Central Park East	1551 E. Central Road	Arlington Heights			770	810	938		1,056	1,168		
North680	680 E. Algonquin Rd.	Schaumburg			665	785	1,039		1,130	1,588		
TGM Park Meadows Apts	10 N. Lincoln Meadows	Schaumburg			635	760			990	1,040		
The Treehouse	2500 Brush Road	Schaumburg			715	723	830		974		1,107	
International Village	1220 E. Algonquin Road	Schaumburg			760				1,075	1,200	1,400	
Versailles on the Lakes	1024 N. Plum Grove Rd.	Schaumburg	392	517	696				848	1,241		
Deer Park Crossing	21599 W. Field Ct.	Deer Park			806	927			1,312	1,647	1,965	2,283
The Residences at Hamilton Lakes	1133 N. Arlington Hts. Rd.	Itasca	472		655	859			1,146	1,299	1,480	
Northgate Crossing	250 Northgate Pkwy	Wheeling			696	873	883		1,190	1,212	1,971	2,005

Market Survey Summary



New Rental Development – 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. Developments which have started lease-up since 2013 are summarized on the following page.

The survey is showing average monthly absorption rates generally ranging approximately from 10 to 20 units per month. Some of the slower leasing properties had issues particularly pertaining to that property, such as challenging locations and seasonal issues that 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.

Lease-up Survey

Absorption of New Rental Units

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Name	Suburb	Submarket	Leasing Began	Delivered	Total Units	1Q13	2Q13	3Q13	4Q13	1Q14	2Q14	3Q14	4Q14	1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	1Q17	2Q17	3Q17	4Q17	Avg. /mo	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 Hts.	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
Oaks of Vernon Hills	Vernon Hills	Lake	3Q 2014	Sep-14	336							49	8	78	49	72	0	-8	34	22						11	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
Reserve at Glenview	Glenview	North Shore	1Q 2015	May-15	239										43	43	17	45	20	14	9	-19	10	21	18	7	Stabilized
Woodview	Deerfield	North Shore	1Q 2015	Jun-15	248										77	49	13	37	43	10						13	Stabilized
Amli Deerfield	Deerfield	North Shore	2Q 2015	Aug-15	240											54	12	37	35	10	10	15	38	8		8	Stabilized
Park 205	Park Ridge	Cook NW	3Q 2015	Oct-15	115											25	26	24	12	15						7	Stabilized
Northgate Crossing	Wheeling	Cook NW	4Q 2015	Jan-16	288													40	41	35	35	36	42			13	Stabilized
Courthouse Square	Wheaton	DuPage	1Q 2016	May-16	149														39	30	13	17	48			10	Stabilized
Orland Park Crossing	Orland Park	South Cook	1Q 2016	May-16	231													40	59	35	39	17	11	5	8	10	Stabilized
Springs at Weber Road	Romeoville	Will	2Q 2016	Aug-16	292															44	80	14	87	40		18	Stabilized
In lease-up																											
Northshore 770	Northbrook	North Shore	1Q 2016	Jan-16	347													71	62	43	11	39	0	53	0	12	In lease-up
Apex 41	Lombard	DuPage	2Q 2016	Oct-16	181															15	15	15	71	22	11	8	In lease-up
The Main	Evanston	North Shore	2Q 2016	Oct-16	112															18	11	2	48	10	4	5	In lease-up
Station Boulevard	Aurora	Naperville/Aurora	3Q 2015	Dec-16	425																23	53	62	60	40	16	In lease-up
Metro 59	Aurora	Naperville/Aurora	2Q 2016	Feb-17	232																	16	65	22	2	9	In lease-up
Springs on Orchard Rd.	North Aurora	Kane/Kendall	4Q 2016	Dec-16	300																27	72	18	72	27	14	In lease-up
Brook on Janes	Bolingbrook	Will	1Q 2017	Mar-17	288																	60	98	23	11	16	In lease-up
North 680	Schaumburg	Cook NW	1Q 2017	Apr-17	180																	23	52	14	21	9	In lease-up
Uptown La Grange	La Grange	Cook South	1Q 2017	Mar-17	254																	32	54	46	30	14	In lease-up
Hamilton Lakes	Itasca	Cook NW	2Q 2017	Jun-17	297																		65	0	10	8	In lease-up
The Emerson	Oak Park	Cook South	2Q 2017	Aug-17	270																		27	35	24	10	In lease-up
Centrum Evanston	Evanston	North Shore	2Q 2017	Jul-17	101																		33	0	20	6	In lease-up
Residences at Wilmette	Wilmette	North Shore	3Q 2017	Oct-17	75																				17	6	In lease-up
10																											
Total						129	332	341	417	301	332	230	137	373	534	375	171	338	368	315	273	392	829	431	243		
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	36.8	24.2	24.8	26.1	46.1	26.9	16.2		
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	12.3	8.1	8.3	8.7	15.4	9.0	5.4		

For absorption purposes, buildings are considered stabilized at 90% leased

Certification

We certify that, to the best of our knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. We have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
4. We have performed any 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.
5. We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
6. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
7. Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice as well as applicable state appraisal regulations.
9. The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
10. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
11. Gail Lissner, SRA, CRE, made a personal inspection of the property that is the subject of this report. No one provided significant real property appraisal assistance to the person(s) signing this certification.
12. We have experience in appraising properties similar to the subject and are in compliance with the Competency Rule of USPAP.
13. As of the date of this report, Gail Lissner, SRA, CRE, has completed the continuing education program for Designated Members of the Appraisal Institute.

A handwritten signature in dark ink, appearing to read "Gail Lissner", with a long horizontal flourish extending to the right.

Gail Lissner, SRA, CRE
Certified General Real Estate Appraiser
Illinois Certificate # 553.001842

Assumptions and Limiting Conditions

This market study and any other work product related to this engagement are limited by the following standard assumptions, except as otherwise noted in the report:

1. The title is marketable and free and clear of all liens, encumbrances, encroachments, easements and restrictions. The property is under responsible ownership and competent management and is available for its highest and best use.
2. There are no existing judgments or pending or threatened litigation that could affect the value of the property.
3. There are no hidden or undisclosed conditions of the land or of the improvements that would render the property more or less valuable. Furthermore, there is no asbestos in the property.
4. The revenue stamps placed on any deed referenced herein to indicate the sale price are in correct relation to the actual dollar amount of the transaction.
5. The property is in compliance with all applicable building, environmental, zoning, and other federal, state and local laws, regulations and codes.
6. The information furnished by others is believed to be reliable, but no warranty is given for its accuracy.

This market study and any other work product related to this engagement are subject to the following limiting conditions, except as otherwise noted in the report:

1. The conclusions stated in our market study apply only as of the effective date of the market study, and no representation is made as to the effect of subsequent events.
2. No changes in any federal, state or local laws, regulations or codes (including, without limitation, the Internal Revenue Code) are anticipated.
3. No environmental impact studies were either requested or made in conjunction with this market study, and we reserve the right to revise or rescind any of the value opinions based upon any subsequent environmental impact studies. If any environmental impact statement is required by law, the market study assumes that such statement will be favorable and will be approved by the appropriate regulatory bodies.
4. Unless otherwise agreed to in writing, we are not required to give testimony, respond to any subpoena or attend any court, governmental or other hearing with reference to the property without compensation relative to such additional employment.
5. We have made no survey of the property and assume no responsibility in connection with such matters. Any sketch or survey of the property included in this report is for illustrative purposes only and should not be considered to be scaled accurately for size. The market study covers the property as described in this report, and the areas and dimensions set forth are assumed to be correct.

6. We accept no responsibility for considerations requiring expertise in other fields. Such considerations include, but are not limited to, legal descriptions and other legal matters such as legal title, geologic considerations such as soils and seismic stability; and civil, mechanical, electrical, structural and other engineering and environmental matters. Such considerations may also include determinations of compliance with zoning and other federal, state, and local laws, regulations and codes.
7. The market study shall be considered only in its entirety. No part of the market study shall be utilized separately or out of context.
8. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraisers, or any reference to the Appraisal Institute) shall be disseminated through advertising media, public relations media, news media or any other means of communication (including without limitation prospectuses, private offering memoranda and other offering material provided to prospective investors) without the prior written consent of the persons signing the report.
9. Information, estimates and opinions contained in the report and obtained from third-party sources are assumed to be reliable and have not been independently verified.
10. The current purchasing power of the dollar is the basis for the values stated in the market study; we have assumed that no extreme fluctuations in economic cycles will occur.
11. The values found herein are subject to these and to any other assumptions or conditions set forth in the body of this report but which may have been omitted from this list of Assumptions and Limiting Conditions.
12. The analyses contained in the report necessarily incorporate numerous estimates and assumptions regarding property performance, general and local business and economic conditions, the absence of material changes in the competitive environment and other matters. Some estimates or assumptions, however, inevitably will not materialize, and unanticipated events and circumstances may occur; therefore, actual results achieved during the period covered by our analysis will vary from our estimates, and the variations may be material.
13. The Americans with Disabilities Act (ADA) became effective January 26, 1992. We have not made a specific survey or analysis of the property to determine whether the physical aspects of the improvements meet the ADA accessibility guidelines. We claim no expertise in ADA issues, and render no opinion regarding compliance of the subject with ADA regulations. Inasmuch as compliance matches each owner's financial ability with the cost to cure the non-conforming physical characteristics of a property, a specific study of both the owner's financial ability and the cost to cure any deficiencies would be needed for the Department of Justice to determine compliance.
14. The market study is prepared for the exclusive benefit of the Client, its subsidiaries and/or affiliates. It may not be used or relied upon by any other party. All parties who use or rely upon any information in the report without our written consent do so at their own risk.
15. No studies have been provided to us indicating the presence or absence of hazardous materials on the subject property or in the improvements, and our valuation is predicated

- upon the assumption that the subject property is free and clear of any environment hazards including, without limitation, hazardous wastes, toxic substances and mold. No representations or warranties are made regarding the environmental condition of the subject property. Integra Realty Resources – Chicago, Integra Realty Resources, Inc., Integra Strategic Ventures, Inc. and/or any of their respective officers, owners, managers, directors, agents, subcontractors or employees (the “Integra Parties”), shall not be responsible for any such environmental conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because we are not experts in the field of environmental conditions, the market study cannot be considered as an environmental assessment of the subject property.
16. The persons signing the report may have reviewed available flood maps and may have noted in the market study whether the subject property is located in an identified Special Flood Hazard Area. We are not qualified to detect such areas and therefore do not guarantee such determinations. The presence of flood plain areas and/or wetlands may affect the value of the property, and the value conclusion is predicated on the assumption that wetlands are non-existent or minimal.
 17. Integra Realty Resources – Chicago is not a building or environmental inspector. Integra Chicago does not guarantee that the subject property is free of defects or environmental problems. Mold may be present in the subject property and a professional inspection is recommended.
 18. The market study and conclusions assume the satisfactory completion of construction, repairs or alterations in a workmanlike manner.
 19. It is expressly acknowledged that in any action which may be brought against any of the Integra Parties, arising out of, relating to, or in any way pertaining to this engagement, the market study, and/or any other related work product, the Integra Parties shall not be responsible or liable for any incidental or consequential damages or losses, unless the market study was fraudulent or prepared with intentional misconduct.
 20. Integra Realty Resources – Chicago, an independently owned and operated company, has prepared the market study for the specific intended use stated elsewhere in the report. The use of the market study by anyone other than the Client is prohibited except as otherwise provided. Accordingly, the market study is addressed to and shall be solely for the Client’s use and benefit unless we provide our prior written consent. We expressly reserve the unrestricted right to withhold our consent to your disclosure of the market study or any other work product related to the engagement (or any part thereof including, without limitation, conclusions of value and our identity), to any third parties. Stated again for clarification, unless our prior written consent is obtained, no third party may rely on the market study (even if their reliance was foreseeable).
 21. The conclusions of this report are estimates based on known current trends and reasonably foreseeable future occurrences. These estimates are based partly on property information, data obtained in public records, interviews, existing trends, buyer-seller decision criteria in the current market, and research conducted by third parties, and such data are not always completely reliable. The Integra Parties are not responsible for these and other future

- occurrences that could not have reasonably been foreseen on the effective date of this assignment. Furthermore, it is inevitable that some assumptions will not materialize and that unanticipated events may occur that will likely affect actual performance. While we are of the opinion that our findings are reasonable based on current market conditions, we do not represent that these estimates will actually be achieved, as they are subject to considerable risk and uncertainty. Moreover, we assume competent and effective management and marketing for the duration of the projected holding period of this property.
22. All prospective value opinions presented in this report are estimates and forecasts which are prospective in nature and are subject to considerable risk and uncertainty. In addition to the contingencies noted in the preceding paragraph, several events may occur that could substantially alter the outcome of our estimates such as, but not limited to changes in the economy, interest rates, and capitalization rates, behavior of consumers, investors and lenders, fire and other physical destruction, changes in title or conveyances of easements and deed restrictions, etc. It is assumed that conditions reasonably foreseeable at the present time are consistent or similar with the future.

Addendum A

Qualifications

Gail Lissner, SRA, CRE

Experience

Managing Director for Integra Realty Resources
Former Vice President and Appraiser for Appraisal Research Counselors

Throughout her career, Ms. Lissner has focused on the housing/multi-family market, with a particular interest in condominium development, apartment development, and the condominium conversion/deconversion market. Gail's work with condominiums and apartments spans many decades, providing consulting services to the original Chicago condominium convertors in the 1970s, and expanding to work in the conversion market throughout the United States. Gail has produced a report on the condominium market on a quarterly basis since 1997 and is co-author of the Downtown Chicago Condominium Report, a quarterly report delineating development trends and condo pricing in Downtown Chicago. In Gail's consulting and valuation work for apartment and condominium developments, the scope of work ranges from site and building plan consultations at project inception to market and feasibility studies along with comprehensive appraisals. Her work includes both urban and suburban properties and also includes townhome and single family residential developments. Gail has also testified as an expert witness in a variety of housing matters.

Professional Activities & Affiliations

Appraisal Institute: SRA Designation
The Counselors of Real Estate: CRE Designation
Board Member (2017-2020): State of IL Real Estate Appraisal Administration and Disciplinary Board

Village Trustee (2017-2021): Village of Glencoe Board of Trustees
President: Realty Club of Chicago (2016)
Vice President: Realty Club of Chicago (2015)
Secretary/Treasurer: Counselors of Real Estate Midwest Chapter (2009-2014)
Mentor: Goldie B Wolfe Miller Women Leaders in Real Estate at Roosevelt University (2008-2010)

Member: Commercial Real Estate Women (CREW)
Member: Real Estate Investment Association (REIA) and Chicago Real Estate Council (CREC)
Member: Lambda Alpha International and Honorary Land Economics Society - Ely Chapter
Member: North Shore Barrington Board of Realtors
Crains Chicago Business: Named as one of Crains 20 Women to Watch 2008

Licenses

Illinois, Certified General Real Estate Appraiser, 553.001842, Expires September 2019
Illinois, Licensed Real Estate Managing Broker - Gail Lissner, 471.004757, Expires April 2019

Wisconsin, Certified General Real Estate Appraiser - Gail Lissner, 2282-10, Expires December 2019

Education

Bachelor of Arts from Washington University, 1972. Phi Beta Kappa, 1972.

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Arlington Downs: Proposed Future Residential Phases

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About IRR

Integra Realty Resources, Inc. (IRR) provides world-class commercial real estate valuation, counseling, and advisory services. Routinely ranked among leading property valuation and consulting firms, we are now the largest independent firm in our industry in the United States, with local offices coast to coast and in the Caribbean.

IRR offices are led by MAI-designated Senior Managing Directors, industry leaders who have over 25 years, on average, of commercial real estate experience in their local markets. This experience, coupled with our understanding of how national trends affect the local markets, empowers our clients with the unique knowledge, access, and historical perspective they need to make the most informed decisions.

Many of the nation's top financial institutions, developers, corporations, law firms, and government agencies rely on our professional real estate opinions to best understand the value, use, and feasibility of real estate in their market.

Local Expertise...Nationally!

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Arlington Downs Parking Study Arlington Hts., Illinois

Prepared For:

OKW Architects

Prepared by:

Eriksson Engineering Associates, Ltd.



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1 – Introduction and Zoning Requirements

This study analyses the parking needs for the Arlington Downs Planned Unit Development (PUD) located at the northeast corner of Euclid Avenue and Rohlwing Road in Arlington Heights, Illinois. Arlington Downs is a mixed-use project under development with a combination of residential, retail, restaurants, and recreational uses.

Zoning Requirements

The PUD parking requirements were calculated based on the Village of Arlington Heights's Zoning Code as shown **Table 1**. The proposed parking plan provides 84% of the parking required by zoning. The parking requirements for Lot 4 were analyzed based on a maximum of 20,000 square feet of restaurant space. An overall parking variation of 433 spaces is needed.

Table 1
Arlington Heights Zoning Requirements

Lot	Use	Size	Zoning Code	Required Spaces	Proposed Spaces
1A 2A	One Arlington	214 units	1.45 spaces per unit	310	336 (-13)
	Office (25N)	11,722 sq. ft.	1 space per 300 sq. ft.	39	
	First Ascent and Funtopia	834 persons	30% of Occupancy	250	311 (-32)
		Retail-450 sq. ft.	1 space per 300 sq. ft.	2	
		Office-1,483 sq. ft.	1 space per 250 sq. ft.	5	
		Restr.-3,844 sq. ft.	1 space per 45 sq. ft. of seating area	86	
			Subtotal	692	647
5	Apartments (ADR-II)	263 units	2 spaces per unit	526	401 (-125)
3	Senior (ADR-III)	180 units	2 space2 per unit	360	270 (-90)
2B/16	Apartments (ADR-IV)	360 units	2 spaces per unit	720	540 (-180)
			Residential Subtotal	1,606	1,211
4A	Hotel	116 rooms	1 space per room	116	476 (+13)
	Hotel Bar	138 sq. ft.	1 space per 45 sq. ft. of seating area	3	
	Hotel Meeting Rooms	90 persons	30% of Occupancy	27	
	Retail	10,300 sq. ft.	1 space per 300 sq. ft.	34	
	Restaurant	20,000 sq. ft.	1 space per 45 sq. ft. of seating area	222 ⁽¹⁾	
		3,000 sq. ft. (outside seating)		67	
			Subtotal Hotel/Restaurant/Retail	469	476
			Total PUD Parking Totals	2,767	2,334

(1) Seating area estimated as 50% of gross area

2 – RESIDENTIAL PARKING REQUIREMENTS

At full build out, four residential buildings are planned at Arlington Downs. ONE Arlington apartment building is built and occupied with 214 units on Lots 1A/2A. Two other apartment buildings are proposed on Lot 5 (ADR-II) with 263 units and on Lots 2B/16 (ADR-VI) with 360 units. A senior residential building is proposed on Lot 3 with 180 units.

Apartment Parking

The Village Code requirement is 2.0 parking spaces per dwelling unit. Senior housing only requires one space per unit. The previous PUD approvals supported a reduction in the parking requirement from 2.0 to 1.45 spaces per unit based on census data and parking surveys of other rental projects. It also required a follow up parking study when the ONE Arlington units were completed and occupied that was completed in June of 2017 with its results summarized in the **Appendix**. The peak surveyed parking demand was 1.31 parking spaces per occupied unit at ONE Arlington. **Table 2** summarizes the parking requirements based on local and national surveys. The surveyed data exceeds the ITE parking demand and the US Census data for auto ownership at rental units in Arlington Heights, Illinois and slightly less than the EEA surveys. To be conservative, a parking ratio of 1.50 spaces per unit will be assumed for the three new residential buildings.

Table 2
Apartment Parking Demand Summary

Source	Parking Ratio
Village Code	2.00
Urban Land Institute	1.65
Arlington Down PUD Ratio	1.50
EEA 2011 Surveys	1.39
ONE Arlington Survey	1.31
Institute of Transportation Engineers	1.23
US Census Data	1.22

Parking for the three new buildings will be self-contained for residents and their visitors and not provide shared parking. The senior living building will provide 1.5 spaces per unit at this time until a more specific plan is developed. **Table 3** shows the hourly parking demand for the three new residential buildings. The proposed 1.5 parking spaces per unit will satisfy the parking demand for each building.

3 – FAMILY RECREATION CENTER

Family Recreation Center

The current proposal for the building is to dismantle its interior and redevelop the building into a Family Recreation Center (FRC) which will house a First Ascent climbing gym and a Funtopia family entertainment center. The total building area is 47,389 square feet. First Ascent will occupy 31,127 square feet of the building and the remaining 16,262 square feet for the Funtopia facility.

First Ascent Parking

First Ascent is an indoor climbing gym with fitness stations and yoga/ fitness classes. Their hours of operation are from 6:00 AM to 11:00 PM on weekdays and from 10:00 AM to 8:00 PM on weekends. First Ascent projects the expected daily attendance to be 500 visitors per day. This includes their patrons using the 70 seat on-site lounge. Climbers typically stay for two hours per visit and climb in pairs.

First Ascent provided hourly attendance data for the month of January, 2018 at their Avondale location. This data was used to determine the hourly parking variation on an average weekday and weekend day. The peak parking demand estimated to be 125 vehicles on a weekday and 150 vehicles on a weekend.

Funtopia Parking

Funtopia is a concept that combines sports and fun and offers activities for all ages, all under one roof. Some of their activities include Fun Walls, a Rope Course, an Ultra Realistic Caving System, a Giant Slide, and a 20 feet Free Fall. Party rooms and a common lounge area, are provided birthday parties, group events, team building programs and any kind of professional or social outings. Funtopia hours of operation are 10:00 AM to 8:00 PM Monday thru Thursday and 10:00 AM to 10:00 PM Friday thru Sunday. The peak parking demand was based on a maximum attendance of 200 children (1.5 children per vehicle) on a weekday per the operator or 133 vehicles. Saturday attendance is generally higher but has more drop-off. The peak parking demand conservatively estimated to be 150 vehicles on a weekday and 175 vehicles on a weekend to include parking overlap between parties.

Parking Requirements

The FRC received approval for a Special Use Permit (SUP) with a parking study was submitted with the SUP application. A copy of the study is attached in the Appendix. The overall conclusion of that study was that the uses that make up Lots 1A/2A (One Arlington, 25N Coworking, and the FRC) can meet the projected demand with the parking provided on that lot. **Tables 4 and 5** shows the hourly parking demand for those users.

Table 4

ZONE 1A/2A ONE ARLINGTON Residential Apartments and 25N Office Space

	Residential				Office				Calculated Zone Total	Calculated vs Surveyed	Actual Surveyed Parking (100% Occ.) (Used)	Parking Provided Diff.
	Visitor Parking		Resident Parking		Employee Parking		Visitor Parking					
	Size Units = Peak Demand	214 0.15 veh.	Size Units = Peak Demand	214 1.3 veh.	Size Units = Peak Demand	11,722 3 veh.	Size Units = Peak Demand	11,722 0.33 veh.				
Weekday												
6:00 AM	0%	0.0	100%	278.2	3%	1.1	0%	0.0	279.3	16%	241	336 94.6
7:00 AM	10%	3.2	90%	250.4	30%	10.5	1%	0.0	264.2	17%	225	336 111.0
8:00 AM	20%	6.4	85%	236.5	75%	26.4	20%	0.8	270.0	43%	189	336 147.2
9:00 AM	20%	6.4	80%	222.6	95%	33.4	60%	2.3	264.7	60%	166	336 170.3
10:00 AM	20%	6.4	75%	208.7	100%	35.2	100%	3.9	254.1	53%	166	336 170.3
11:00 AM	20%	6.4	70%	194.7	100%	35.2	45%	1.7	238.1	55%	154	336 182.4
Noon	20%	6.4	65%	180.8	90%	31.6	15%	0.6	219.5	42%	155	336 181.3
1:00 PM	20%	6.4	70%	194.7	90%	31.6	45%	1.7	234.6	49%	157	336 179.1
2:00 PM	20%	6.4	70%	194.7	100%	35.2	100%	3.9	240.2	39%	173	336 162.6
3:00 PM	20%	6.4	70%	194.7	100%	35.2	45%	1.7	238.1	42%	168	336 168.1
4:00 PM	20%	6.4	75%	208.7	90%	31.6	15%	0.6	247.3	56%	158	336 178.0
5:00 PM	40%	12.8	85%	236.5	50%	17.6	10%	0.4	267.3	49%	179	336 157.1
6:00 PM	60%	19.3	90%	250.4	25%	8.8	5%	0.2	278.6	44%	193	336 142.9
7:00 PM	100%	32.1	97%	269.9	10%	3.5	2%	0.1	305.5	55%	198	336 138.5
8:00 PM	100%	32.1	98%	272.6	7%	2.5	1%	0.0	307.2	48%	207	336 128.6
9:00 PM	100%	32.1	99%	275.4	3%	1.1	0%	0.0	308.6	35%	229	336 106.6
10:00 PM	100%	32.1	100%	278.2	1%	0.4	0%	0.0	310.7	23%	252	336 83.6
11:00 PM	80%	25.7	100%	278.2	0%	0.0	0%	0.0	303.9	19%	256	336 80.3
Midnight	50%	16.1	100%	278.2	0%	0.0	0%	0.0	294.3	9%	270	336 66.0
Zone 1A/2A												
Weekend	Residential				Office				Zone Total	Calculated vs Surveyed	Actual Surveyed Parking (100% Occ.) (Used)	Parking Provided Diff.
	Visitor Parking		Resident Parking		Employees Parking		Visitor Parking					
	Size Units = Peak Demand	214 0.15 veh.	Size Units = Peak Demand	214 1.3 veh.	Size Units= Peak Demand	11,722 0.35 veh.	Size Units= Peak Demand	11,722 0.03 veh.				
6:00 AM	0%	0.0	100%	278.2	0%	0.0	0%	0.0	278.2	4%	268	336 68.2
7:00 AM	20%	6.4	90%	250.4	20%	0.8	20%	0.1	257.7	0%	258	336 78.1
8:00 AM	20%	6.4	85%	236.5	60%	2.5	60%	0.2	245.6	1%	244	336 92.4
9:00 AM	20%	6.4	80%	222.6	80%	3.3	80%	0.3	232.5	3%	226	336 109.9
10:00 AM	20%	6.4	75%	208.7	90%	3.7	90%	0.3	219.1	6%	207	336 128.6
11:00 AM	20%	6.4	70%	194.7	100%	4.1	100%	0.4	205.6	4%	198	336 138.5
Noon	20%	6.4	65%	180.8	90%	3.7	90%	0.3	191.3	-7%	205	336 130.8
1:00 PM	20%	6.4	70%	194.7	80%	3.3	80%	0.3	204.7	4%	196	336 139.6
2:00 PM	20%	6.4	70%	194.7	60%	2.5	60%	0.2	203.8	6%	193	336 142.9
3:00 PM	20%	6.4	70%	194.7	40%	1.6	40%	0.1	202.9	7%	190	336 146.1
4:00 PM	20%	6.4	75%	208.7	20%	0.8	20%	0.1	216.0	8%	200	336 136.3
5:00 PM	40%	12.8	85%	236.5	10%	0.4	10%	0.0	249.8	25%	200	336 136.3
6:00 PM	60%	19.3	90%	250.4	5%	0.2	5%	0.0	269.9	30%	207	336 128.6
7:00 PM	100%	32.1	97%	269.9	0%	0.0	0%	0.0	302.0	42%	213	336 123.1
8:00 PM	100%	32.1	98%	272.6	0%	0.0	0%	0.0	304.7	31%	233	336 103.3
9:00 PM	100%	32.1	99%	275.4	0%	0.0	0%	0.0	307.5	21%	254	336 82.5
10:00 PM	100%	32.1	100%	278.2	0%	0.0	0%	0.0	310.3	17%	266	336 70.4
11:00 PM	80%	25.7	100%	278.2	0%	0.0	0%	0.0	303.9	12%	271	336 64.9
Midnight	50%	16.1	100%	278.2	0%	0.0	0%	0.0	294.3	5%	280	336 56.2

Table 5

ZONE 1A/2A First Ascent and Funtopia

Weekday	First Ascent		Funtopia		Total	
	Size = Units = Peak Demand %	125.0 veh.	Size = Units = Peak Demand %	150.0 veh.	Parking Zone	Parking Provided Diff.
	(6AM - 11PM M-F)		(M-Th 10 AM-8 PM and Friday to 10 PM)			
6:00 AM	20%	25.0	0%	0.0	25.0	311 286.0
7:00 AM	25%	31.3	0%	0.0	31.3	311 279.8
8:00 AM	20%	25.0	0%	0.0	25.0	311 286.0
9:00 AM	25%	31.3	5%	7.5	38.8	311 272.3
10:00 AM	30%	37.5	30%	45.0	82.5	311 228.5
11:00 AM	35%	43.8	30%	45.0	88.8	311 222.3
Noon	40%	50.0	50%	75.0	125.0	311 186.0
1:00 PM	35%	43.8	50%	75.0	118.8	311 192.3
2:00 PM	35%	43.8	50%	75.0	118.8	311 192.3
3:00 PM	35%	43.8	60%	90.0	133.8	311 177.3
4:00 PM	55%	68.8	80%	120.0	188.8	311 122.3
5:00 PM	80%	100.0	100%	150.0	250.0	311 61.0
6:00 PM	95%	118.8	100%	150.0	268.8	311 42.3
7:00 PM	100%	125.0	100%	150.0	275.0	311 36.0
8:00 PM	65%	81.3	100%	150.0	231.3	311 79.8
9:00 PM	30%	37.5	75%	112.5	150.0	311 161.0
10:00 PM	7%	8.8	5%	7.5	16.3	311 294.8
11:00 PM	5%	6.3	0%	0.0	6.3	311 304.8
Midnight	0%	0.0	0%	0.0	0.0	311 311.0
Weekend	First Ascent		Customer Parking		Total	
	Size = Units = Peak Demand %	150.0 veh.	Size = Units = Peak Demand %	175.0 veh.	Parking Zone	Parking Provided Diff.
	(10 AM-8 PM Weekends)		(10 AM-10 PM Fri.-Sun.)			
6:00 AM	0%	0.0	0%	0.0	0.0	311 311.0
7:00 AM	0%	0.0	0%	0.0	0.0	311 311.0
8:00 AM	0%	0.0	0%	0.0	0.0	311 311.0
9:00 AM	5%	7.5	5%	8.8	16.3	311 294.8
10:00 AM	65%	97.5	25%	43.8	141.3	311 169.8
11:00 AM	100%	150.0	45%	78.8	228.8	311 82.3
Noon	85%	127.5	90%	157.5	285.0	311 26.0
1:00 PM	70%	105.0	100%	175.0	280.0	311 31.0
2:00 PM	70%	105.0	100%	175.0	280.0	311 31.0
3:00 PM	65%	97.5	100%	175.0	272.5	311 38.5
4:00 PM	55%	82.5	100%	175.0	257.5	311 53.5
5:00 PM	45%	67.5	100%	175.0	242.5	311 68.5
6:00 PM	35%	52.5	100%	175.0	227.5	311 83.5
7:00 PM	15%	22.5	100%	175.0	197.5	311 113.5
8:00 PM	5%	7.5	80%	140.0	147.5	311 163.5
9:00 PM	0%	0.0	70%	122.5	122.5	311 188.5
10:00 PM	0%	0.0	60%	105.0	105.0	311 206.0
11:00 PM	0%	0.0	5%	8.8	8.8	311 302.3
Midnight	0%	0.0	0%	0.0	0.0	311 311.0

Parking Provided

The total parking provided on Lot 1A/2A was based on the existing parking garage plan with 312 parking spaces and the proposed surface parking plan of 335 parking spaces for a total of 647 parking spaces. **Table 3** below summarizes the parking inventory by sub area.

**Table 6
Lot 1A/2A
Total Parking Supply Provided**

Lot	Location	User	Regular Spaces	Accessible Spaces	Total Spaces
1A 2A	On-Street: On-Street	Visitors	21	3	24
	Surface: East Side	FRC/Office/Visitors	72	1	73
	Surface: West Side	FRC	232	6	238
	Parking Garage	Residents/Office	306	6	312
Totals			632	15	647

The underground parking garage is a gated parking facility with 312 parking spaces which requires a key card to enter. While the parking garage can accommodate the total projected demand for the apartment residents, the office employees, and their visitors, the visitors will need to have some surface parking available since they will not have a key card to enter the garage. EEA recommends that the 24 on-street spaces be designated for short term parking in front of the apartment tower (southwest).

4 – LOT 4A PARKING

Lot 4A is located in the southwest quadrant of the Arlington Downs PUD and will contain five stand-alone buildings. Buildings A thru D will be developed with retail or restaurant uses totaling 30,300 square feet of gross floor area. The maximum restaurant square footage would be 20,000 square feet. Building E will be a 116 room hotel. A total of 476 parking spaces will be provided which exceeds the zoning requirement of 469 spaces.

A shared parking analysis was completed for the users of Lot 4A. For the restaurant space, a higher parking ratio was used based on the Institute of Transportation Engineer's parking survey data.

Table 7
National Parking Data

Land Use	Unit	Village Code	ITE	Ratio Used
Hotel	Guest room	1.0/room	0.6 (0.66)	1.0/room
Retail	1,000 sq. ft.	3.33	3.76 (4.67)	3.6 (4.0)
Restaurant	1,000 sq. ft.	11.1	10.6 (16.4)	10.6 (15.0)

Note– Weekday Demand (Weekend Demand)

Table 8 shows the parking analysis for Lot 4A and it indicates that there is adequate parking at 8:00 PM on a Saturday with 20,000 square feet of restaurant space and 3,000 square feet of outdoor seating area.

Table 8 Lot 4A Parking Demand

	RETAIL					RESTAURANT							
Weekday	Customer Parking		Employee Parking			Hotel Guest Parking		Hotel Employee Parking			Zone Total	Parking Provided	Diff.
	Size =	10,300	Size	10,300	Rooms	116	Rooms	116	Total Parking				
	Units =	2.9	Units =	0.7	Units =	0.8	Units =	0.2					
	Peak Demand	29.9	Peak Demand	7.2	Peak Demand	92.8	Peak Demand	23.2	Peak Demand	36.8			
	%	veh.	%	veh.	%	veh.	%	veh.	%	veh.			
6:00 AM	1%	0.3	10%	0.7	95%	88.2	5%	1.2	13%	26.9	126.4	476	349.6
7:00 AM	5%	1.5	15%	1.1	90%	83.5	30%	7.0	25%	51.8	162.5	476	313.5
8:00 AM	15%	4.5	40%	2.9	80%	74.2	90%	20.9	30%	62.1	193.7	476	282.3
9:00 AM	35%	10.5	75%	5.4	70%	65.0	90%	20.9	38%	78.7	210.9	476	265.1
10:00 AM	65%	19.4	85%	6.1	60%	55.7	100%	23.2	50%	103.5	233.1	476	233.1
11:00 AM	85%	25.4	95%	6.8	60%	55.7	100%	23.2	65%	134.6	280.6	476	195.4
Noon	95%	28.4	100%	7.2	55%	51.0	100%	23.2	88%	182.2	326.9	476	149.1
1:00 PM	100%	29.9	100%	7.2	55%	51.0	100%	23.2	83%	171.8	318.1	476	157.9
2:00 PM	95%	28.4	100%	7.2	60%	55.7	100%	23.2	58%	120.1	269.5	476	206.5
3:00 PM	90%	26.9	100%	7.2	60%	55.7	100%	23.2	43%	89.0	229.6	476	246.4
4:00 PM	90%	26.9	100%	7.2	65%	60.3	90%	20.9	48%	99.4	242.3	476	233.7
5:00 PM	95%	28.4	95%	6.8	70%	65.0	70%	16.2	75%	155.3	308.5	476	167.5
6:00 PM	95%	28.4	95%	6.8	75%	69.6	40%	9.3	87%	180.1	331.0	476	145.0
7:00 PM	95%	28.4	95%	6.8	75%	69.6	20%	4.6	100%	207.0	353.3	476	122.7
8:00 PM	80%	23.9	90%	6.5	80%	74.2	20%	4.6	100%	207.0	353.1	476	122.9
9:00 PM	50%	14.9	75%	5.4	85%	78.9	20%	4.6	80%	165.6	302.6	476	173.4
10:00 PM	30%	9.0	40%	2.9	95%	88.2	20%	4.6	75%	155.3	290.4	476	185.6
11:00 PM	10%	3.0	15%	1.1	100%	92.8	10%	2.3	63%	130.4	257.2	476	218.8
Midnight	0%	0.0	0%	0.0	100%	92.8	5%	1.2	25%	51.8	158.6	476	317.4
RETAIL													
WEEKEND	Customer Parking		Employee Parking			Hotel Guest Parking		Hotel Employee Parking			Zone Total	Parking Provided	Diff.
	Size =	10,300	Size	10,300	Rooms	116	Rooms	116	Total Parking				
	Units =	3.2	Units =	0.8	Units =	0.8	Units =	0.2					
	Peak Demand	33.0	Peak Demand	8.2	Peak Demand	92.8	Peak Demand	23.2	Peak Demand	51.8			
	%	veh.	%	veh.	%	veh.	%	veh.	%	veh.			
6:00 AM	1%	0.3	10%	0.8	95%	88.2	5%	1.2	5%	14.7	118.1	476	357.9
7:00 AM	5%	1.6	15%	1.2	90%	83.5	30%	7.0	13%	38.1	157.4	476	318.6
8:00 AM	10%	3.3	40%	3.3	80%	74.2	90%	20.9	23%	67.4	200.2	476	275.8
9:00 AM	30%	9.9	75%	6.2	70%	65.0	90%	20.9	35%	102.6	243.4	476	232.6
10:00 AM	50%	16.5	85%	7.0	60%	55.7	100%	23.2	45%	132.0	279.9	476	196.1
11:00 AM	65%	21.4	95%	7.8	60%	55.7	100%	23.2	53%	155.4	309.1	476	166.9
Noon	80%	26.4	100%	8.2	55%	51.0	100%	23.2	75%	219.9	374.3	476	101.7
1:00 PM	90%	29.7	100%	8.2	55%	51.0	100%	23.2	70%	205.3	363.0	476	113.0
2:00 PM	100%	33.0	100%	8.2	60%	55.7	100%	23.2	55%	161.3	326.9	476	149.1
3:00 PM	100%	33.0	100%	8.2	60%	55.7	100%	23.2	43%	126.1	285.0	476	191.0
4:00 PM	95%	31.3	100%	8.2	65%	60.3	90%	20.9	45%	132.0	291.5	476	184.5
5:00 PM	90%	29.7	95%	7.8	70%	65.0	75%	17.4	60%	176.0	347.6	476	128.4
6:00 PM	80%	26.4	85%	7.0	75%	69.6	60%	13.9	80%	234.6	403.2	476	72.8
7:00 PM	75%	24.7	80%	6.6	75%	69.6	55%	12.8	100%	293.3	458.7	476	17.3
8:00 PM	65%	21.4	75%	6.2	80%	74.2	55%	12.8	100%	293.3	459.6	476	16.4
9:00 PM	50%	16.5	65%	5.4	85%	78.9	55%	12.8	60%	176.0	336.0	476	140.0
10:00 PM	35%	11.5	45%	3.7	95%	88.2	45%	10.4	57%	167.2	323.9	476	152.1
11:00 PM	15%	4.9	15%	1.2	100%	92.8	45%	10.4	53%	155.4	303.7	476	172.3
Midnight	0%	0.0	0%	0.0	100%	92.8	30%	7.0	30%	88.0	211.0	476	265.0

Includes 3,000 square feet of outdoor seating area

APPENDIX

- **FRC Parking Study (4/18/2018)**
- **ONE Arlington Parking Surveys**
- **Apartment Parking Surveys**



Memorandum

TO: David Gillespie
Gillespie Design Group

FROM: Stephen B. Corcoran, P.E., PTOE
Director of Traffic Engineering

DATE: April 18, 2018

RE: Family Recreation Center Special Use Permit
Parking Review
Arlington Downs (Lot 1A/2A)
Arlington Heights, Illinois

This memorandum summarizes a parking review of the Family Recreation Center (FRC) in the Arlington Downs mixed-use development in Arlington Heights, Illinois. A special use permit is required for the FRC which will contain a First Ascent climbing gym and a Funtopia children entertainment center.

LOT 1A/2A Development

The FRC is part of Lot 1A/2A of the overall Arlington Downs Planned Unit Development (PUD). It includes the FRC building, the ONE Arlington apartment tower, and the 25N Coworking office space within the tower. The parking requirements were updated for the revised land plan based on the Village of Arlington Heights's Zoning Code (see **Table 1**). The proposed parking plan meets the parking required by zoning.

Table 1
Lot 1A/ 2A
Arlington Heights Parking Requirements

Lot	Use	Size	Zoning Code	Required Spaces	Proposed Spaces
1A 2A	One Arlington	214 DU	1.45 spaces per DU ⁽¹⁾	310	352 (+3)
	Office (25N)	11,722 sq. ft.	1 space per 300 sq. ft.	39	
	First Ascent	31,127 sq. ft.	1 space per 250 sq. ft.	125	295 -(3)
	Funtopia	12,600 sq. ft.	1 space per 250 sq. ft.	50	
	Food/Beverage	409 persons	30% of Occupancy	123	
			Total	647	647

(1) Approved ratio from previous PUD.

Apartment Parking

The Village Code requirement is 2.0 parking spaces per dwelling unit. The previous PUD approvals supported a reduction in the parking requirement from 2.0 to 1.45 spaces per unit based on census data and parking surveys of other rental projects. It also required a follow up parking study when the ONE Arlington units were completed and occupied. A follow up parking study was completed in June of 2017 with its results summarized in a memo provided in the **Appendix**. The peak surveyed parking demand was 1.31 parking spaces per occupied unit at ONE Arlington. **Table 2** summarizes the parking requirements based on local and national surveys. The surveyed data exceeds the ITE parking demand and the US Census data for auto ownership at rental units in Arlington Heights, Illinois and slightly less than the EEA surveys.

Table 2
Apartment Parking Demand Summary

Source	Parking Ratio
Village Code	2.00
Urban Land Institute	1.65
ONE Arlington Approved	1.45
EEA 2011 Surveys	1.39
ONE Arlington Survey	1.31
Institute of Transportation Engineers	1.23
US Census Data	1.22

Office Parking

The code requirement of 39 spaces is appropriate for the office space in the apartment tower. When the parking surveys were conducted, the peak weekday parking demand between 9:00 AM and 5:00 PM was 158 vehicles at 2:00 PM for the combined office and apartment uses. This was significantly less than the peak apartment demand of 246 vehicles at Midnight (and no office users). The parking surveys showed 3 to 6 vehicles parking in the designated 25N parking lot at that time which are probably residential visitors. Adjusting for full residential occupancy, the 2:00 PM demand would be 173 vehicles and 280 vehicles at midnight. The daytime office parking demand is offset by the resident vehicles leaving the property.

In short, the current use of the ONE Arlington tower has an active shared parking situation and supports the need not to provide additional office parking spaces.

Family Recreation Center

The current proposal for the building is to dismantle its interior and redevelop the building into a Family Recreation Center (FRC) which will house a First Ascent climbing gym and a Funtopia family entertainment center. The total building area is 47,389 square feet. First Ascent will occupy 31,127 square feet of the building and the remaining 16,262 square feet for the Funtopia facility and food beverage area.

First Ascent Parking

First Ascent is an indoor climbing gym with fitness stations and yoga/ fitness classes. Their hours of operation are from 6:00 AM to 11:00 PM on weekdays and from 10:00 AM to 8:00 PM on weekends. First Ascent projects the expected daily attendance to be 500 visitors per day. This includes their patrons using the 70 seat on-site lounge. Climbers typically stay for two hours per visit and climb in pairs.

First Ascent provided hourly attendance data for the month of January, 2018 at their Avondale location. This data was used to determine the hourly parking variation on an average weekday and weekend day. The peak parking demand estimated to be 125 vehicles on a weekday and 150 vehicles on a weekend.

Funtopia Parking

Funtopia is a concept that combines sports and fun and offers activities for all ages, all under one roof. Some of their activities include Fun Walls, a Rope Course, an Ultra Realistic Caving System, a Giant Slide, and a 20 feet Free Fall. Party rooms and a common lounge area, are provided birthday parties, group events, team building programs and any kind of professional or social outings. Funtopia hours of operation are 10:00 AM to 8:00 PM Monday thru Thursday and 10:00 AM to 10:00 PM Friday thru Sunday. The peak parking demand was based on a maximum attendance of 200 children (1.5 children per vehicle) on a weekday per the operator or 133 vehicles. Saturday attendance is generally higher but has more drop-off. The peak parking demand conservatively estimated to be 150 vehicles on a weekday and 175 vehicles on a weekend to include parking overlap between parties.

Parking Provided

The total parking provided on Lot 1A/2A was based on the existing parking garage plan with 312 parking spaces and the proposed site surface parking plan of 356 parking spaces for a total of 668 parking spaces. **Table 3** below summarizes the parking inventory by sub area.

Table 3
Lot 1A/2A
Total Parking Supply Provided

Lot	Location	User	Regular Spaces	Accessible Spaces	Total Spaces
1A 2A	On-Street: On-Street	Visitors	21	3	24
	Surface: East Side	FRC/Office/Visitors	74	-	74
	Surface: West Side	FRC	231	6	237
	Parking Garage	Residents/Office	306	6	312
Totals			632	15	647

The underground parking garage is a gated parking facility with 312 parking spaces which requires a key card to enter. While the parking garage can accommodate the total projected demand for the apartment residents, the office employees, and their visitors, the visitors will need to have some surface parking available since they will not have a key card to enter the garage. EEA recommends that the 24 on-street spaces be designated for short term parking in front of the apartment tower (southwest) and approximately 16 spaces east of the FRC be designated for apartment/visitor parking. Overall, 352 parking spaces would be set aside for the ONE Arlington residential/office tower.

The remaining 60 spaces east of the FRC along with the 256 spaces to the west would be available for the First Ascent and Funtopia employees and patrons or a total of 316 spaces.

Shared Parking Analyses

The previous shared parking analysis for this portion of the Arlington Downs PUD was updated and shown in the attached **Appendix Tables 1 and 2**.

Appendix Table 1 shows the calculated and surveyed parking demand for the combined residential and office users. Calculated shared parking during the middle of the weekday generally overestimated the parking demand by 25-40%. Saturday calculated versus surveyed were similar with mostly small differences. Overall the peak demand can be accommodated within the parking garage and designated surface parking without spilling over into other parts of the Arlington Downs PUD.

Appendix Table 2 shows the similar calculation for the FRC combined First Ascent and Funtopia users throughout the weekday and weekend. The peak demand was 275 vehicles at 7:00 PM on an weekday and 285 vehicles at Noon on Saturday. The 295 spaces allocated for these uses are adequate to accommodate the projected demand.

Conclusion

The proposed Special Use Permit parking needs for the Family Recreation Center with a First Ascent climbing gym and a Funtopia entertainment facility along with the ONE Arlington residential/office tower can be accommodated within Lot 1A/2A's 647 parking spaces without relying on additional shared parking from other lots of the Arlington Downs PUD.

Appendix Table 1

ZONE 1A/2A ONE ARLINGTON Residential Apartments and 25N Office Space

Weekday	Residential				Office				Calculated Zone Total	Calculated vs Surveyed	Actual Surveyed Parking (100% Occ.) (Used)	Parking Provided Diff.		
	Visitor Parking		Resident Parking		Employee Parking		Visitor Parking							
	Size Units = Peak Demand %	214 0.15 32.1 veh.	Size Units = Peak Demand %	214 1.3 278.2 veh.	Size Units = Peak Demand %	11,722 3 35.2 veh.	Size Units = Peak Demand %	11,722 0.33 3.9 veh.						
6:00 AM	0%	0.0	100%	278.2	278.2	3%	1.1	0%	0.0	1.1	16%	241	352	110.6
7:00 AM	10%	3.2	90%	250.4	253.6	30%	10.5	1%	0.0	10.6	17%	225	352	127.0
8:00 AM	20%	6.4	85%	236.5	242.9	75%	26.4	20%	0.8	27.1	43%	189	352	163.2
9:00 AM	20%	6.4	80%	222.6	229.0	95%	33.4	60%	2.3	35.7	60%	166	352	186.3
10:00 AM	20%	6.4	75%	208.7	215.1	100%	35.2	100%	3.9	39.0	53%	166	352	186.3
11:00 AM	20%	6.4	70%	194.7	201.2	100%	35.2	45%	1.7	36.9	55%	154	352	198.4
Noon	20%	6.4	65%	180.8	187.3	90%	31.6	15%	0.6	32.2	42%	155	352	197.3
1:00 PM	20%	6.4	70%	194.7	201.2	90%	31.6	45%	1.7	33.4	49%	157	352	195.1
2:00 PM	20%	6.4	70%	194.7	201.2	100%	35.2	100%	3.9	39.0	39%	173	352	178.6
3:00 PM	20%	6.4	70%	194.7	201.2	100%	35.2	45%	1.7	36.9	42%	168	352	184.1
4:00 PM	20%	6.4	75%	208.7	215.1	90%	31.6	15%	0.6	32.2	56%	158	352	194.0
5:00 PM	40%	12.8	85%	236.5	249.3	50%	17.6	10%	0.4	18.0	49%	179	352	173.1
6:00 PM	60%	19.3	90%	250.4	269.6	25%	8.8	5%	0.2	9.0	44%	193	352	158.9
7:00 PM	100%	32.1	97%	269.9	302.0	10%	3.5	2%	0.1	3.6	55%	198	352	154.5
8:00 PM	100%	32.1	98%	272.6	304.7	7%	2.5	1%	0.0	2.5	48%	207	352	144.6
9:00 PM	100%	32.1	99%	275.4	307.5	3%	1.1	0%	0.0	1.1	35%	229	352	122.6
10:00 PM	100%	32.1	100%	278.2	310.3	1%	0.4	0%	0.0	0.4	23%	252	352	99.6
11:00 PM	80%	25.7	100%	278.2	303.9	0%	0.0	0%	0.0	0.0	19%	256	352	96.3
Midnight	50%	16.1	100%	278.2	294.3	0%	0.0	0%	0.0	0.0	9%	270	352	82.0
Zone 1A/2A	ONE ARLINGTON Residential and Office Space													
Weekend	Residential				Office				Zone Total	Calculated vs Surveyed	Actual Surveyed Parking (100% Occ.) (Used)	Parking Provided Diff.		
	Visitor Parking		Resident Parking		Employees Parking		Visitor Parking							
	Size Units = Peak Demand %	214 0.15 32.1 veh.	Size Units = Peak Demand %	214 1.3 278.2 veh.	Size Units= Peak Demand %	11,722 0.35 4.1 veh.	Size Units= Peak Demand %	11,722 0.03 0.4 veh.						
6:00 AM	0%	0.0	100%	278.2	278.2	0%	0.0	0%	0.0	0.0	4%	268	352	84.2
7:00 AM	20%	6.4	90%	250.4	256.8	20%	0.8	20%	0.1	0.9	0%	258	352	94.1
8:00 AM	20%	6.4	85%	236.5	242.9	60%	2.5	60%	0.2	2.7	1%	244	352	108.4
9:00 AM	20%	6.4	80%	222.6	229.0	80%	3.3	80%	0.3	3.6	3%	226	352	125.9
10:00 AM	20%	6.4	75%	208.7	215.1	90%	3.7	90%	0.3	4.0	6%	207	352	144.6
11:00 AM	20%	6.4	70%	194.7	201.2	100%	4.1	100%	0.4	4.5	4%	198	352	154.5
Noon	20%	6.4	65%	180.8	187.3	90%	3.7	90%	0.3	4.0	-7%	205	352	146.8
1:00 PM	20%	6.4	70%	194.7	201.2	80%	3.3	80%	0.3	3.6	4%	196	352	155.6
2:00 PM	20%	6.4	70%	194.7	201.2	60%	2.5	60%	0.2	2.7	6%	193	352	158.9
3:00 PM	20%	6.4	70%	194.7	201.2	40%	1.6	40%	0.1	1.8	7%	190	352	162.1
4:00 PM	20%	6.4	75%	208.7	215.1	20%	0.8	20%	0.1	0.9	8%	200	352	152.3
5:00 PM	40%	12.8	85%	236.5	249.3	10%	0.4	10%	0.0	0.4	25%	200	352	152.3
6:00 PM	60%	19.3	90%	250.4	269.6	5%	0.2	5%	0.0	0.2	30%	207	352	144.6
7:00 PM	100%	32.1	97%	269.9	302.0	0%	0.0	0%	0.0	0.0	42%	213	352	139.1
8:00 PM	100%	32.1	98%	272.6	304.7	0%	0.0	0%	0.0	0.0	31%	233	352	119.3
9:00 PM	100%	32.1	99%	275.4	307.5	0%	0.0	0%	0.0	0.0	21%	254	352	98.5
10:00 PM	100%	32.1	100%	278.2	310.3	0%	0.0	0%	0.0	0.0	17%	266	352	86.4
11:00 PM	80%	25.7	100%	278.2	303.9	0%	0.0	0%	0.0	0.0	12%	271	352	80.9
Midnight	50%	16.1	100%	278.2	294.3	0%	0.0	0%	0.0	0.0	5%	280	352	72.2

Apprndix Table 2

ZONE 1A/2A First Ascent and Funtopia

Weekday	First Ascent		Funtopia		Total	
	Size = Units = Peak Demand %	125.0 veh.	Size = Units = Peak Demand %	150.0 veh.	Parking Zone	Parking Provided Diff.
6:00 AM	(6AM - 11PM M-F) 20%	25.0	(M-Th 10 AM-8 PM and Friday to 10 PM) 0%	0.0	25.0	295
7:00 AM	25%	31.3	0%	0.0	31.3	295
8:00 AM	20%	25.0	0%	0.0	25.0	295
9:00 AM	25%	31.3	5%	7.5	38.8	295
10:00 AM	30%	37.5	30%	45.0	82.5	295
11:00 AM	35%	43.8	30%	45.0	88.8	295
Noon	40%	50.0	50%	75.0	125.0	295
1:00 PM	35%	43.8	50%	75.0	118.8	295
2:00 PM	35%	43.8	50%	75.0	118.8	295
3:00 PM	35%	43.8	60%	90.0	133.8	295
4:00 PM	55%	68.8	80%	120.0	188.8	295
5:00 PM	80%	100.0	100%	150.0	250.0	295
6:00 PM	95%	118.8	100%	150.0	268.8	295
7:00 PM	100%	125.0	100%	150.0	275.0	295
8:00 PM	65%	81.3	100%	150.0	231.3	295
9:00 PM	30%	37.5	75%	112.5	150.0	295
10:00 PM	7%	8.8	5%	7.5	16.3	295
11:00 PM	5%	6.3	0%	0.0	6.3	295
Midnight	0%	0.0	0%	0.0	0.0	295.0
Weekend	First Ascent		Customer Parking		Total	
	Size = Units = Peak Demand %	150.0 veh.	Size = Units = Peak Demand %	175.0 veh.	Parking Zone	Parking Provided Diff.
6:00 AM	(10 AM-8 PM Weekends) 0%	0.0	(10 AM-10 PM Fri.-Sun.) 0%	0.0	0.0	295
7:00 AM	0%	0.0	0%	0.0	0.0	295
8:00 AM	0%	0.0	0%	0.0	0.0	295
9:00 AM	5%	7.5	5%	8.8	16.3	295
10:00 AM	65%	97.5	25%	43.8	141.3	295
11:00 AM	100%	150.0	45%	78.8	228.8	295
Noon	85%	127.5	90%	157.5	285.0	295
1:00 PM	70%	105.0	100%	175.0	280.0	295
2:00 PM	70%	105.0	100%	175.0	280.0	295
3:00 PM	65%	97.5	100%	175.0	272.5	295
4:00 PM	55%	82.5	100%	175.0	257.5	295
5:00 PM	45%	67.5	100%	175.0	242.5	295
6:00 PM	35%	52.5	100%	175.0	227.5	295
7:00 PM	15%	22.5	100%	175.0	197.5	295
8:00 PM	5%	7.5	80%	140.0	147.5	295
9:00 PM	0%	0.0	70%	122.5	122.5	295
10:00 PM	0%	0.0	60%	105.0	105.0	295
11:00 PM	0%	0.0	5%	8.8	8.8	295
Midnight	0%	0.0	0%	0.0	0.0	295.0



Memorandum

TO: David Trandel
Springbank

Josh Wohlreich
Stoneleigh Companies LLC

FROM: Stephen B. Corcoran, P.E., PTOE
Director of Traffic Engineering

DATE: June 25, 2017
Revised April 16, 2018

RE: One Arlington Parking Surveys
Arlington Heights, Illinois

Eriksson Engineering Associates, Ltd. (EEA) conducted parking surveys at the ONE ARLINGTON apartment and office building to verify its parking usage characteristics. This report presents a summary of the parking surveys and compares them to the Village of Arlington Heights Zoning Code requirements and the shared parking analyses.

Parking Surveys

Parking counts were conducted from 6:00 AM to Midnight on Friday, June 16th and Saturday, June 17th at the ONE ARLINGTON site. Five parking areas were identified:

1. 25N Parking Lot – Includes the recently paved area west of the building for 25N Coworking Office parking. There are 47 newly paved space along with additional spaces on the older lot.
2. Front Parking Lot – Twenty six on-street parking spaces in front of the building including two temporary spaces in a future access drive stub.
3. Rear Parking Lot – Thirty two spaces in the surface lot east of the building.
4. Side Parking Lot – Older parking field southeast of the parking garage.
5. Parking Garage – 312 spaces in two-level parking garage.

Table 1 (attached) shows the number of vehicles parked on-site during the survey periods by location. ONE ARLINGTON had 195 occupied apartments out of 214 available units. The peak demand occurred a midnight on both days with Saturday having 255 vehicles on-site (1.308 vehicles per occupied unit). The parking ratio is ten percent less than the 1.45 vehicles per unit used in the previous parking studies. Adjusting for full occupancy, the peak demand would be 280 vehicles with 214 apartments.

Table 1
ONE ARLINGTON Parking Surveys

Surveys on Friday, June 16, 2017						
	Surface Lots				Garage	
Lot	25N	Front	Back	Side	Parking	Totals
Supply	47	26	32	0	312	420
Time						
6:00 AM	0	19	10	0	191	220
7:00 AM	0	20	10	0	175	205
8:00 AM	4	19	9	0	140	172
9:00 AM	10	23	10	0	108	151
10:00 AM	18	24	11	0	98	151
11:00 AM	20	22	13	0	85	140
Noon	19	23	13	0	86	141
1:00 PM	17	23	14	0	89	143
2:00 PM	20	24	17	0	97	158
3:00 PM	23	23	17	1	89	153
4:00 PM	17	21	13	0	93	144
5:00 PM	10	20	16	0	117	163
6:00 PM	5	22	17	0	132	176
7:00 PM	5	19	19	0	137	180
8:00 PM	3	18	20	1	147	189
9:00 PM	3	20	17	0	169	209
10:00 PM	3	24	20	0	183	230
11:00 PM	3	24	20	0	186	233
Midnight	4	25	20	0	197	246
Surveys on Saturday, June 17, 2017						
	Surface Lots				Garage	
Lot	25N	Front	Back	Side	Parking	Totals
6:00 AM	2	21	17	0	204	244
7:00 AM	2	20	16	0	197	235
8:00 AM	2	20	14	0	186	222
9:00 AM	3	19	12	0	172	206
10:00 AM	1	18	12	0	158	189
11:00 AM	3	22	14	0	141	180
Noon	7	22	16	0	142	187
1:00 PM	12	20	16	0	131	179
2:00 PM	7	18	17	0	134	176
3:00 PM	5	16	15	0	137	173
4:00 PM	8	19	15	0	140	182
5:00 PM	5	15	12	0	150	182
6:00 PM	4	16	12	0	157	189
7:00 PM	4	16	12	0	162	194
8:00 PM	4	19	20	0	169	212
9:00 PM	3	24	25	0	179	231
10:00 PM	4	24	23	0	191	242
11:00 PM	5	23	22	0	197	247
Midnight	6	23	21	0	205	255

Note: 195 occupied units at time of surveys

Zoning Requirements

The parking requirements were calculated for ONE ARLINGTON based on the Village of Arlington Heights Zoning Code (see **Table 2**) for the 214 apartments and 11,722 square feet of office space. The overall parking required is 512 spaces.

Table 2
Zoning Code Parking Requirements

Use	Size	Zoning Code Requirement	Required Parking
Apartments	214 units	2 spaces per dwelling unit	428
Office	11,722 sq. ft.	One parking space per 300 square feet	39
		Total Spaces Required	467

Based on the parking surveys, the actual parking demand at full occupancy is 280 vehicles or 60% of the code requirement. The primary reason is the lower than anticipated vehicle ownership of 1.308 vehicles per unit versus the code requirement of 2.0 vehicles per unit (about 150 space reduction). The remaining 39 space savings are from office demand during the middle of the day which is less than the number of resident parking spaces vacated during the day.

Shared Parking

Comparisons were also made to the shared parking methodology and the actual parking surveys. **Table 3** (attached) shows the original shared parking calculations and shows the difference between them and the full occupancy of ONE ARLINGTON. In general, the shared parking methodology over estimates the spaces needed particularly during the daytime on a weekday and during the evening weekend period.

Summary

The parking surveys of ONE ARLINGTON supports a lower parking ratio for apartments from the 2.0 spaces per unit zoning code requirement and 1.45 spaces per unit from original analysis to a 1.31 spaces per unit ratio.

The shared parking methodology overestimated the hourly parking demand for the Zone A development and supports an adjustment to the calculations when the study is updated for the new PUD.

TABLE 3 Comparison of Shared Parking Analysis with Parking Surveys

Weekday	Residential					Office					Shared Parking Total	Parking Surveys Adjusted for Full Occupancy	Difference Spaces %		
	Visitor Parking		Resident Parking		Apartment Total Parking	Employee Parking		Visitor Parking		Office Total Parking					
	Size Units = Peak Demand %	214 0.15 32.1 veh.	Size Units = Peak Demand %	214 1.3 278.2 veh.		Size Units = Peak Demand %	11,722 3.5 41.0 veh.	Size Units = Peak Demand %	25,000 7.5 veh.						
6:00 AM	0%	0.0	100%	278.2	278.2	3%	1.2	0%	0.0	1.2	279.4	241	-38	-14%	
7:00 AM	10%	3.2	90%	250.4	253.6	30%	12.3	1%	0.1	12.4	266.0	225	-41	-15%	
8:00 AM	20%	6.4	85%	236.5	242.9	75%	30.8	20%	1.5	32.3	275.2	189	-86	-31%	
9:00 AM	20%	6.4	80%	222.6	229.0	95%	39.0	60%	4.5	43.5	272.5	166	-107	-39%	
10:00 AM	20%	6.4	75%	208.7	215.1	100%	41.0	100%	7.5	48.5	263.6	166	-98	-37%	
11:00 AM	20%	6.4	70%	194.7	201.2	100%	41.0	45%	3.4	44.4	245.6	154	-92	-37%	
Noon	20%	6.4	65%	180.8	187.3	90%	36.9	15%	1.1	38.0	225.3	155	-71	-31%	
1:00 PM	20%	6.4	70%	194.7	201.2	90%	36.9	45%	3.4	40.3	241.5	157	-85	-35%	
2:00 PM	20%	6.4	70%	194.7	201.2	100%	41.0	100%	7.5	48.5	249.7	173	-76	-31%	
3:00 PM	20%	6.4	70%	194.7	201.2	100%	41.0	45%	3.4	44.4	245.6	168	-78	-32%	
4:00 PM	20%	6.4	75%	208.7	215.1	90%	36.9	15%	1.1	38.0	253.1	158	-95	-38%	
5:00 PM	40%	12.8	85%	236.5	249.3	50%	20.5	10%	0.8	21.3	270.6	179	-92	-34%	
6:00 PM	60%	19.3	90%	250.4	269.6	25%	10.3	5%	0.4	10.6	280.3	193	-87	-31%	
7:00 PM	100%	32.1	97%	269.9	302.0	10%	4.1	2%	0.2	4.3	306.2	198	-109	-35%	
8:00 PM	100%	32.1	98%	272.6	304.7	7%	2.9	1%	0.1	2.9	307.7	207	-100	-33%	
9:00 PM	100%	32.1	99%	275.4	307.5	3%	1.2	0%	0.0	1.2	308.7	229	-79	-26%	
10:00 PM	100%	32.1	100%	278.2	310.3	1%	0.4	0%	0.0	0.4	310.7	252	-58	-19%	
11:00 PM	80%	25.7	100%	278.2	303.9	0%	0.0	0%	0.0	0.0	303.9	256	-48	-16%	
Midnight	50%	16.1	100%	278.2	294.3	0%	0.0	0%	0.0	0.0	294.3	270	-24	-8%	
Zone A	ONE ARLINGTON Residential and Office Space														
	Residential										Office				
Weekend	Visitor Parking		Resident Parking		Apartment Total Parking	Employees Parking		Visitor Parking		Office Total Parking	Shared Parking Total	Parking Surveys Adjusted for Full Occupancy Actual	Difference Spaces %		
	Size Units = Peak Demand %	214 0.15 32.1 veh.	Size Units = Peak Demand %	214 1.3 278.2 veh.		Size Units= Peak Demand %	11,722 0.35 4.1 veh.	Size Units= Peak Demand %	25,000 0.8 veh.						
6:00 AM	0%	0.0	100%	278.2	278.2	0%	0.0	0%	0.0	0.0	278.2	268	-10	-4%	
7:00 AM	20%	6.4	90%	250.4	256.8	20%	0.8	20%	0.2	1.0	257.8	258	0	0%	
8:00 AM	20%	6.4	85%	236.5	242.9	60%	2.5	60%	0.5	2.9	245.8	244	-2	-1%	
9:00 AM	20%	6.4	80%	222.6	229.0	80%	3.3	80%	0.6	3.9	232.9	226	-7	-3%	
10:00 AM	20%	6.4	75%	208.7	215.1	90%	3.7	90%	0.7	4.4	219.4	207	-12	-5%	
11:00 AM	20%	6.4	70%	194.7	201.2	100%	4.1	100%	0.8	4.9	206.0	198	-8	-4%	
Noon	20%	6.4	65%	180.8	187.3	90%	3.7	90%	0.7	4.4	191.6	205	14	7%	
1:00 PM	20%	6.4	70%	194.7	201.2	80%	3.3	80%	0.6	3.9	205.0	196	-9	-4%	
2:00 PM	20%	6.4	70%	194.7	201.2	60%	2.5	60%	0.5	2.9	204.1	193	-11	-5%	
3:00 PM	20%	6.4	70%	194.7	201.2	40%	1.6	40%	0.3	1.9	203.1	190	-13	-7%	
4:00 PM	20%	6.4	75%	208.7	215.1	20%	0.8	20%	0.2	1.0	216.0	200	-16	-8%	
5:00 PM	40%	12.8	85%	236.5	249.3	10%	0.4	10%	0.1	0.5	249.8	200	-50	-20%	
6:00 PM	60%	19.3	90%	250.4	269.6	5%	0.2	5%	0.0	0.2	269.9	207	-62	-23%	
7:00 PM	100%	32.1	97%	269.9	302.0	0%	0.0	0%	0.0	0.0	302.0	213	-89	-29%	
8:00 PM	100%	32.1	98%	272.6	304.7	0%	0.0	0%	0.0	0.0	304.7	233	-72	-24%	
9:00 PM	100%	32.1	99%	275.4	307.5	0%	0.0	0%	0.0	0.0	307.5	254	-54	-18%	
10:00 PM	100%	32.1	100%	278.2	310.3	0%	0.0	0%	0.0	0.0	310.3	266	-45	-14%	
11:00 PM	80%	25.7	100%	278.2	303.9	0%	0.0	0%	0.0	0.0	303.9	271	-33	-11%	
Midnight	50%	16.1	100%	278.2	294.3	0%	0.0	0%	0.0	0.0	294.3	280	-14	-5%	

Memorandum To: Gary Wendt
The Argent Group

From: Stephen B. Corcoran, P.E., PTOE

Date: December 18, 2011

Subject: Apartment Parking Demand
Arlington Downs
Arlington Heights, Illinois

This memorandum summarizes the research on parking demand at apartment complexes in conjunction with the three proposed residential towers in the Arlington Downs project. Arlington Downs is a mixed use development containing apartments, hotels, a water park, retail, and restaurant uses. For the apartment buildings, a parking ratio of 1.45 spaces is proposed as part of the PUD. The purpose of this study is to determine if this is the appropriate parking ratio for the apartments.

Zoning Code Requirements

The requirement for apartments outside Downtown Arlington Heights is two parking spaces per apartment based on the Village Zoning Code.

National Parking Data

Data on parking demand for similar land-uses was obtained from the Institute of Transportation Engineers (ITE) Parking Generation, 4th Edition manual and the Urban Land Institute's Shared Parking, 2nd Edition report. The ITE data for was based on surveys of 21 suburban sites with an average peak parking demand of 1.23 vehicles per apartment. The ULI report uses 1.65 spaces per apartment.

US Census Data

The US Census data for Arlington Heights was reviewed to determine the auto ownership of residents in rental housing units. The census data is based upon 7,167 renter-occupied housing units (apartments, condominiums, town homes, senior housing, and single-family homes) in Arlington Heights owning between 0 to 5 or more vehicles per unit. For all those households, the average auto ownership was 1.3 vehicles per unit. The data was refined further to eliminate rental households with no vehicles (typically senior occupied housing or near Downtown) and multiple vehicles (3 or more vehicles which typically are at single-family homes). The adjusted average ownership was 1.34 vehicles per rental unit.

Apartment Parking Surveys

Parking surveys were conducted at seven area apartment complexes that were included in the market study for Arlington Downs. The locations surveyed were:

Avalon of Arlington Heights: This apartment building is located in downtown Arlington Heights and provides parking in an adjacent municipal garage. This garage is also used by retailers during the day.

Central Park East: This complex contains two apartment towers on Central Road in Arlington Heights. Parking is provided by a combination of underground parking beneath the towers and surface parking.

The Pointe: Located on Rand Road by Route 53, this development provides a combination surface parking and at-grade stand alone garages. It is also in Arlington Heights.

The Wheatland's: Located along Deerfield Parkway in Buffalo Grove, this development provides a combination surface parking and at-grade stand alone garages.

Versailles on the Lake: This complex contains 12 apartment towers with parking beneath the buildings and on the surface. It is located in Schaumburg.

Field Pointe: Parking is provided by surface lots and three parking structures. Each parking structure has a restricted lower level and an open upper level. There are 12 towers and it is located in Schaumburg.

Woodland Creek: Located in Wheeling, it has six apartment towers and a combination of surface parking and parking beneath the building.

Table 1 summarizes the number and type of units in each complex which was provided by the market study consultant.

Table 1
Apartment Parking Survey Locations and Size

Property	City	Studios	1-Beds	2-Beds	Total Apartments
Avalon of Arlington Heights	Arlington Heights	28	229	152	409
Central Park East	Arlington Heights	0	96	108	204
The Pointe	Arlington Heights	0	248	64	312
The Wheatland's	Buffalo Grove	0	120	232	352
Versailles on the Lakes	Schaumburg	0	288	330	618
Field Pointe	Schaumburg	0	228	96	324
Woodland Creek	Wheeling	0	368	272	640
					2,859

For each property, the marketing consultant obtained the occupancy levels for each complex and the number of occupied spaces in the restricted underground or parking garage structures where access was not available. Also, the Village of Arlington Heights provided the number of residential permits issued in the municipal parking garage for residents of the Avalon apartments.

Parking surveys were conducted in the early morning that counted the number of parked cars in the surface lots. These results were combined with the data of the vehicles parked in the garages to determine the total parking demand. This was then compared with the number of occupied units to determine the parking demand per apartment. **Table 2** summarizes the results for each complex.

Table 2
Apartment Parking Survey Results

Property	Total Units	Occupancy Rate	Occupied Units	Occupied Surface Spaces	Occupied Garage Spaces	Total Vehicles	Demand Per Apartment
Avalon of Arlington Heights	409	95%	389	0	416	416	1.07
Central Park East	204	95%	194	124	127	251	1.30
The Pointe	312	95%	296	349	60	409	1.38
The Wheatland's	352	95%	334	324	168	492	1.47
Versailles on the Lakes	618	89%	550	369	354	723	1.31
Field Pointe	324	90%	291	363	228	591	2.03
Woodland Creek	640	93%	595	397	400	797	1.34
	2,859		2,649			3,679	1.39

The average demand per apartment was 1.39 spaces per unit. If the high (Field Pointe) and the low (Avalon) data points are removed, the ratio would be 1.36 spaces.

CONCLUSION

Based on the parking survey for apartment complexes, the following conclusions were made:

- The current Zoning Code parking requirements of two spaces per apartment exceeds the ITE, ULI, US Census, and local parking survey data.
- The proposed parking ratio of 1.45 parking spaces per apartment is adequate to serve the Arlington Downs development.

Arlington Downs

Traffic Study

Arlington Hts., Illinois

Prepared For:

OKW Architects

Prepared by:

Eriksson Engineering Associates, Ltd.



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1 – INTRODUCTION

This traffic report summarizes an analysis of the traffic conditions relating to proposed modifications to the Arlington Downs Planned Unit Development (PUD) in Arlington Heights, Illinois. It is located in the northeast quadrant of the signalized intersection of Euclid Avenue and Rohlwing Road. The site was originally occupied by the Arlington Sheraton full-service hotel with restaurants, meeting rooms, a water park and banquet facilities.

The purpose of the study was to observe the existing traffic patterns in the area, to determine the traffic characteristics of the development, and to analyze the future traffic conditions and access needs. The following sections of this report present a detailed description of the proposed site, transportation conditions, land-uses, and the proposed development's traffic characteristics.

Based on the following analyses, the following conclusions were developed:

1. The revised Arlington Downs PUD proposal will generate between 563 and 777 total vehicle trips during the peak-hours. This volume of site traffic is less than prior PUD proposals.
2. The overall road network and site access system can accommodate the projected site and regional traffic growth through the Year 2023 with excess capacity still available.
3. The intersection of Euclid Avenue and Rohlwing Road will need a southbound right-turn lane at Euclid Avenue.
4. The Stonegate Boulevard intersection on Euclid Avenue requires an eastbound left-turn lane for turns into the site.
5. A new access drive is proposed on the northern section of Salt Creek Lane with one inbound and one out bound lane.
6. No additional site access is proposed.

2 – EXISTING TRANSPORTATION NETWORK

Site Location and Area Land-Use

The site is located on the northeast corner of Euclid Avenue and Rohlwing Road in Arlington Heights, Illinois. It was previously occupied by the Arlington Sheraton hotel and conference center with an indoor water park. ONE Arlington apartments with 25N Coworking office space currently occupies the property. Access to the site is provided by one full-access drive on Euclid Avenue, one full-access drive on Rohlwing Road, and one full access drove on West Salt Creek Lane. A second access point is proposed on Salt Creek Lane.

Land-uses near the site consist of industrial/business uses to the west across Rohlwing Road and to the north and east along Salt Creek Lane. Further to the northeast is Arlington Race Track and its support facilities. To the south, across Euclid Avenue, there are single-family homes in Rolling Meadows. A park, South Park, operated by the Salt Creek Park District is located to the southwest. **Figure 1** illustrates the site location and the adjacent roadways.

Roadway Characteristics

A description of the area roadways providing access to the site is provided below:

Euclid Avenue is an east-west, major arterial roadway extending east from the Lake Michigan lakefront (as Lake Avenue) to Roselle Road. It has two through lanes in each direction. Along the site frontage, no left-turn median exists. Near the site, Euclid Avenue has signalized intersections at Rohlwing Road and at West Salt Creek Lane with center left-turn lanes. Euclid Avenue is under the jurisdiction of the Cook County Department of Transportation and Highways (CCDOTH) and has a posted speed limit of 40 miles per hour (mph).

Rohlwing Road is a two-lane north-south arterial road extending north from Kirchoff Road to Lenox Lane in Palatine. At its signalized intersection with Euclid Avenue, each approach provides a shared right-turn/through lane, and a left-turn lane. Rohlwing Road is under the jurisdiction of the Villages of Arlington Heights, and Rolling Meadows with a 40 mph speed limit.

Salt Creek Lane is a two lane industrial collector road serving an existing business park. It extends east of Rohlwing Road and then swings south to Euclid Avenue. At its stop sign controlled intersection with Rohlwing Road, it has separate right and left-turn lanes. Salt Creek Lane has a traffic signal at Euclid Avenue with separate right and left-turn lanes. The speed limit is posted at 25 mph and is under the jurisdiction of the Village of Arlington Heights.

Stonegate Boulevard is an internal spine road that circulates traffic within the Arlington Downs development. It consists of one travel lane in each direction, typically separated by a landscaped median. There is no median in front of the existing residential tower, where angled parking is also provided. Stonegate Boulevard curves to intersect both Euclid Avenue and Rohlwing Road. It has one right turn lane and one left turn lane at both intersections. A two lane access road continues east from Stonegate Boulevard and intersects Salt Creek Lane. Sidewalks are generally provided along both sides of the roadway.

Figure 2 illustrates the existing roadway geometrics.

Public Transportation

The site is near the Arlington Park rail station on the Metra Union Pacific Northwest line offering service between Harvard and downtown Chicago.

PACE Route 696 is located approximately one mile to the east at the intersection of New Wilke Road and Euclid Avenue. This route runs from Randhurst Mall in Mount Prospect thru Arlington Heights, Rolling Meadows, and Schaumburg to Harper College in Palatine.

Bike Routes

Bike routes are adjacent to the site along the west side of Rohlwing Road and south of Euclid Avenue, east of Salt Creek, in the City of Rolling Meadows. These bike paths provide connections to the Villages of Arlington Heights and Palatine bike systems. A bike path is proposed on the north side of Euclid Avenue along the site frontage to be constructed in 2018.

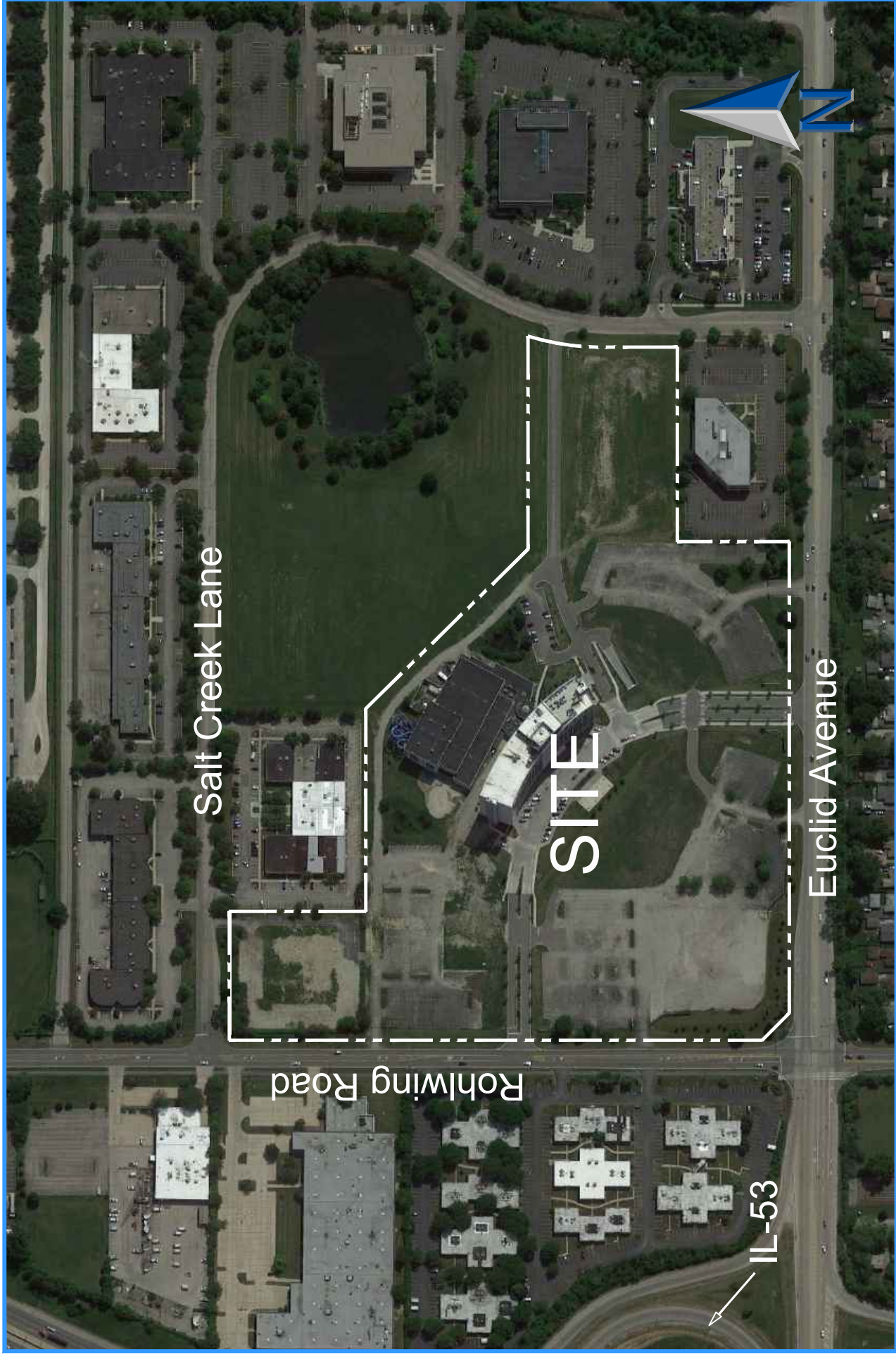
Existing Traffic Volumes

Weekday morning (7:00 to 9:00 AM) and afternoon (4:00 to 6:00 PM) manual traffic counts were conducted at the following study area intersections:

- Euclid Avenue at Rohlwing Road
- Euclid Avenue at Stonegate Boulevard
- Euclid Avenue at West Salt Creek Lane
- Rohlwing Road at West Salt Creek Lane
- Rohlwing Road at Stonegate Boulevard
- West Salt Creek Lane at Arlington Downs Access Road

These counts showed the peak-hours of traffic occurring from 7:15 to 8:15 AM and 4:45 to 5:45 PM on a weekday. Euclid Avenue carries two-way traffic volumes ranging from 2,369 to 2,414 vehicles per hour (vph) in front of the site. Rohlwing Road carries significantly less traffic (630 - 644 vph). The existing traffic volumes are shown in **Figure 3** and included in the **Appendix**.

Saturday traffic counts were completed at the intersection of Euclid Avenue at Rohlwing Road with the peak-hour occurring from 11:15 AM to 12:15 PM. The intersection volumes were one third less than the weekday volumes which are approximately 1,100 vehicles per hour lower.

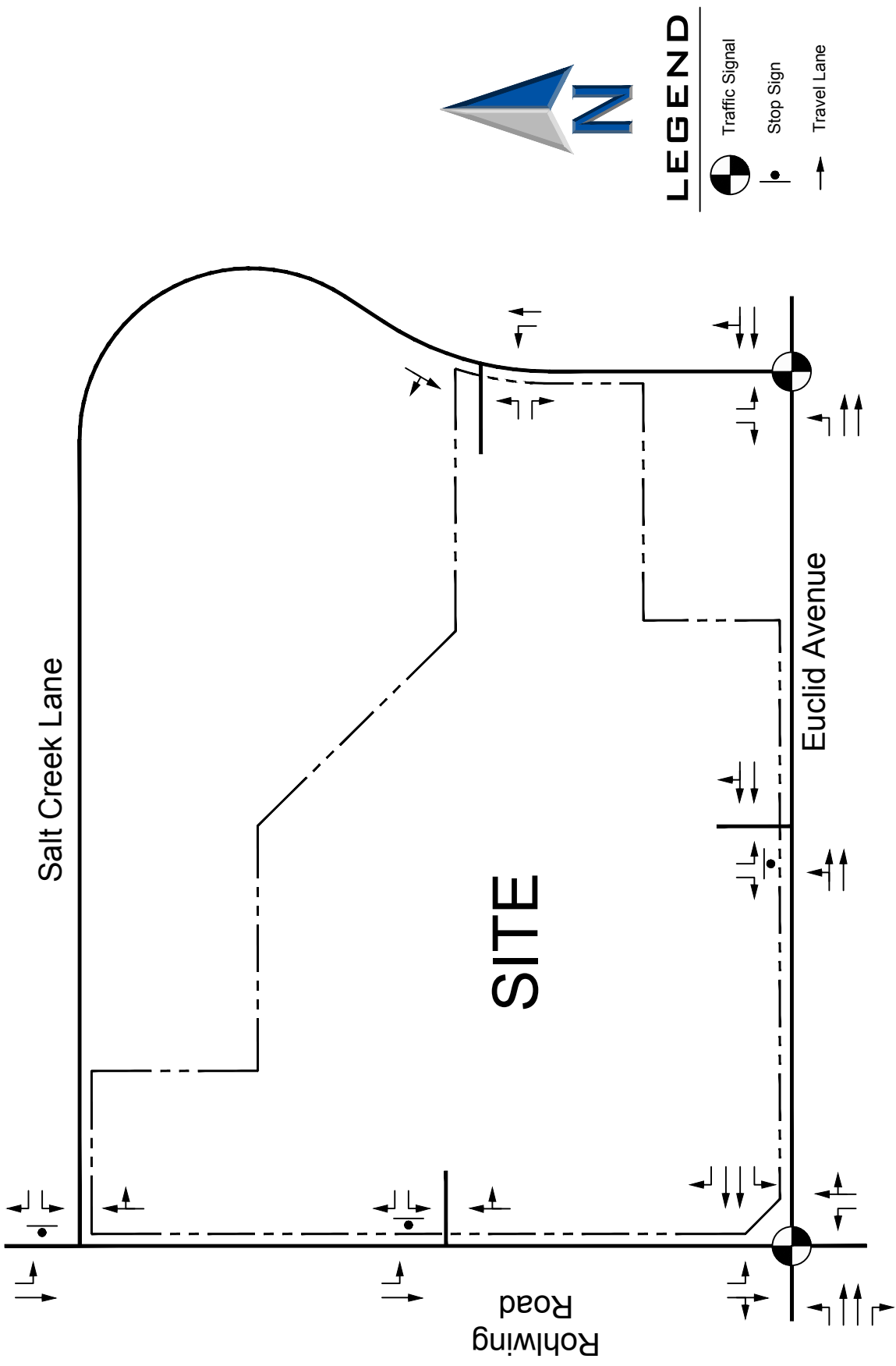


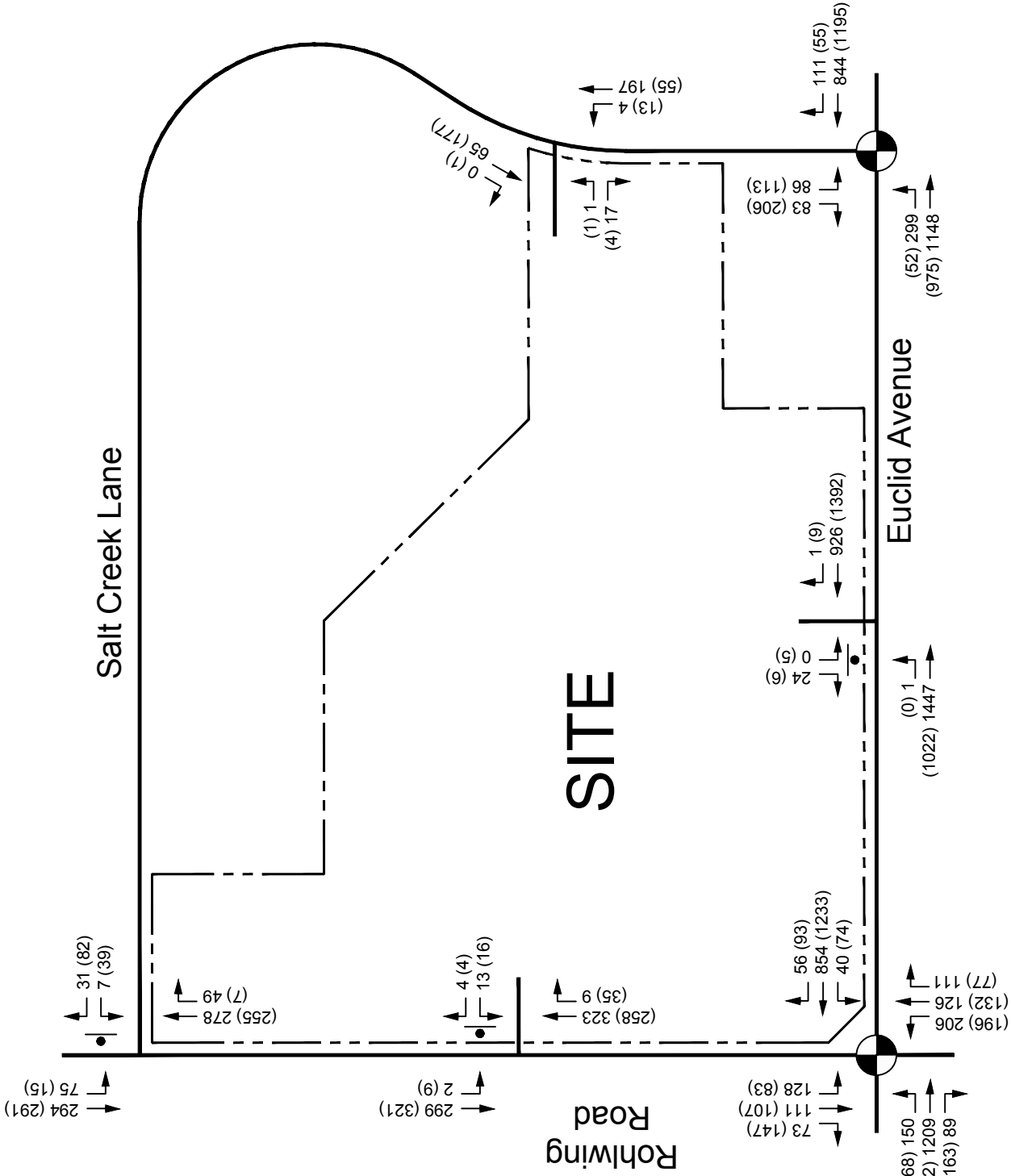
Site Location & Area Roadways

Figure 1



Existing Roadway Geometrics
Figure 2





Existing Traffic Volumes

Figure 3

3 – SITE TRANSPORTATION CHARACTERISTICS

The site was originally occupied by a hotel/convention center/water park. Access to the site was provided by two full-access drives on Euclid Avenue, three full-access drives on Rohlwing Road, and one full access drive on West Salt Creek Lane. Since the initial development approvals, an apartment tower with lower level office space has been built and occupied on the site.

Access is provided by one full access drive on each of Euclid Avenue, Rohlwing Road, and Salt Creek Lane. The ONE Arlington tower contains 214 apartments and 11,722 square feet of co-working office space (25N Coworking). The updated land plan calls for the redevelopment of the site with a combination of apartments, hotel rooms, retail, restaurants, a climbing gym, and a family entertainment area. A second access point is proposed on Salt Creek Lane.

Site Trip Generation

Traffic estimates were made for the apartments, retail, restaurants, and hotel rooms using data provided by the Institute of Transportation Engineer's Trip Generation 10th Ed. manual which contains trip generation surveys of similar land-uses. It serves as the most widely accepted reference guide for establishing vehicle trip generation. Actual traffic counts were used for the trip generation of the existing apartment tower and office space on Lot 1A/2A.

Lot 4 consists of a 116 room hotel and four commercial buildings that could be developed as retail or restaurant uses. For trip generation purposes, all retail and all restaurant scenarios were calculated. A conservative traffic analysis was conducted based on the higher all restaurant scenario because it generates significantly higher volumes than the all retail plan. Most likely, the final development plan will consist of both retail and restaurant uses. The updated plan calls for a maximum of 20,000 square feet of restaurant building area on Lot 4 so the trip estimates are higher than would be expected. **Table 1** summaries the results for the site traffic calculations.

Traffic studies for previous Arlington Downs PUD proposals included more restaurant, retail, and entertainment uses than the current proposal which resulted in higher overall site generated traffic volumes. **Table 2** provides a comparison of the traffic generated by the current proposal and the 2014 and 2016 PUD plans. Overall the current plan generates less traffic than before. During the PM and Saturday peak periods, the 2014 traffic analysis was based on 75% more traffic than the current proposal.

Table 1
Arlington Downs Trip Generation Estimates

Lot	Land Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour			Saturday Peak		
				In	Out	Total	In	Out	Total	In	Out	Total
Existing Uses (ONE Arlington and 25N Coworking)												
1A/2A	Apartments	222	214 units	17	59	76	67	36	103	50	50	100
	Office	710	11,722 sq. ft.									
Proposed Uses												
5/16/2B	Apartments	221	623 units	58	166	224	167	107	274	137	137	274
3	Senior Living	252	180 units	12	24	36	26	21	47	38	23	61
4A	Hotel	312	116 rooms	35	30	65	29	23	52	15	12	27
1A/2A	First Ascent	434	34,082 sq. ft.	15	33	48	32	24	56	44	44	88
1A/2A	Funtopia	435	19,218 sq. ft.	-	-	-	35	35	70	60	60	120
Subtotal Residential/Lodging/Entertainment				120	253	373	289	210	499	294	276	570
Lot 4A Options – All Retail or All Restaurants												
4A	Retail	820	30,300	17	10	27	55	55	110	65	65	130
4A	Quality Restaurant	931	15,150 sq. ft.	5	5	10	76	37	113	93	62	155
4A	Family Restaurant	932	15,150 sq. ft.	79	65	144	88	54	142	81	81	162
	Restaurant Totals			84	70	154	164	91	255	174	143	317
Total New Trips (without ONE Arlington and 25N Coworking)												
Assuming All Restaurants on Lot 4A				204	323	527	453	301	754	468	419	887
Internal Interaction/Public Transportation				-20	-20	-40	-40	-40	-80	-40	-40	-80
Net New Traffic on Roadway System				184	303	487	413	261	674	428	379	807
Total Arlington Downs Trip Generation (Existing and Proposed)												
Total Site Trip Generation				201	362	563	480	297	777	478	429	907

Table 2
Comparison of Previous PUD Proposals

Use	Morning Peak			Evening Peak			Saturday Peak		
	In	Out	Total	In	Out	Total	In	Out	Total
2018 PUD Proposal	201	362	563	480	297	777	478	429	907
2016 V3 Plan	360	465	825	549	357	906	502	474	976
2014 EEA Plan	296	337	633	765	587	1,352	832	781	1,613

Directional Distribution

The trip distribution for the development is based on a combination of the existing traffic volumes going by the site, the existing road system and the distribution of residents in the area,. The trip distribution for the site is shown on **Table 3** and **Figure 4**.

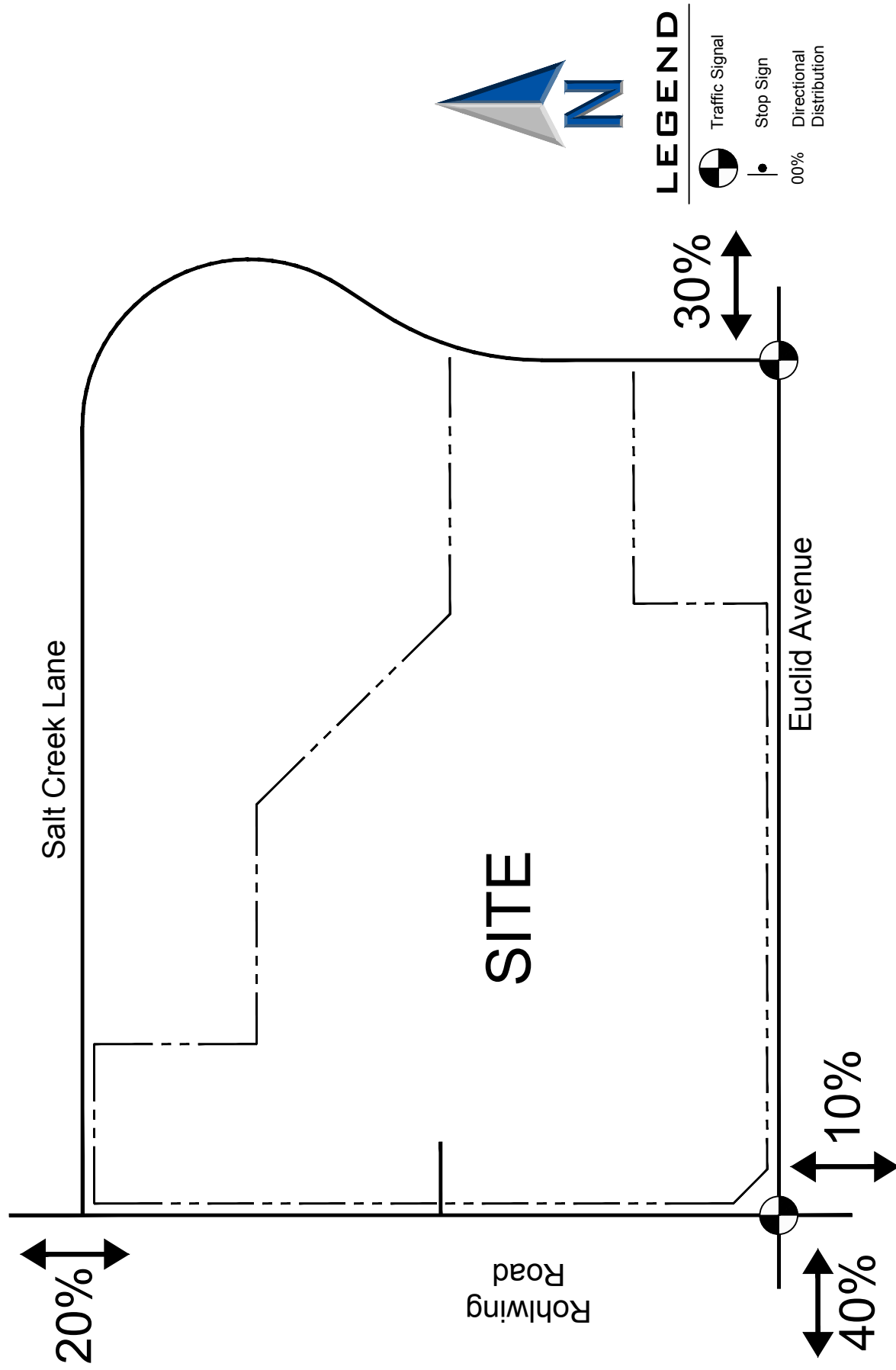
Table 3
Directional Distribution on Adjacent Roadways

Direction	Distribution
North on Rohlwing Road	20%
East on Euclid Avenue	30%
West on Euclid Avenue	40%
South on Rohlwing Road	10%
Total	100%

Site Traffic and Total Traffic Volumes

Development traffic was assigned to the road system and access drives based on the directional distribution from **Table 3** and the worst case trip generation assumption of all restaurants on Lot 4. **Figure 5** illustrates the development turning movements at each intersection or driveway.

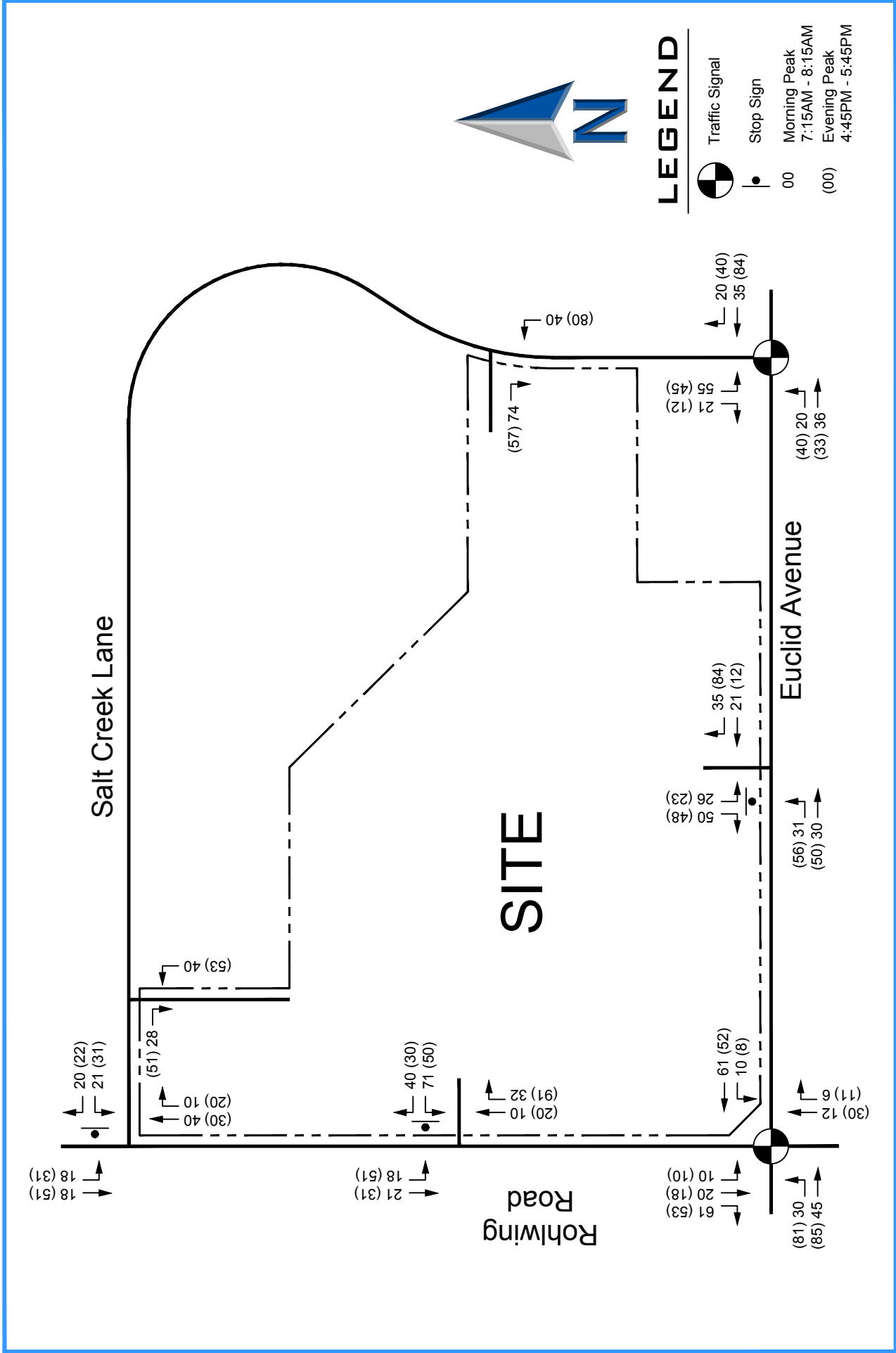
Total traffic volumes are a combination of the existing traffic volumes, projected non-site growth in those volumes, and the site related traffic. Traffic projections were estimated for a period five years in the future (Year 2023). A regional growth rate of 1% per year was applied to the existing traffic volumes to obtain the base 2023 volumes (see **Figure 6**). The volumes from Figure 6 were combined with the site traffic volumes (Figure 5) to generate the Year 2023 total traffic volumes with full Arlington Downs development and are shown on **Figure 7**.

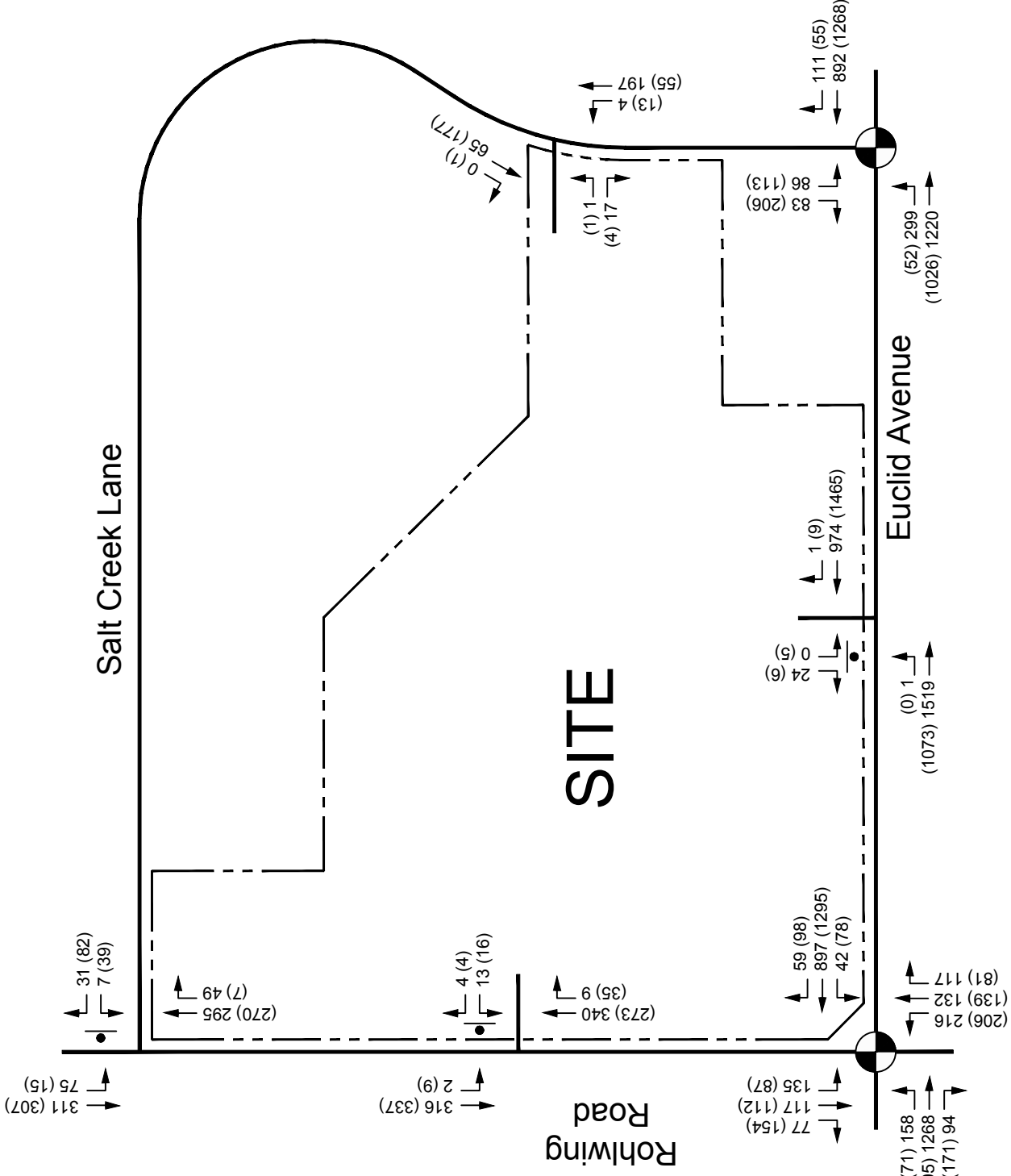


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Directional Distribution

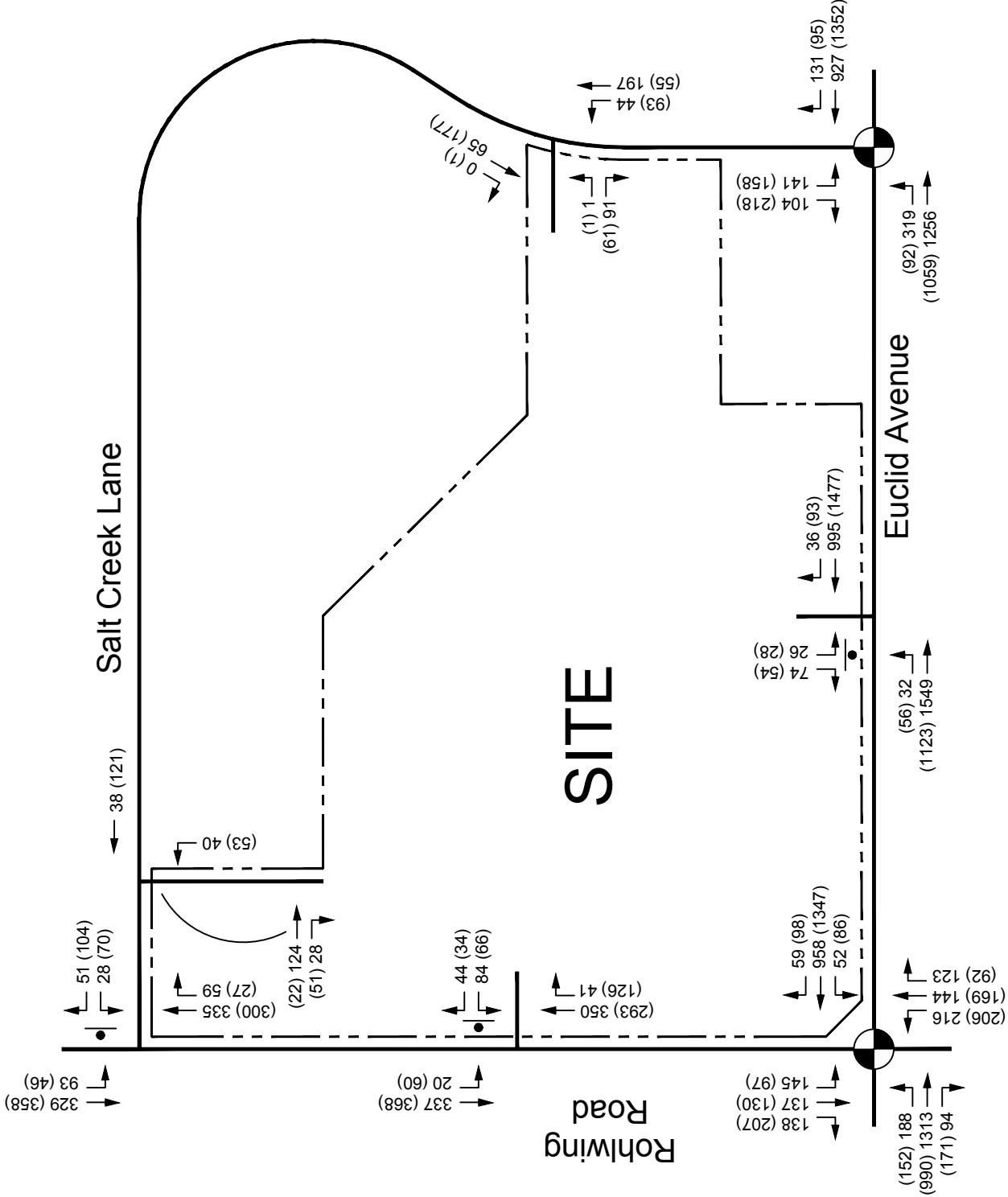
Figure 4





2023 Base Traffic Volumes

Figure 6



2023 Total Traffic Volumes

Figure 7

4 – ANALYSES

Intersection Capacity Analyses

In order to determine the operation of the study area intersections and the access drives, intersection capacity analyses were conducted for the existing and projected traffic volumes. An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 4**.

Table 4
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual

Capacity analyses were conducted for each intersection using the Highway Capacity Software (version 7.5) to determine the existing and future operations of the road network and access system. These analyses were performed for the weekday peak-hours. The capacity analyses are summarized in **Table 5 and 6** and are included in the **Appendix**.

Rohlwing Road and Euclid Avenue

The traffic signal at the intersection of Rohlwing Road and Euclid Avenue will continue to operate at an acceptable level of service with the growth in regional and site traffic. A southbound right-turn lane is proposed on Rohlwing Road at Euclid Avenue to help manage the existing and proposed traffic queueing on Rohlwing Road.

Salt Creek Lane at Euclid Avenue

This signalized intersection will experience additional turning traffic from the development onto Salt Creek Lane. No additional improvements are needed.

Salt Creek Lane at Rohlwing Road

With the proposed site access drive on Salt Creek Lane to the east, there will be additional traffic volumes turning onto Rohlwing Road. The left-turn onto Rohlwing Road in the evening peak hour will operate at LOS C as employees exit the industrial park and patrons exit Arlington Downs. No additional improvements are recommended.

Table 5
External Intersection Level of Service

Intersection	Approach	Morning Peak		Evening Peak	
		2017	2023	2017	2023
Euclid Avenue at Rohlwing Road (Traffic Signal)	Intersection	LOS C (21.3 sec)	LOS C (23.7 sec)	LOS C (20.2 sec)	LOS C (19.8 sec)
Euclid Avenue at Salt Creek Lane (Traffic Signal)	Intersection	LOS A (5.5 sec)	LOS A (8.1 sec)	LOS A (8.1 sec)	LOS A (9.5 sec)
Rohlwing Road at Salt Creek Lane (Stop Controlled)	SB Left	LOS A	LOS A	LOS A	LOS A
	WB Left	LOS B	LOS B	LOS C	LOS C
	WB Right	LOS B	LOS B	LOS B	LOS B

Table 6
Site Access Level of Service

Intersection	Approach	Morning Peak		Evening Peak	
		2017	2023	2017	2023
Arlington Downs North Access on Salt Creek Lane (Stop Controlled)	WB Left		LOS A		LOS A
	NB Left/Right		LOS A		LOS A
Rohlwing Road at Stonegate Boulevard (Stop Controlled)	SB Left	LOS A	LOS A	LOS A	LOS A
	WB Left	LOS B	LOS B	LOS B	LOS C
	WB Right	LOS B	LOS B	LOS A	LOS B
Euclid Avenue at Stonegate Boulevard (Stop Controlled)	EB Left	LOS B	LOS B	LOS B	LOS C
	SB Left	LOS F	LOS F	LOS F	LOS F
	SB Right	LOS B	LOS B	LOS C	LOS C
Arlington Downs South Access on Salt Creek Lane (Stop Controlled)	NB Left	LOS A	LOS A	LOS A	LOS A
	EB Left	LOS B	LOS B	LOS B	LOS B
	EB Right	LOS A	LOS A	LOS A	LOS A

South Salt Creek Lane Access

The existing full access point on Salt Creek Lane is located approximately 560 feet north of Euclid Avenue. It will remain under stop sign control. A northbound left-turn lane should be striped within the existing cross-section of Salt Creek Lane so that left-turns into the site will not block through traffic continuing to the business park. The northbound left-turn lane should provide 115 feet of storage. For exiting traffic, separate left- and right-turn lanes should be provided which would require the entrance road to be widened approximately seven feet. This will allow the right-turns to turn without being blocked by left-turning vehicles. The eastbound left-turn lane should provide 115 feet of storage.

North Salt Creek Lane Access

A new full access point on Salt Creek Lane is proposed approximately 300 feet east of Euclid Avenue. That location was previously a driveway to a small industrial building. It will have one inbound and one outbound lane with exiting traffic under stop sign control. No improvements are proposed on Salt Creek Lane.

Euclid Avenue at Stonegate Boulevard

Stonegate Boulevard has been constructed with two inbound lanes and two outbound lanes (left and right). Left-turns from Euclid Avenue into the site are prohibited during peak time of the day. A left-turn lane will be needed on Euclid Avenue for traffic turning into the site so it does not block thru traffic on Euclid Avenue. Euclid Avenue will be widened to five lanes between the signalized intersections at Rohlwing Road and Salt Creek Lane.

Rohlwing Road at Stonegate Boulevard

Stonegate Boulevard has been constructed with two inbound lanes and two outbound lanes (left and right). It will be under stop sign control. The center median on Rohlwing Road has been stripped with a southbound left-turn lane.

5 - CONCLUSIONS

Based on the analysis of the existing and projected traffic conditions for the revised Arlington Downs PUD, the following conclusions were developed:

1. The revised Arlington Downs PUD proposal will generate between 563 and 777 total vehicle trips during the peak-hours. This volume of site traffic is less than prior PUD proposals.
2. The overall road network and site access system can accommodate the projected site and regional traffic growth through the Year 2023 with excess capacity available.
3. The intersection of Euclid Avenue and Rohlwing Road will need a southbound right-turn lane at Euclid Avenue.
4. The Stonegate Boulevard intersection on Euclid Avenue requires an eastbound left-turn lane for turns into the site.
5. A new access drive is proposed on the northern section of Salt Creek Lane with one inbound and one out bound lane.
6. No additional site access is proposed.

APPENDIX

- Existing Traffic Counts
- Intersection Capacity Analyses

Arlington Heights, IL



Euclid Avenue at Stonegate Boulevard

Arlington Heights, IL									
Begin Time	Stonegate Blvd. Southbound		Euclid Avenue Westbound		Euclid Avenue Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Left Turn	Right Turn	Through	Through	Left Turn			
Thursday April 20, 2017									
7:00 AM	4	0	0	223	340	0	567	2348	0.90
7:15 AM	6	0	0	203	354	0	563	2271	0.87
7:30 AM	9	0	0	187	371	0	567	2243	0.86
7:45 AM	4	0	0	270	377	0	651	2225	0.85
8:00 AM	5	0	1	201	282	1	490	2131	0.96
8:15 AM	5	1	2	218	309	0	535		
8:30 AM	3	0	1	219	326	0	549		
8:45 AM	1	2	1	203	348	2	557		
Total	37	3	5	1724	2707	3			
7:15-8:15 AM	24	0	1	861	1384	1	2271		
Thursday April 20, 2017									
4:00 PM	2	0	0	358	207	1	568	2247	0.94
4:15 PM	1	0	1	321	198	0	521	2306	0.92
4:30 PM	0	1	0	334	228	0	563	2417	0.96
4:45 PM	1	1	2	339	252	0	595	2426	0.96
5:00 PM	0	0	3	363	261	0	627	2377	0.94
5:15 PM	3	1	2	353	273	0	632		
5:30 PM	2	3	2	337	228	0	572		
5:45 PM	2	0	0	292	252	0	546		
Total	11	6	10	2697	1899	1			
4:45-5:45 PM	6	5	9	1392	1014	0	2426		



Euclid Avenue at Salt Creek Lane

Arlington Heights, IL									
Begin Time	Salt Creek Lane Southbound		Euclid Avenue Westbound		Euclid Avenue Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Left Turn	Right Turn	Through	Through	Left Turn			
Wednesday April 19, 2017									
7:00 AM	10	11	18	157	262	64	522	2418	0.88
7:15 AM	18	19	23	190	264	64	578	2505	0.91
7:30 AM	25	23	16	239	309	73	685	2488	0.91
7:45 AM	18	25	37	219	253	81	633	2356	0.93
8:00 AM	22	19	35	196	256	81	609	2267	0.93
8:15 AM	14	29	28	178	246	66	561		
8:30 AM	9	29	24	176	246	69	553		
8:45 AM	15	30	29	168	240	62	544		
Total	131	185	210	1523	2076	560	2505		
7:15-8:15 AM	83	86	111	844	1082	299			
Wednesday April 19, 2017									
4:00 PM	61	29	4	305	210	18	627	2425	0.97
4:15 PM	58	30	9	254	221	13	585	2421	0.97
4:30 PM	55	29	12	289	213	16	614	2408	0.97
4:45 PM	42	30	23	271	219	14	599	2446	0.94
5:00 PM	75	31	8	279	221	9	623	2412	0.92
5:15 PM	51	26	10	259	215	11	572		
5:30 PM	38	26	14	329	227	18	652		
5:45 PM	33	18	6	266	221	21	565		
Total	413	219	86	2252	1747	120	2446		
4:45-5:45 PM	206	113	55	1138	882	52			



Salt Creek Lane at 1 Arlington Access Drive

Arlington Heights, IL										
Begin Time	Salt Creek Lane Southbound		Salt Creek Lane Northbound		1 Arlington Access Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	
	Right Turn	Through	Through	Left Turn	Right Turn	Left Turn				
Wednesday April 19, 2017										
7:00 AM	0	9	30	0	2	0	41	240	0.67	
7:15 AM	0	13	42	0	4	0	59	284	0.80	
7:30 AM	0	11	35	0	5	0	51	297	0.83	
7:45 AM	0	19	63	2	5	0	89	310	0.87	
8:00 AM	0	22	57	2	3	1	85	287	0.84	
8:15 AM	0	12	54	1	4	1	72			
8:30 AM	0	11	51	0	1	1	64			
8:45 AM	0	15	49	1	1	0	66			
Total	0	112	381	6	25	3				
7:15-8:15 AM	0	65	197	4	17	1	284			
Wednesday April 19, 2017										
4:00 PM	0	56	10	2	2	0	70	271	0.87	
4:15 PM	1	42	10	0	0	1	54	271	0.87	
4:30 PM	0	54	20	2	2	0	78	273	0.88	
4:45 PM	0	42	22	3	2	0	69	251	0.90	
5:00 PM	0	55	12	2	1	0	70	227	0.81	
5:15 PM	0	40	11	4	0	1	56			
5:30 PM	1	40	10	4	1	0	56			
5:45 PM	0	31	12	1	1	0	45			
Total	2	360	107	18	9	2				
4:45-5:45 PM	1	177	55	13	4	1	251			



Rohlwing Road at Stonegate Boulevard

Arlington Heights, IL										
Begin Time	Rohlwing Road Southbound		Stonegate Blvd. Westbound		Rohlwing Road Northbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	
	Through	Left Turn	Right Turn	Left Turn	Right Turn	Through				
Thursday April 20, 2017										
7:00 AM	46	0	1	3	2	87	139	622	0.91	
7:15 AM	65	0	0	1	2	79	147	623	0.91	
7:30 AM	85	1	2	3	1	79	171	607	0.89	
7:45 AM	76	0	1	5	2	81	165	570	0.86	
8:00 AM	72	1	1	4	4	58	140	504	0.90	
8:15 AM	63	0	0	1	1	66	131			
8:30 AM	64	1	2	3	2	62	134			
8:45 AM	48	3	0	2	2	44	99			
Total	519	6	7	22	16	556				
7:15-8:15 AM	298	2	4	13	9	297	623			
Thursday April 20, 2017										
4:00 PM	90	2	1	4	4	53	154	608	0.99	
4:15 PM	84	1	0	2	4	61	152	632	0.89	
4:30 PM	91	0	0	2	6	55	154	649	0.91	
4:45 PM	79	3	0	2	4	60	148	640	0.90	
5:00 PM	91	1	4	5	7	70	178	601	0.84	
5:15 PM	89	5	0	5	12	58	169			
5:30 PM	62	0	0	4	12	67	145			
5:45 PM	55	1	2	2	5	44	109			
Total	641	13	7	26	54	468				
4:45-5:45 PM	321	9	4	16	35	255	640			

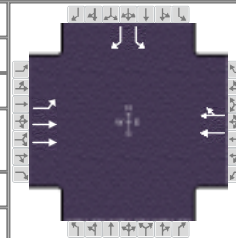


Rohlwing Road at Salt Creek Lane

Arlington Heights, IL										
Begin Time	Rohlwing Road Southbound		Salt Creek Lane Westbound		Rohlwing Road Northbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	
	Through	Left Turn	Right Turn	Left Turn	Right Turn	Through				
	Thursday April 20, 2017									
7:00 AM	42	15	5	2	17	63	144	679	0.87	
7:15 AM	61	14	10	2	10	63	160	699	0.90	
7:30 AM	83	19	7	2	11	73	195	698	0.89	
7:45 AM	75	22	8	1	13	61	180	650	0.90	
8:00 AM	75	20	6	2	15	46	164	580	0.88	
8:15 AM	65	21	7	2	9	55	159			
8:30 AM	64	14	5	2	9	53	147			
8:45 AM	56	6	3	2	11	32	110			
Total	521	131	51	15	95	446	699			
7:15-8:15 AM	294	75	31	7	49	243				
Thursday April 20, 2017										
4:00 PM	73	5	17	13	1	61	170	681	0.92	
4:15 PM	61	3	14	14	4	50	146	688	0.92	
4:30 PM	78	4	23	10	2	62	179	709	0.95	
4:45 PM	66	3	38	15	2	62	186	672	0.90	
5:00 PM	77	4	18	8	2	68	177	611	0.86	
5:15 PM	78	4	17	10	1	57	167			
5:30 PM	53	4	9	6	2	68	142			
5:45 PM	54	6	14	6	0	45	125			
Total	540	33	150	82	14	473	672			
4:45-5:45 PM	274	15	82	39	7	255				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	EEA			Duration, h	0.25
Analyst	AJB	Analysis Date	May 1, 2017	Area Type	Other
Jurisdiction	Arlington Heights/CCDOTH	Time Period	7:15 - 8:15 AM	PHF	0.91
Urban Street	Euclid Avenue	Analysis Year	2017	Analysis Period	1> 7:15
Intersection	Euclid Ave/Salt Creek Ln	File Name	Euclid-Salt Creek AM Exst.xus		
Project Description	Existing Conditions				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	299	1148			844	111				86		83

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	10.0	86.4	8.6	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.0	4.0	0.0	0.0	0.0	
				Red	0.0	2.0	2.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				9.0
Phase Duration, s	13.0	105.4		92.4				14.6
Change Period, ($Y+R_c$), s	3.0	6.0		6.0				6.0
Max Allow Headway (MAH), s	3.1	0.0		0.0				3.2
Queue Clearance Time (g_s), s	7.3							8.4
Green Extension Time (g_e), s	0.6	0.0		0.0				0.2
Phase Call Probability	1.00							1.00
Max Out Probability	0.00							0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (v), veh/h	329	1262			536	514				95		91
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1830			1826	1751				1739		1547
Queue Service Time (g_s), s	5.3	0.0			25.6	2.3				6.4		6.4
Cycle Queue Clearance Time (g_c), s	5.3	0.0			25.6	2.3				6.4		6.4
Green Ratio (g/C)	0.82	0.83			0.72	0.72				0.07		0.16
Capacity (c), veh/h	471	3031			1314	1261				125		240
Volume-to-Capacity Ratio (X)	0.698	0.416			0.407	0.408				0.757		0.380
Back of Queue (Q), ft/ln (95 th percentile)	169.2	8.3			38.5	36.1				134.7		113.6
Back of Queue (Q), veh/ln (95 th percentile)	6.5	0.3			1.5	1.4				5.2		4.4
Queue Storage Ratio (RQ) (95 th percentile)	1.13	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	10.2	0.0			0.7	0.7				54.7		45.5
Incremental Delay (d_2), s/veh	0.7	0.4			0.9	1.0				3.5		0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (d), s/veh	10.9	0.4			1.7	1.7				58.2		45.9
Level of Service (LOS)	B	A			A	A				E		D
Approach Delay, s/veh / LOS	2.6	A		1.7	A		0.0			52.1		D
Intersection Delay, s/veh / LOS	5.5						A					

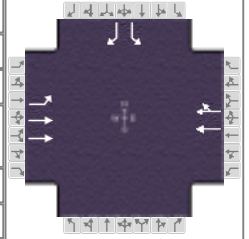
Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.62	A		1.86	B		2.16	B		2.33	B	
Bicycle LOS Score / LOS	1.80	B		1.35	A						F	

HCS7 Signalized Intersection Results Summary

General Information

Agency	EEA		
Analyst	AJB	Analysis Date	May 1, 2017
Jurisdiction	Arlington Heights/ CCDOH	Time Period	4:45 - 5:45 pM
Urban Street	Euclid Avenue	Analysis Year	2017
Intersection	Euclid Ave/Salt Creek Ln	File Name	Euclid-Salt Creek
Project Description	Existing Conditions		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	52	975			1195	55				113		206

Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	8.4	79.5	17.1	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.0	4.0	0.0	0.0	0.0		
				Red	0.0	2.0	2.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				9.0
Phase Duration, s	11.4	96.9		85.5				23.1
Change Period, (Y+R _c), s	3.0	6.0		6.0				6.0
Max Allow Headway (MAH), s	3.1	0.0		0.0				3.2
Queue Clearance Time (g _s), s	2.9							16.9
Green Extension Time (g _e), s	0.0	0.0		0.0				0.2
Phase Call Probability	0.84							1.00
Max Out Probability	0.00							1.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (v), veh/h	55	1037			669	660				120		219
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1904			1900	1870				1810		1610
Queue Service Time (g _s), s	0.9	0.0			26.1	9.4				7.3		14.9
Cycle Queue Clearance Time (g _c), s	0.9	0.0			26.1	9.4				7.3		14.9
Green Ratio (g/C)	0.75	0.76			0.66	0.66				0.14		0.21
Capacity (c), veh/h	373	2884			1258	1238				258		343
Volume-to-Capacity Ratio (X)	0.148	0.360			0.532	0.533				0.466		0.639
Back of Queue (Q), ft/ln (95 th percentile)	12.8	6.3			119.4	118.2				147.8		250.3
Back of Queue (Q), veh/ln (95 th percentile)	0.5	0.3			4.8	4.7				5.9		10.0
Queue Storage Ratio (RQ) (95 th percentile)	0.09	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d ₁), s/veh	7.5	0.0			2.9	2.9				47.2		43.0
Incremental Delay (d ₂), s/veh	0.1	0.4			1.6	1.6				0.5		2.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (d), s/veh	7.6	0.4			4.5	4.6				47.7		45.0
Level of Service (LOS)	A	A			A	A				D		D
Approach Delay, s/veh / LOS	0.7	A		4.6	A		0.0			46.0		D
Intersection Delay, s/veh / LOS	8.1						A					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.65	A		1.87	B		2.16	B		2.33		B
Bicycle LOS Score / LOS	1.39	A		1.58	B							F

HCS7 Two-Way Stop-Control Report

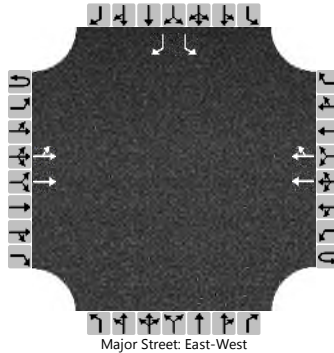
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	5/1/2017
Analysis Year	2017
Time Analyzed	7:15 - 8:15 AM
Intersection Orientation	East-West
Project Description	Existing Conditions

Site Information

Intersection	Euclid Ave/Stonegate Blvd
Jurisdiction	CCDOTH
East/West Street	Euclid Avenue
North/South Street	Stonegate Boulevard
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		1	0	1
Configuration		LT	T				T	TR						L		R
Volume (veh/h)		1	1447				926	1						0		24
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1												0		28
Capacity, c (veh/h)		644												60		489
v/c Ratio		0.00												0.00		0.06
95% Queue Length, Q ₉₅ (veh)		0.0												0.0		0.2
Control Delay (s/veh)		10.6												64.8		12.8
Level of Service (LOS)		B												F		B
Approach Delay (s/veh)	0.1												12.8			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

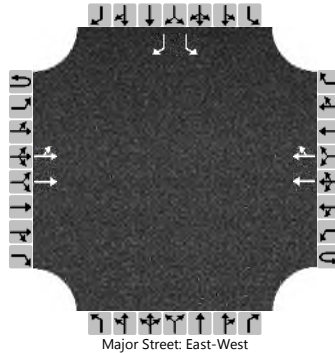
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	5/1/2017
Analysis Year	2017
Time Analyzed	4:45 - 5:45 AM
Intersection Orientation	East-West
Project Description	Existing Conditions

Site Information

Intersection	Euclid Ave/Stonegate Blvd
Jurisdiction	CCDOTH
East/West Street	Euclid Avenue
North/South Street	Stonegate Boulevard
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		1	0	1
Configuration		LT	T				T	TR						L		R
Volume (veh/h)		0	1022				1392	9						5		6
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0												5		6
Capacity, c (veh/h)		454												53		363
v/c Ratio		0.00												0.10		0.02
95% Queue Length, Q ₉₅ (veh)		0.0												0.3		0.1
Control Delay (s/veh)		12.9												80.9		15.1
Level of Service (LOS)		B												F		C
Approach Delay (s/veh)	0.0												45.0			
Approach LOS													E			

HCS7 Two-Way Stop-Control Report

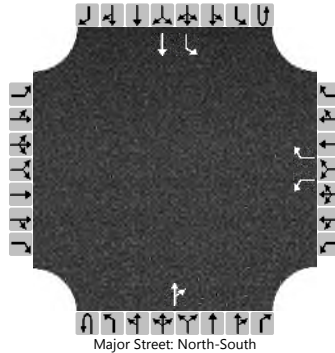
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	5/1/2017
Analysis Year	2017
Time Analyzed	7:15 - 8:15 AM
Intersection Orientation	North-South
Project Description	Existing Conditions

Site Information

Intersection	Rohlwing Rd/Salt Creek Ln
Jurisdiction	Arlington Heights
East/West Street	Salt Creek Lane
North/South Street	Rohlwing Road
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						7		31			278	49		75	294	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						8		34						83		
Capacity, c (veh/h)						430		703						1188		
v/c Ratio						0.02		0.05						0.07		
95% Queue Length, Q ₉₅ (veh)						0.1		0.2						0.2		
Control Delay (s/veh)						13.5		10.4						8.3		
Level of Service (LOS)						B		B						A		
Approach Delay (s/veh)					11.0								1.7			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

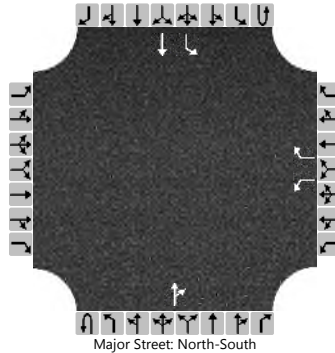
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	5/1/2017
Analysis Year	2017
Time Analyzed	4:45 - 5:45 PM
Intersection Orientation	North-South
Project Description	Existing Conditions

Site Information

Intersection	Rohlwing Rd/Salt Creek Ln
Jurisdiction	Arlington Heights
East/West Street	Salt Creek Lane
North/South Street	Rohlwing Road
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						39		82			255	7		15	291	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

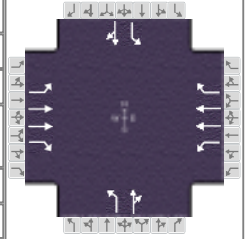
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						43		91						17		
Capacity, c (veh/h)						527		749						1263		
v/c Ratio						0.08		0.12						0.01		
95% Queue Length, Q ₉₅ (veh)						0.3		0.4						0.0		
Control Delay (s/veh)						12.4		10.5						7.9		
Level of Service (LOS)						B		B						A		
Approach Delay (s/veh)					11.1								0.4			
Approach LOS					B											

HCS7 Signalized Intersection Results Summary

General Information					Intersection Information	
Agency	EEA				Duration, h	0.25
Analyst	SBC	Analysis Date	Apr 4, 2018		Area Type	Other
Jurisdiction	Arlington Heights/CCDOTH	Time Period	7:15 - 8:15 AM		PHF	0.89
Urban Street	Euclid Avenue	Analysis Year	2017		Analysis Period	1 > 7:15
Intersection	Euclid Ave/Rohlwing Rd		File Name	Euclid-Rohlwing AM Exst.xus		
Project Description	Existing Conditions					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	150	1209	89	40	854	56	206	126	111	128	111	73

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	2.7	1.6	63.3	10.1	1.9	19.4	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	3.0	4.0	3.0	0.0	4.0	
				Red	0.0	0.0	2.0	0.0	0.0	2.0	

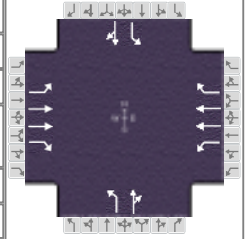
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	4.0
Phase Duration, s	10.3	73.9	5.7	69.3	15.0	27.3	13.1	25.4
Change Period, ($Y+R_c$), s	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	7.1		3.4		14.0	20.5	10.2	15.9
Green Extension Time (g_e), s	0.2	0.0	0.0	0.0	0.0	0.7	0.0	0.8
Phase Call Probability	1.00		0.78		1.00	1.00	0.99	1.00
Max Out Probability	0.00		0.00		1.00	0.01	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	169	1358	100	45	960	63	231	266		144	207	
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1830	1547	1739	1830	1547	1739	1684		1739	1704	
Queue Service Time (g_s), s	5.1	21.6	3.6	1.4	14.3	2.4	12.0	18.5		8.2	13.9	
Cycle Queue Clearance Time (g_c), s	5.1	21.6	3.6	1.4	14.3	2.4	12.0	18.5		8.2	13.9	
Green Ratio (g/C)	0.61	0.57	0.57	0.55	0.53	0.53	0.27	0.18		0.25	0.16	
Capacity (c), veh/h	399	2071	876	243	1931	816	286	299		213	275	
Volume-to-Capacity Ratio (X)	0.423	0.656	0.114	0.185	0.497	0.077	0.808	0.892		0.675	0.751	
Back of Queue (Q), ft/ln (95 th percentile)	86.8	255.9	58.5	25.5	215.1	39.9	287	348.4		171.9	257.6	
Back of Queue (Q), veh/ln (95 th percentile)	3.3	9.8	2.3	1.0	8.3	1.5	11.0	13.4		6.6	9.9	
Queue Storage Ratio (RQ) (95 th percentile)	0.43	0.00	0.00	0.27	0.00	0.00	1.91	0.00		1.43	0.00	
Uniform Delay (d_1), s/veh	11.9	9.0	12.1	14.2	10.5	14.0	39.6	48.2		38.7	48.0	
Incremental Delay (d_2), s/veh	0.3	1.6	0.3	0.1	0.9	0.2	14.6	11.7		4.4	1.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	12.2	10.7	12.4	14.3	11.4	14.1	54.3	59.9		43.2	49.6	
Level of Service (LOS)	B	B	B	B	B	B	D	E		D	D	
Approach Delay, s/veh / LOS	10.9		B	11.7		B	57.3		E	47.0		D
Intersection Delay, s/veh / LOS	21.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.90	B	2.46	B	2.46	B
Bicycle LOS Score / LOS	1.83	B	1.37	A	1.31	A	1.07	A

HCS7 Signalized Intersection Results Summary

General Information					Intersection Information	
Agency	EEA				Duration, h	0.25
Analyst	SBC	Analysis Date	Apr 4, 2018		Area Type	Other
Jurisdiction	Arlington Heights/CCDOTH	Time Period	4:45 - 5:45 PM		PHF	0.97
Urban Street	Euclid Avenue	Analysis Year	2017		Analysis Period	1> 16:45
Intersection	Euclid Ave/Rohlwing Rd		File Name	Euclid-Rohlwing PM Exst.xus		
Project Description	Existing Conditions					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	68	862	163	74	1233	93	196	132	77	83	107	146

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	3.8	0.3	64.6	6.4	2.6	21.3	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	0.0	4.0	3.0	3.0	4.0	
				Red	0.0	0.0	2.0	0.0	0.0	2.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	4.0
Phase Duration, s	6.8	70.6	7.1	70.9	15.0	32.9	9.4	27.3
Change Period, ($Y+R_c$), s	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.2		4.4		13.1	15.4	6.8	20.5
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.0	0.9	0.0	0.8
Phase Call Probability	0.90		0.92		1.00	1.00	0.94	1.00
Max Out Probability	0.00		0.00		1.00	0.00	0.05	0.00

Movement Group Results	EB			WB			NB			SB						
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14				
Adjusted Flow Rate (v), veh/h	70	889	168	76	1271	96	202	215		86	261					
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1830	1547	1739	1830	1547	1739	1712		1739	1654					
Queue Service Time (g_s), s	2.2	12.2	6.7	2.4	21.7	3.6	11.1	13.4		4.8	18.5					
Cycle Queue Clearance Time (g_c), s	2.2	12.2	6.7	2.4	21.7	3.6	11.1	13.4		4.8	18.5					
Green Ratio (g/C)	0.57	0.54	0.54	0.57	0.54	0.54	0.29	0.22		0.23	0.18					
Capacity (c), veh/h	262	1970	833	386	1978	836	260	383		262	293					
Volume-to-Capacity Ratio (X)	0.268	0.451	0.202	0.197	0.643	0.115	0.779	0.562		0.327	0.889					
Back of Queue (Q), ft/ln (95 th percentile)	38.1	188.9	111.9	40.9	271	60.2	244.3	246.7		94.7	331.9					
Back of Queue (Q), veh/ln (95 th percentile)	1.5	7.3	4.3	1.6	10.4	2.3	9.4	9.5		3.6	12.8					
Queue Storage Ratio (RQ) (95 th percentile)	0.19	0.00	0.00	0.43	0.00	0.00	1.63	0.00		0.79	0.00					
Uniform Delay (d_1), s/veh	14.3	9.5	14.3	12.2	10.7	13.5	35.9	41.3		37.8	48.2					
Incremental Delay (d_2), s/veh	0.2	0.7	0.5	0.1	1.6	0.3	12.8	0.5		0.3	7.8					
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0					
Control Delay (d), s/veh	14.5	10.3	14.9	12.3	12.3	13.8	48.7	41.8		38.0	56.0					
Level of Service (LOS)	B	B	B	B	B	B	D	D		D	E					
Approach Delay, s/veh / LOS	11.2		B		12.4		B		45.2		D		51.6		D	
Intersection Delay, s/veh / LOS	20.2						C									

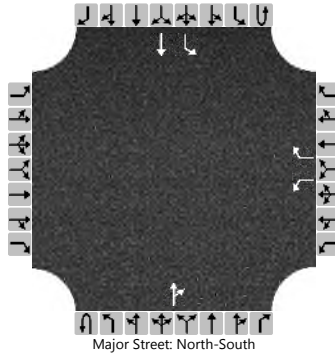
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	2.45	B	2.46	B
Bicycle LOS Score / LOS	1.42	A	1.68	B	1.18	A	1.06	A

HCS7 Two-Way Stop-Control Report

General Information

Analyst	AJB	Intersection	Rohlwing Rd/Stonegate Blv
Agency/Co.	EEA	Jurisdiction	Arlington Heights
Date Performed	5/1/2017	East/West Street	Stonegate Boulevard
Analysis Year	2017	North/South Street	Rohlwing Road
Time Analyzed	7:15 - 8:15 AM	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

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	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						13		4			323	9		2	299	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						14		4						2		
Capacity, c (veh/h)						511		682						1187		
v/c Ratio						0.03		0.01						0.00		
95% Queue Length, Q ₉₅ (veh)						0.1		0.0						0.0		
Control Delay (s/veh)						12.2		10.3						8.0		
Level of Service (LOS)						B		B						A		
Approach Delay (s/veh)					11.8								0.1			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

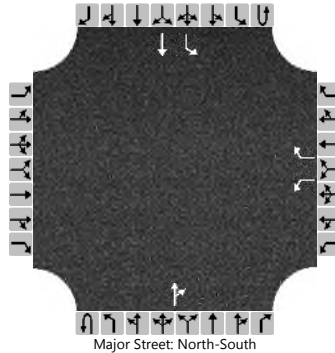
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	5/1/2017
Analysis Year	2017
Time Analyzed	4:45 - 5:45 PM
Intersection Orientation	North-South
Project Description	Existing Conditions

Site Information

Intersection	Rohlwing Rd/Stonegate Blv
Jurisdiction	Arlington Heights
East/West Street	Stonegate Boulevard
North/South Street	Rohlwing Road
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						16		4			258	35		9	321	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						18		4						10		
Capacity, c (veh/h)						512		731						1227		
v/c Ratio						0.03		0.01						0.01		
95% Queue Length, Q ₉₅ (veh)						0.1		0.0						0.0		
Control Delay (s/veh)						12.3		10.0						8.0		
Level of Service (LOS)						B		A						A		
Approach Delay (s/veh)					11.8								0.2			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

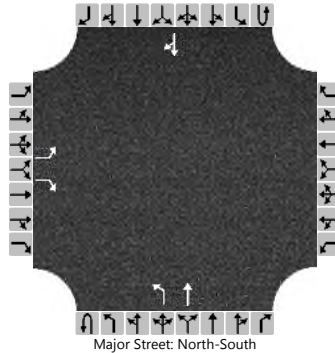
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	5/1/2017
Analysis Year	2017
Time Analyzed	7:15 - 8:15 AM
Intersection Orientation	North-South
Project Description	Existing Conditions

Site Information

Intersection	Salt Creek Ln/1 Arlington
Jurisdiction	Arlington Heights
East/West Street	1 Arlington Access Drive
North/South Street	Salt Creek Lane
Peak Hour Factor	0.80
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration		L		R						L	T					TR
Volume (veh/h)		1		17						4	197				65	0
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.13		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1		21						5						
Capacity, c (veh/h)		612		975						1508						
v/c Ratio		0.00		0.02						0.00						
95% Queue Length, Q ₉₅ (veh)		0.0		0.1						0.0						
Control Delay (s/veh)		10.9		8.8						7.4						
Level of Service (LOS)		B		A						A						
Approach Delay (s/veh)	8.9								0.1							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

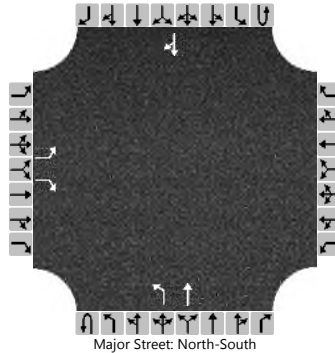
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	5/1/2017
Analysis Year	2017
Time Analyzed	4:45 - 5:45 PM
Intersection Orientation	North-South
Project Description	Existing Conditions

Site Information

Intersection	Salt Creek Ln/1 Arlington
Jurisdiction	Arlington Heights
East/West Street	1 Arlington Access Drive
North/South Street	Salt Creek Lane
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration		L		R						L	T					TR
Volume (veh/h)		1		4						13	55				177	1
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type Storage	Undivided															

Critical and Follow-up Headways

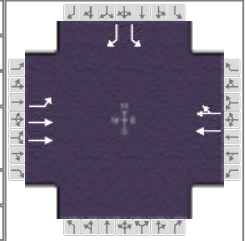
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.13		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1		4						14						
Capacity, c (veh/h)		656		841						1367						
v/c Ratio		0.00		0.01						0.01						
95% Queue Length, Q ₉₅ (veh)		0.0		0.0						0.0						
Control Delay (s/veh)		10.5		9.3						7.7						
Level of Service (LOS)		B		A						A						
Approach Delay (s/veh)	9.5								1.5							
Approach LOS	A															

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	EEA			Duration, h	0.25
Analyst	SBC	Analysis Date	Apr 3, 2018	Area Type	Other
Jurisdiction	Arlington Heights/CCDOH	Time Period	7:15 - 8:15 AM	PHF	0.91
Urban Street	Euclid Avenue	Analysis Year	2023	Analysis Period	1> 7:15
Intersection	Euclid Ave/Salt Creek Ln	File Name	Euclid-Salt Creek AM Total.xus		
Project Description	Total Conditions				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	319	1256			927	131				141		104

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	10.1	79.9	15.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.0	4.0	0.0	0.0	0.0		
				Red	0.0	2.0	2.0	0.0	0.0	0.0		

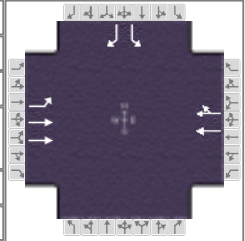
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				9.0
Phase Duration, s	13.1	99.0		85.9				21.0
Change Period, ($Y+R_c$), s	3.0	6.0		6.0				6.0
Max Allow Headway (MAH), s	3.1	0.0		0.0				3.2
Queue Clearance Time (g_s), s	9.5							12.3
Green Extension Time (g_e), s	0.6	0.0		0.0				0.3
Phase Call Probability	1.00							1.00
Max Out Probability	0.00							0.11

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (v), veh/h	351	1380			594	569				155		114
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1830			1826	1746				1739		1547
Queue Service Time (g_s), s	7.5	0.0			29.8	7.8				10.3		7.6
Cycle Queue Clearance Time (g_c), s	7.5	0.0			29.8	7.8				10.3		7.6
Green Ratio (g/C)	0.77	0.78			0.67	0.67				0.12		0.21
Capacity (c), veh/h	403	2836			1216	1163				217		324
Volume-to-Capacity Ratio (X)	0.869	0.487			0.488	0.489				0.713		0.353
Back of Queue (Q), ft/ln (95 th percentile)	289.5	11.1			103.9	96.7				214.7		134
Back of Queue (Q), veh/ln (95 th percentile)	11.1	0.4			4.0	3.9				8.3		5.2
Queue Storage Ratio (RQ) (95 th percentile)	1.93	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	17.0	0.0			2.7	2.7				50.4		40.5
Incremental Delay (d_2), s/veh	2.3	0.6			1.4	1.5				5.0		0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (d), s/veh	19.3	0.6			4.1	4.2				55.4		40.8
Level of Service (LOS)	B	A			A	A				E		D
Approach Delay, s/veh / LOS	4.4	A		4.1	A		0.0			49.2		D
Intersection Delay, s/veh / LOS	8.1						A					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.64	A		1.87	B		2.16	B		2.33	B	
Bicycle LOS Score / LOS	1.92	B		1.45	A						F	

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	EEA			Duration, h	0.25
Analyst	SBC	Analysis Date	Apr 3, 2018	Area Type	Other
Jurisdiction	Arlington Heights/CCDOH	Time Period	4:45 - 5:45 pM	PHF	0.94
Urban Street	Euclid Avenue	Analysis Year	2023	Analysis Period	1> 16:45
Intersection	Euclid Ave/Salt Creek Ln	File Name	Euclid-Salt Creek PM Total.xus		
Project Description	Existing Conditions				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	92	1059			1352	95				158		218

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	9.6	77.6	17.8	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.0	4.0	0.0	0.0	0.0	
				Red	0.0	2.0	2.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				9.0
Phase Duration, s	12.6	96.2		83.6				23.8
Change Period, ($Y+R_c$), s	3.0	6.0		6.0				6.0
Max Allow Headway (MAH), s	3.1	0.0		0.0				3.2
Queue Clearance Time (g_s), s	3.7							17.6
Green Extension Time (g_e), s	0.1	0.0		0.0				0.2
Phase Call Probability	0.96							1.00
Max Out Probability	0.00							1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (v), veh/h	98	1127			776	764				168		232
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1904			1900	1856				1810		1610
Queue Service Time (g_s), s	1.7	0.0			33.3	15.1				10.5		15.6
Cycle Queue Clearance Time (g_c), s	1.7	0.0			33.3	15.1				10.5		15.6
Green Ratio (g/C)	0.74	0.75			0.65	0.65				0.15		0.23
Capacity (c), veh/h	331	2862			1228	1200				269		368
Volume-to-Capacity Ratio (X)	0.295	0.394			0.632	0.637				0.625		0.630
Back of Queue (Q), ft/ln (95 th percentile)	38.9	7.3			174.8	173.8				209.5		259
Back of Queue (Q), veh/ln (95 th percentile)	1.6	0.3			7.0	7.0				8.4		10.4
Queue Storage Ratio (RQ) (95 th percentile)	0.26	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	11.0	0.0			4.0	4.0				48.0		41.7
Incremental Delay (d_2), s/veh	0.2	0.4			2.5	2.6				2.1		1.9
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (d), s/veh	11.2	0.4			6.4	6.6				50.0		43.6
Level of Service (LOS)	B	A			A	A				D		D
Approach Delay, s/veh / LOS	1.3	A		6.5	A		0.0			46.3		D
Intersection Delay, s/veh / LOS	9.5						A					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.65	A		1.88	B		2.16	B		2.33	B	
Bicycle LOS Score / LOS	1.50	A		1.76	B						F	

HCS7 Two-Way Stop-Control Report

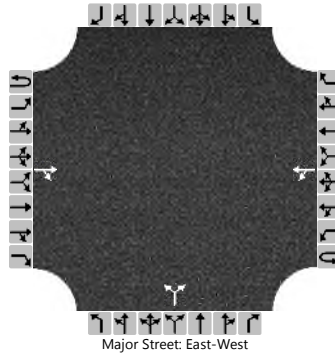
General Information

Analyst	SBC
Agency/Co.	EEA
Date Performed	4/3/2018
Analysis Year	2023
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Total Traffic

Site Information

Intersection	AD N Access on Salt Creek
Jurisdiction	Arlington Hts
East/West Street	Salt Creek Lane
North/South Street	AD Access
Peak Hour Factor	0.90
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 (veh/h)			124	28		1	38			40		1				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1					46					
Capacity, c (veh/h)						1403					790					
v/c Ratio						0.00					0.06					
95% Queue Length, Q ₉₅ (veh)						0.0					0.2					
Control Delay (s/veh)						7.6					9.8					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					0.2				9.8							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

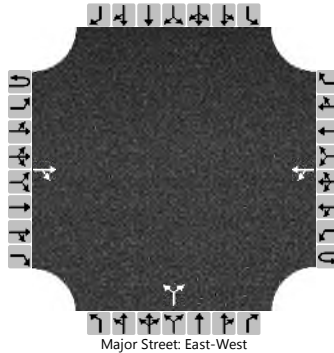
General Information

Analyst	SBC
Agency/Co.	EEA
Date Performed	4/3/2018
Analysis Year	2023
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Total Traffic

Site Information

Intersection	AD N Access on Salt Creek
Jurisdiction	Arlington Hts
East/West Street	Salt Creek Lane
North/South Street	AD Access
Peak Hour Factor	0.90
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 (veh/h)			22	51		1	121			53		1				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1					60					
Capacity, c (veh/h)						1510					800					
v/c Ratio						0.00					0.08					
95% Queue Length, Q ₉₅ (veh)						0.0					0.2					
Control Delay (s/veh)						7.4					9.9					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					0.1				9.9							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

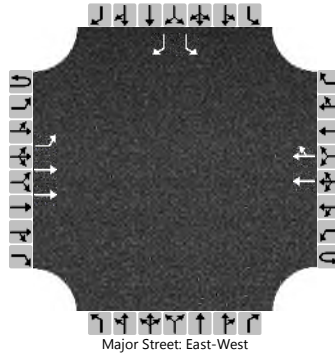
General Information

Analyst	SBC
Agency/Co.	EEA
Date Performed	4/3/2018
Analysis Year	2023
Time Analyzed	7:15 - 8:15 AM
Intersection Orientation	East-West
Project Description	Total Conditions

Site Information

Intersection	Euclid Ave/Stonegate Blvd
Jurisdiction	CCDOTH
East/West Street	Euclid Avenue
North/South Street	Stonegate Boulevard
Peak Hour Factor	0.87
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	1	2	0	0	0	2	0		0	0	0		1	0	1
Configuration		L	T				T	TR						L		R
Volume (veh/h)	0	32	1549				995	36						26		74
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		37												30		85
Capacity, c (veh/h)		579												39		447
v/c Ratio		0.06												0.76		0.19
95% Queue Length, Q ₉₅ (veh)		0.2												2.8		0.7
Control Delay (s/veh)		11.6												226.5		14.9
Level of Service (LOS)		B												F		B
Approach Delay (s/veh)	0.2												69.9			
Approach LOS													F			

HCS7 Two-Way Stop-Control Report

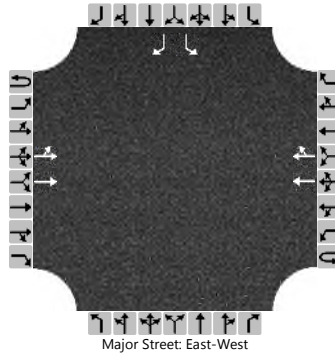
General Information

Analyst	SBC
Agency/Co.	EEA
Date Performed	4/3/2018
Analysis Year	2023
Time Analyzed	4:45 - 5:45 AM
Intersection Orientation	East-West
Project Description	Total Conditions

Site Information

Intersection	Euclid Ave/Stonegate Blvd
Jurisdiction	CCDOTH
East/West Street	Euclid Avenue
North/South Street	Stonegate Boulevard
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		1	0	1
Configuration		LT	T				T	TR						L		R
Volume (veh/h)		56	1123				1477	93						28		54
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

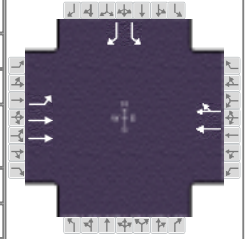
Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		58												29		56
Capacity, c (veh/h)		388												28		317
v/c Ratio		0.15												1.05		0.18
95% Queue Length, Q ₉₅ (veh)		0.5												3.4		0.6
Control Delay (s/veh)		15.9												393.8		18.8
Level of Service (LOS)		C												F		C
Approach Delay (s/veh)	3.7												146.8			
Approach LOS													F			

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	EEA			Duration, h	0.25
Analyst	SBC	Analysis Date	Apr 3, 2018	Area Type	Other
Jurisdiction	Arlington Heights/CCDOH	Time Period	7:15 - 8:15 AM	PHF	0.91
Urban Street	Euclid Avenue	Analysis Year	2023	Analysis Period	1> 7:15
Intersection	Euclid Ave/Salt Creek Ln	File Name	Euclid-Salt Creek AM Total.xus		
Project Description	Total Conditions				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	319	1256			927	131				141		104

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	10.1	79.9	15.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.0	4.0	0.0	0.0	0.0	
				Red	0.0	2.0	2.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				9.0
Phase Duration, s	13.1	99.0		85.9				21.0
Change Period, ($Y+R_c$), s	3.0	6.0		6.0				6.0
Max Allow Headway (MAH), s	3.1	0.0		0.0				3.2
Queue Clearance Time (g_s), s	9.5							12.3
Green Extension Time (g_e), s	0.6	0.0		0.0				0.3
Phase Call Probability	1.00							1.00
Max Out Probability	0.00							0.11

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (v), veh/h	351	1380			594	569				155		114
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1830			1826	1746				1739		1547
Queue Service Time (g_s), s	7.5	0.0			29.8	7.8				10.3		7.6
Cycle Queue Clearance Time (g_c), s	7.5	0.0			29.8	7.8				10.3		7.6
Green Ratio (g/C)	0.77	0.78			0.67	0.67				0.12		0.21
Capacity (c), veh/h	403	2836			1216	1163				217		324
Volume-to-Capacity Ratio (X)	0.869	0.487			0.488	0.489				0.713		0.353
Back of Queue (Q), ft/ln (95 th percentile)	289.5	11.1			103.9	96.7				214.7		134
Back of Queue (Q), veh/ln (95 th percentile)	11.1	0.4			4.0	3.9				8.3		5.2
Queue Storage Ratio (RQ) (95 th percentile)	1.93	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	17.0	0.0			2.7	2.7				50.4		40.5
Incremental Delay (d_2), s/veh	2.3	0.6			1.4	1.5				5.0		0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (d), s/veh	19.3	0.6			4.1	4.2				55.4		40.8
Level of Service (LOS)	B	A			A	A				E		D
Approach Delay, s/veh / LOS	4.4	A		4.1	A		0.0			49.2		D
Intersection Delay, s/veh / LOS	8.1						A					

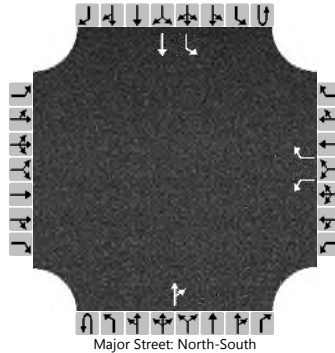
Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.64	A		1.87	B		2.16	B		2.33	B	
Bicycle LOS Score / LOS	1.92	B		1.45	A						F	

HCS7 Two-Way Stop-Control Report

General Information

Analyst	SBC	Intersection	Rohlwing Rd/Salt Creek Ln
Agency/Co.	EEA	Jurisdiction	Arlington Heights
Date Performed	4/3/2018	East/West Street	Salt Creek Lane
Analysis Year	2023	North/South Street	Rohlwing Road
Time Analyzed	7:15 - 8:15 AM	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Total Conditions		

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	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						28		51			335	59		93	329	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						31		57						103		
Capacity, c (veh/h)						375		643						1115		
v/c Ratio						0.08		0.09						0.09		
95% Queue Length, Q ₉₅ (veh)						0.3		0.3						0.3		
Control Delay (s/veh)						15.5		11.1						8.6		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)					12.7								1.9			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

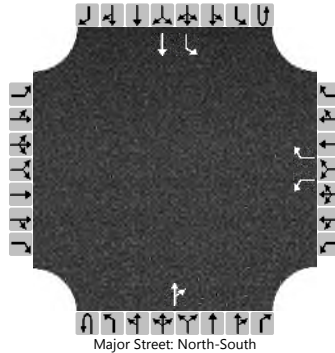
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	4/3/2018
Analysis Year	2023
Time Analyzed	4:45 - 5:45 PM
Intersection Orientation	North-South
Project Description	Total Conditions

Site Information

Intersection	Rohlwing Rd/Salt Creek Ln
Jurisdiction	Arlington Heights
East/West Street	Salt Creek Lane
North/South Street	Rohlwing Road
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						70		104			300	27		46	358	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

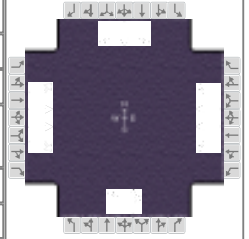
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						78		116						51		
Capacity, c (veh/h)						433		692						1188		
v/c Ratio						0.18		0.17						0.04		
95% Queue Length, Q ₉₅ (veh)						0.6		0.6						0.1		
Control Delay (s/veh)						15.1		11.2						8.2		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)					12.8								0.9			
Approach LOS					B											

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	EEA			Duration, h	0.25
Analyst	SBC	Analysis Date	Apr 4, 2018	Area Type	Other
Jurisdiction	Arlington Heights/CCDOTH	Time Period	7:15 - 8:15 AM	PHF	0.89
Urban Street	Euclid Avenue	Analysis Year	2017	Analysis Period	1> 7:15
Intersection	Euclid Ave/Rohlwing Rd	File Name	Euclid-Rohlwing AM Total.xus		
Project Description	Total Conditions				

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Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	188	1313	94	52	958	59	206	144	123	145	137	138

Signal Information														
Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	3.5	2.8	58.1	10.9	1.1	22.6				
				Yellow	3.0	3.0	4.0	3.0	0.0	4.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	2.0	0.0	0.0	2.0				

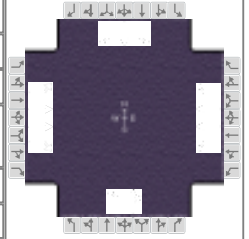
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	12.3	69.9	6.5	64.1	15.0	29.7	13.9	28.6
Change Period, ($Y+R_c$), s	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	9.0		4.0		14.0	22.8	10.9	11.8
Green Extension Time (g_e), s	0.3	0.0	0.1	0.0	0.0	0.8	0.0	1.1
Phase Call Probability	1.00		0.86		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.12	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	211	1475	106	58	1076	66	231	300		163	154	155
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1830	1547	1739	1830	1547	1739	1686		1739	1826	1547
Queue Service Time (g_s), s	7.0	30.3	4.1	2.0	20.6	2.8	12.0	20.8		8.9	9.0	9.8
Cycle Queue Clearance Time (g_c), s	7.0	30.3	4.1	2.0	20.6	2.8	12.0	20.8		8.9	9.0	9.8
Green Ratio (g/C)	0.58	0.53	0.53	0.51	0.48	0.48	0.29	0.20		0.28	0.19	0.27
Capacity (c), veh/h	354	1948	824	203	1773	750	371	333		226	344	411
Volume-to-Capacity Ratio (X)	0.596	0.757	0.128	0.288	0.607	0.088	0.624	0.901		0.722	0.448	0.377
Back of Queue (Q), ft/ln (95 th percentile)	123	365	68.4	37.1	291	47.1	249.3	398		196.5	188	171.6
Back of Queue (Q), veh/ln (95 th percentile)	4.7	14.0	2.6	1.4	11.2	1.8	9.6	15.3		7.6	7.2	6.6
Queue Storage Ratio (RQ) (95 th percentile)	0.62	0.00	0.00	0.39	0.00	0.00	1.66	0.00		1.64	0.00	1.72
Uniform Delay (d_1), s/veh	15.8	12.5	14.1	18.2	14.6	16.7	36.1	47.0		36.5	43.2	36.0
Incremental Delay (d_2), s/veh	0.6	2.8	0.3	0.3	1.6	0.2	2.5	16.7		7.9	0.3	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	16.4	15.3	14.4	18.5	16.1	16.9	38.6	63.8		44.3	43.5	36.2
Level of Service (LOS)	B	B	B	B	B	B	D	E		D	D	D
Approach Delay, s/veh / LOS	15.4		B	16.3		B	52.8		D	41.4		D
Intersection Delay, s/veh / LOS	23.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	2.10	B	2.46	B	2.46	B
Bicycle LOS Score / LOS	1.97	B	1.48	A	1.36	A	1.27	A

HCS7 Signalized Intersection Results Summary

General Information					Intersection Information	
Agency	EEA				Duration, h	0.25
Analyst	AJB	Analysis Date	May 1, 2017		Area Type	Other
Jurisdiction	Arlington Heights/CCDOTH	Time Period	4:45 - 5:45 PM		PHF	0.97
Urban Street	Euclid Avenue	Analysis Year	2017		Analysis Period	1> 16:45
Intersection	Euclid Ave/Rohlwing Rd		File Name	Euclid-Rohlwing PM Total.xus		
Project Description	Existing Conditions					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	152	990	171	86	1347	98	206	169	92	97	130	207

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	4.6	2.3	65.5	7.5	1.5	17.7	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	0.0	4.0	3.0	3.0	4.0	
				Red	0.0	0.0	2.0	0.0	0.0	2.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.8	73.7	7.6	71.5	15.0	28.2	10.5	23.7
Change Period, (Y+R _c), s	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g _s), s	6.6		4.7		14.0	20.2	7.8	16.6
Green Extension Time (g _e), s	0.2	0.0	0.1	0.0	0.0	1.1	0.0	1.1
Phase Call Probability	0.99		0.95		1.00	1.00	0.96	1.00
Max Out Probability	0.00		0.00		1.00	0.00	0.21	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	157	1021	176	89	1389	101	212	269		100	134	213
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1830	1547	1739	1830	1547	1739	1717		1739	1826	1610
Queue Service Time (g_s), s	4.6	13.2	6.7	2.7	25.1	3.8	12.0	18.2		5.8	8.1	14.6
Cycle Queue Clearance Time (g_c), s	4.6	13.2	6.7	2.7	25.1	3.8	12.0	18.2		5.8	8.1	14.6
Green Ratio (g/C)	0.61	0.56	0.56	0.58	0.55	0.55	0.26	0.18		0.21	0.15	0.20
Capacity (c), veh/h	286	2065	873	362	1997	844	332	317		187	270	329
Volume-to-Capacity Ratio (X)	0.547	0.494	0.202	0.245	0.696	0.120	0.639	0.848		0.534	0.497	0.648
Back of Queue (Q), ft/ln (95 th percentile)	78.9	191.2	109.7	46.6	297.3	62.8	239.5	322.7		116	171.4	242.9
Back of Queue (Q), veh/ln (95 th percentile)	3.0	7.4	4.2	1.8	11.4	2.4	9.2	12.4		4.5	6.6	9.7
Queue Storage Ratio (RQ) (95 th percentile)	0.39	0.00	0.00	0.49	0.00	0.00	1.60	0.00		0.97	0.00	2.43
Uniform Delay (d_1), s/veh	14.8	8.1	12.9	11.8	10.9	13.3	37.7	47.3		40.8	47.0	43.8
Incremental Delay (d_2), s/veh	0.6	0.8	0.5	0.1	2.0	0.3	3.2	2.5		0.9	0.5	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	15.4	9.0	13.4	11.9	12.9	13.5	40.9	49.7		41.7	47.6	44.6
Level of Service (LOS)	B	A	B	B	B	B	D	D		D	D	D
Approach Delay, s/veh / LOS	10.3	B		12.9	B		45.8	D		44.8	D	
Intersection Delay, s/veh / LOS	19.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	2.09	B	2.46	B	2.46	B
Bicycle LOS Score / LOS	1.60	B	1.79	B	1.28	A	1.23	A

HCS7 Two-Way Stop-Control Report

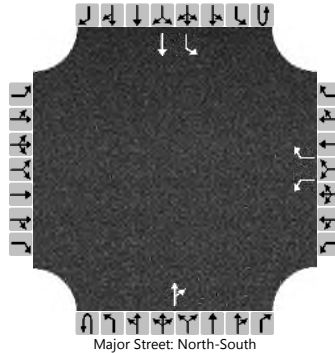
General Information

Analyst	SBC
Agency/Co.	EEA
Date Performed	4/3/2018
Analysis Year	2023
Time Analyzed	7:15 - 8:15 AM
Intersection Orientation	North-South
Project Description	Total Conditions

Site Information

Intersection	Rohlwing Rd/Stonegate Blv
Jurisdiction	Arlington Heights
East/West Street	Stonegate Boulevard
North/South Street	Rohlwing Road
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						84		44			350	41		20	337	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						92		48						22		
Capacity, c (veh/h)						454		641						1123		
v/c Ratio						0.20		0.08						0.02		
95% Queue Length, Q ₉₅ (veh)						0.8		0.2						0.1		
Control Delay (s/veh)						14.9		11.1						8.3		
Level of Service (LOS)						B		B						A		
Approach Delay (s/veh)					13.6								0.5			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

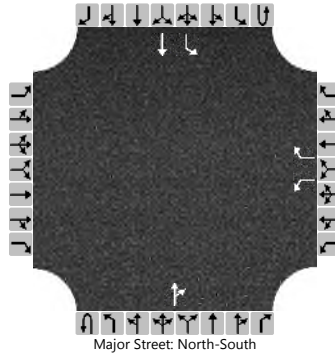
General Information

Analyst	SBC
Agency/Co.	EEA
Date Performed	4/3/2018
Analysis Year	2023
Time Analyzed	4:45 - 5:45 PM
Intersection Orientation	North-South
Project Description	Total Conditions

Site Information

Intersection	Rohlwing Rd/Stonegate Blv
Jurisdiction	Arlington Heights
East/West Street	Stonegate Boulevard
North/South Street	Rohlwing Road
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						66		34			126	293		60	368	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						73		38						67		
Capacity, c (veh/h)						423		734						1089		
v/c Ratio						0.17		0.05						0.06		
95% Queue Length, Q ₉₅ (veh)						0.6		0.2						0.2		
Control Delay (s/veh)						15.3		10.2						8.5		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)					13.5								1.2			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

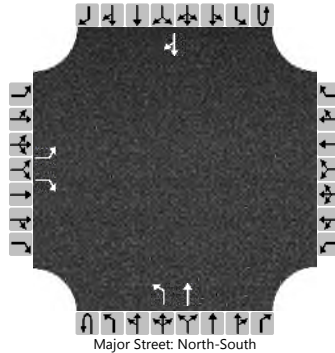
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	5/1/2017
Analysis Year	2023
Time Analyzed	7:15 - 8:15 AM
Intersection Orientation	North-South
Project Description	Total Conditions

Site Information

Intersection	Salt Creek Ln/1 Arlington
Jurisdiction	Arlington Heights
East/West Street	1 Arlington Access Drive
North/South Street	Salt Creek Lane
Peak Hour Factor	0.80
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration		L		R						L	T					TR
Volume (veh/h)		1		91						44	197				65	0
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.13		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1		114						55						
Capacity, c (veh/h)		508		975						1508						
v/c Ratio		0.00		0.12						0.04						
95% Queue Length, Q ₉₅ (veh)		0.0		0.4						0.1						
Control Delay (s/veh)		12.1		9.2						7.5						
Level of Service (LOS)		B		A						A						
Approach Delay (s/veh)	9.2								1.4							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

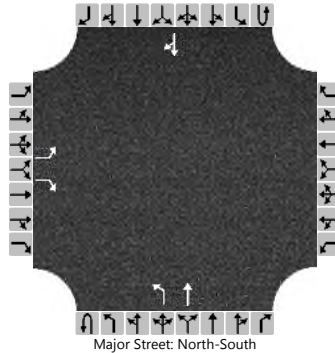
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	5/1/2017
Analysis Year	2023
Time Analyzed	4:45 - 5:45 PM
Intersection Orientation	North-South
Project Description	Total Conditions

Site Information

Intersection	Salt Creek Ln/1 Arlington
Jurisdiction	Arlington Heights
East/West Street	1 Arlington Access Drive
North/South Street	Salt Creek Lane
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration		L		R						L	T					TR
Volume (veh/h)		1		61						93	55				177	1
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type Storage	Undivided															

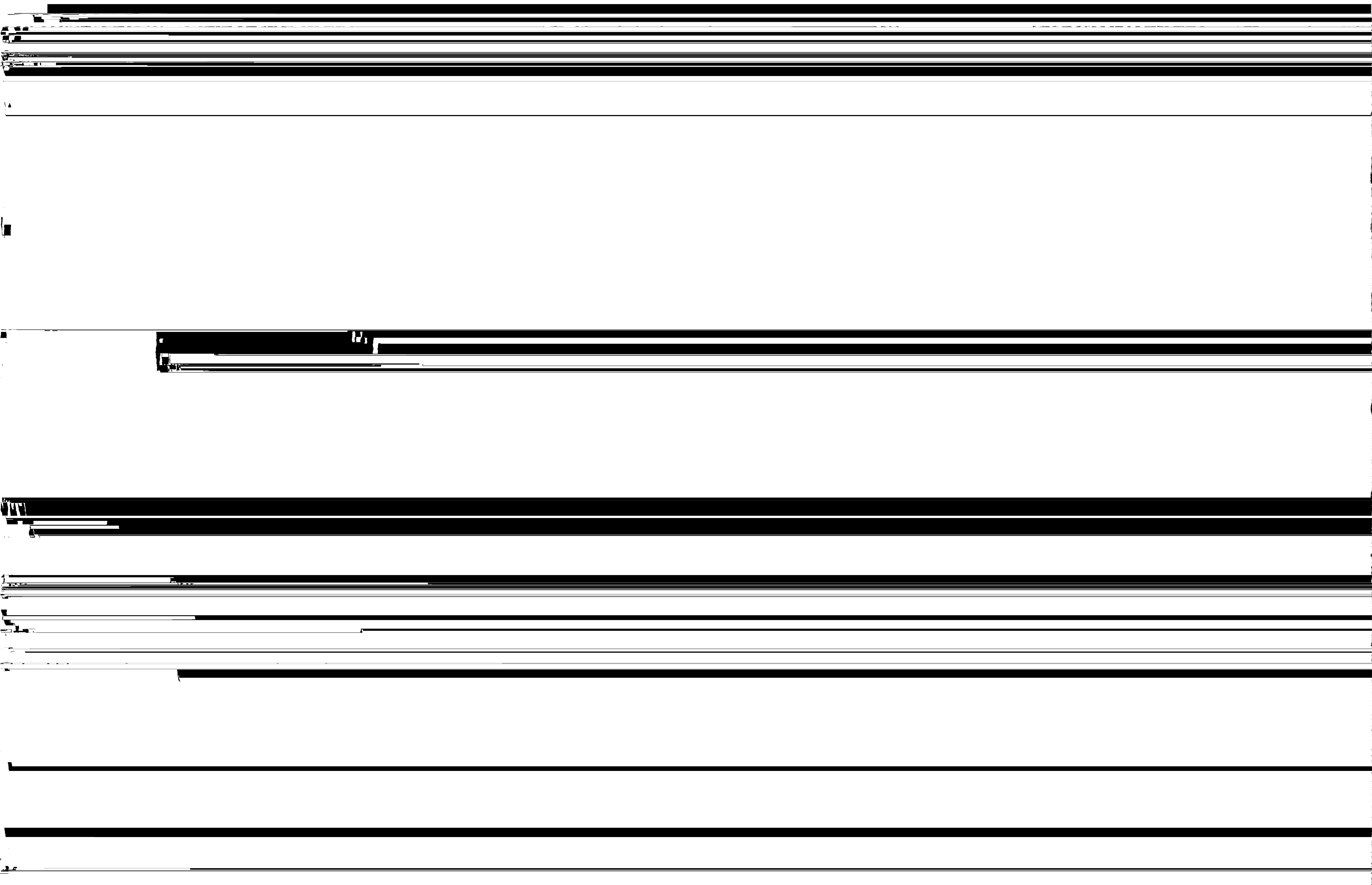
Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.13		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1		68						103						
Capacity, c (veh/h)		467		841						1367						
v/c Ratio		0.00		0.08						0.08						
95% Queue Length, Q ₉₅ (veh)		0.0		0.3						0.2						
Control Delay (s/veh)		12.7		9.7						7.8						
Level of Service (LOS)		B		A						A						
Approach Delay (s/veh)	9.7								4.9							
Approach LOS	A															







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



PROPOSED MASTER SITE PLAN RENDERING

ARLINGTON DOWNS

3400 STONEGATE BLVD.
ARLINGTON HEIGHTS, IL

04/05/09 Project #: 16093

GENERAL INFORMATION		PUD APPLICATION
G000	COVER SHEET - PUD	X
G001	PLAT OF SURVEY	X
EX1.0	EXISTING CONDITIONS SITE PLAN	X
EX2.0	PREVIOUSLY APPROVED PUD SITE PLAN	X
A010	MASTER SITE PLAN	X
A011	SITE PLAN DETAILS	X

CIVIL		PUD APPLICATION
C-0.01	SITE COVER SHEET	X
C-0.02	SITE NOTES AND LEGENDS	X
C-1.00	SITE DEMOLITION PLAN OVERALL	X
C-1.01	SITE DEMOLITION PLAN NORTHWEST	X
C-1.02	SITE DEMOLITION PLAN WEST	X
C-1.03	SITE DEMOLITION PLAN EAST	X
C-1.04	SITE DEMOLITION PLAN SOUTHWEST	X
C-1.05	SITE DEMOLITION PLAN SOUTHEAST	X
C-2.00	SITE GEOMETRY PLAN OVERALL	X
C-2.01	SITE GEOMETRY PLAN NORTHWEST	X
C-2.02	SITE GEOMETRY PLAN WEST	X
C-2.03	SITE GEOMETRY PLAN EAST	X
C-2.04	SITE GEOMETRY PLAN SOUTHWEST	X
C-2.05	SITE GEOMETRY PLAN SOUTHEAST	X
C-2.10	SITE UTILITY PLAN OVERALL	X
C-2.11	SITE UTILITY PLAN NORTHWEST	X
C-2.12	SITE UTILITY PLAN WEST	X
C-2.13	SITE UTILITY PLAN EAST	X
C-2.14	SITE UTILITY PLAN SOUTHWEST	X
C-2.15	SITE UTILITY PLAN SOUTHEAST	X
C-3.00	GRADING AND PAVING PLAN OVERALL	X
C-3.01	GRADING AND PAVING PLAN NORTHWEST	X
C-3.02	GRADINGAND PAVING PLAN WEST	X
C-3.03	GRADING AND PAVING PLAN EAST	X
C-3.04	GRADING AND PAVING PLAN SOUTHWEST	X
C-3.05	GRADING AND PAVING PLAN SOUTHEAST	X
C-3.10	SOIL EROSION AND SEDIMENT CONTROL PLAN OVERALL	X
C-3.11	SOIL EROSION AND SEDIMENT CONTROL PLAN NORTHWEST	X
C-3.12	SOIL EROSION AND SEDIMENT CONTROL PLAN WEST	X
C-3.13	SOIL EROSION AND SEDIMENT CONTROL PLAN EAST	X
C-3.14	SOIL EROSION AND SEDIMENT CONTROL PLAN SOUTHWEST	X
C-3.15	SOIL EROSION AND SEDIMENT CONTROL PLAN SOUTHEAST	X
C-4.01	SITE DETAILS	X
C-4.02	SIRE DETAILS	X
C-4.03	SITE DETAILS	X
C-4.04	SITE DETAILS	X
C-5.01	STORMWATER - REGIONAL BASIN	X
C-5.02	MWRD DRAINAGE EXHIBIT	X
C-5.03	VILLAGE DRAINAGE EXHIBIT	X
C-5.04	VILLAGE DRAINAGE EXHIBIT FUTURE	X
C-6.01	AUTOTURN - FIRE	X
C-6.02	AUTOTURN - FIRE	X
C-6.03	AUTOTURN - FIRE	X
C-6.04	AUTOTURN - FIRE	X
C-6.05	AUTOTURN - PASSENGER	X
C-6.06	AUTOTURN - REFUSE	X

LANDSCAPE		PUD APPLICATION
L-1.0	TREE PRESERVATION PLAN	X
L-2.0	OVERALL LANDSCAPE PLAN	X
L-2.1	LANDSCAPE PLAN NW	X
L-2.2	LANDSCAPE PLAN SW	X
L-2.3	LANDSCAPE PLAN NE	X
L-2.4	LANDSCAPE PLAN SE	X
L-3.0	LANDSCAPE ENLARGEMENTS	X

ARCHITECTURAL		PUD APPLICATION
A100	ADR II GROUND FLOOR PLAN	X
A101	ADR II BASEMENT PLAN	X
A102	ADR II 2ND-5TH FLOOR PLAN	X
A103	ADR II ROOF PLAN	X
A104	ADR II EXTERIOR ELEVATIONS	X
A105	ADR II EXTERIOR ELEVATIONS	X
A106	ADR II EXTERIOR ELEVATIONS	X
A107	ADR II EXTERIOR ELEVATIONS	X
A108	ADR II BUILDING SECTIONS	X
A200	BUILDING B PLANS AND ELEVATIONS	X
A300	HOTEL GROUND FLOOR PLAN	X
A301	HOTEL MEZZANINE FLOOR PLAN	X
A302	HOTEL SECOND FLOOR PLAN	X
A303	HOTEL THIRD FLOOR PLAN	X
A304	HOTEL FOURTH FLOOR PLAN	X
A305	HOTEL EXTERIOR ELEVATIONS	X
A306	HOTEL EXTERIOR ELEVATIONS	X
A307	HOTEL WALL SECTIONS	X
A308	HOTEL WALL SECTIONS	X
A309	HOTEL WALL SECTIONS	X
A310	HOTEL BUILDING SECTIONS	X
A400	FRC SITE PLAN	X
A401	FRC BASEMENT FLOOR PLAN	X
A402	FRC FIRST FLOOR PLAN - COMPOSITE	X
A402A	FRC FIRST FLOOR PLAN - AREA A	X
A402B	FRC FIRST FLOOR PLAN - AREA B	X
A402C	FRC FIRST FLOOR PLAN - AREA C	X
A403	FRC MEZANINE FLOOR PLAN	X
A404	FRC EXTERIOR ELEVATIONS	X
A405	FRC EXTERIOR ELEVATIONS	X
A406	FRC EXTERIOR ELEVATIONS	X
A407	FRC BUILDING SECTIONS	X
A408	FRC BUILDING SECTIONS	X
A409	FRC BUILDING SECTIONS	X
P-100	PHOTOMETRIC SITE PLAN	X

ARLINGTON DOWNS

3400 W EUCLID AVENUE

DIRECTORY

OWNER:

UST ADSP JV LP
730 W RANDOLPH ST. #500
CHICAGO, IL 60661
PHONE: (312) 929-2395

ARCHITECT:

OKW ARCHITECTS
600 W JACKSON BLVD. STE 250
CHICAGO, IL 60601
PHONE: (312) 798-7700
ILLINOIS LICENSE NO.: 184-000553 (1-006737)

CIVIL ENGINEER:

ERIKSSON ENGINEERING ASSOCIATES
135 S JEFFERSON ST. SUITE 135
CHICAGO, IL 60661
PHONE: (312) 463-0551

LANDSCAPE CONSULTANT:

DANIEL WEINBACH & PARTNERS
53 JACKSON BLVD. #250
CHICAGO, IL 60604
PHONE: (312) 427-2888



PUD APPLICATION REVISIONS - 5/9/2018

NOT FOR
CONSTRUCTION

3	PLANNING COMMISSION REVISIONS	2018.06.22
2	PLANNING COMMISSION REVISIONS	2018.05.09
1	PLANNING COMMISSION	2018.04.04
NO.	ISSUED FOR	DATE

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www.okwarchitects.com

ARLINGTON DOWNS
PUD APPLICATION

ARLINGTON HEIGHTS, IL

COVER SHEET - PUD

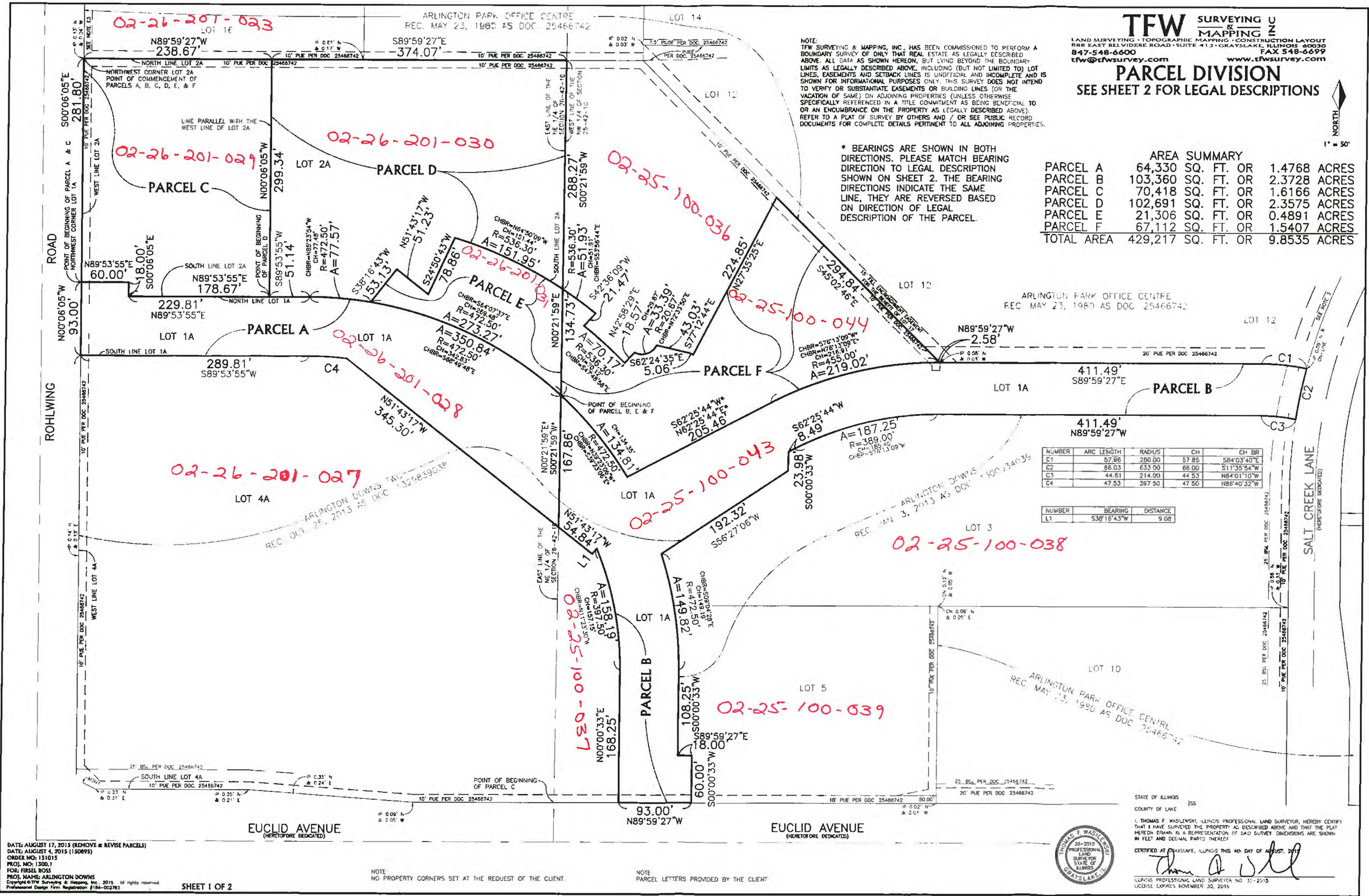
DRAWN BY: _____ CHECKED: _____

DATE:
May 15, 2017

PROJ. NO.:
16093

SHEET NO.:

G000



TFW SURVEYING & MAPPING INC.
LAND SURVEYING • TOPOGRAPHIC MAPPING • CONSTRUCTION LAYOUT
880 EAST BELVIDERE ROAD • SUITE 413 • GRAYSLAKE, ILLINOIS 60030
847-548-6600 FAX 548-6699
tfw@tfwsurvey.com www.tfwsurvey.com

PARCEL DIVISION
SEE SHEET 2 FOR LEGAL DESCRIPTIONS

NOTE:
TFW SURVEYING & MAPPING, INC. HAS BEEN COMMISSIONED TO PERFORM A BOUNDARY SURVEY OF ONLY THAT REAL ESTATE AS LEGALLY DESCRIBED ABOVE. ALL DATA AS SHOWN HEREON, BUT LYING BEYOND THE BOUNDARY LIMITS AS LEGALLY DESCRIBED ABOVE, INCLUDING (BUT NOT LIMITED TO) LOT LINES, EASEMENTS AND SETBACK LINES IS UNOFFICIAL AND INCOMPLETE AND IS SHOWN FOR INFORMATIONAL PURPOSES ONLY. THIS SURVEY DOES NOT INTEND TO VERIFY OR SUBSTANTIATE EASEMENTS OR BUILDING LINES (OR THE VACATION OF SAME) ON ADJOINING PROPERTIES (UNLESS OTHERWISE SPECIFICALLY REFERENCED IN A TITLE COMMITMENT AS BEING BENEFICIAL TO OR AN ENCUMBRANCE ON THE PROPERTY AS LEGALLY DESCRIBED ABOVE). REFER TO A PLAT OF SURVEY BY OTHERS AND / OR SEE PUBLIC RECORD DOCUMENTS FOR COMPLETE DETAILS PERTINENT TO ALL ADJOINING PROPERTIES.

* BEARINGS ARE SHOWN IN BOTH DIRECTIONS. PLEASE MATCH BEARING DIRECTION TO LEGAL DESCRIPTION SHOWN ON SHEET 2. THE BEARING DIRECTIONS INDICATE THE SAME LINE, THEY ARE REVERSED BASED ON DIRECTION OF LEGAL DESCRIPTION OF THE PARCEL.

AREA SUMMARY			
PARCEL A	64,330 SQ. FT. OR	1.4768 ACRES	
PARCEL B	103,360 SQ. FT. OR	2.3728 ACRES	
PARCEL C	70,418 SQ. FT. OR	1.6166 ACRES	
PARCEL D	102,691 SQ. FT. OR	2.3575 ACRES	
PARCEL E	21,306 SQ. FT. OR	0.4891 ACRES	
PARCEL F	67,112 SQ. FT. OR	1.5407 ACRES	
TOTAL AREA	429,217 SQ. FT. OR	9.8535 ACRES	

NUMBER	ARC LENGTH	RADIUS	CH	CH BR
C1	57.96	280.00	57.85	S84°03'40"E
C2	66.03	633.00	66.00	S11°35'54"W
C3	44.61	214.00	44.53	N84°01'10"W
C4	47.53	397.50	47.50	N86°40'32"W

NUMBER	BEARING	DISTANCE
L1	S38°16'43"W	9.08

DATE: AUGUST 17, 2015 (REMOVE & REVERSE PARCELS)
DATE: AUGUST 4, 2015 (150899)
ORDER NO: 151015
PROJ. NO: 1300.1
FOR: FRIEL ROSS
PROJ. NAME: ARLINGTON DOWNS
Copyright © TFW Surveying & Mapping, Inc. 2015. All rights reserved.
Professional Design Firm Registration #184-003783

NOTE:
NO PROPERTY CORNERS SET AT THE REQUEST OF THE CLIENT.
NOTE:
PARCEL LETTERS PROVIDED BY THE CLIENT



STATE OF ILLINOIS
COUNTY OF LAKE
I, THOMAS F. WASLEWSKI, ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT I HAVE SURVEYED THE PROPERTY AS DESCRIBED ABOVE AND THAT THE PLAT HEREON DRAWN IS A REPRESENTATION OF SAID SURVEY. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
CERTIFIED AT GRAYSLAKE, ILLINOIS THIS 4th DAY OF AUGUST, 2015
Thomas F. Waslewski
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 33-2513
COMMISSION EXPIRES NOVEMBER 30, 2016

3	PLANNING COMMISSION REVISIONS	2018.06.22
2	PLANNING COMMISSION REVISIONS	2018.06.09
1	PLANNING COMMISSION	2018.04.04
NO.	ISSUED FOR:	DATE



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www.okwarchitects.com

ARLINGTON DOWNS
ARLINGTON HEIGHTS, IL

EXISTING PLAT OF SURVEY

DRAWN BY: _____ CHECKED: _____
DATE: May 15, 2017 SHEET NO: _____
PROJ. NO: 16093

G001



1 EX1.0 EXISTING CONDITIONS
SCALE: 1" = 80'-0"

NOT FOR
CONSTRUCTION

3	PLANNING COMMISSION REVISIONS	2018.06.22
2	PLANNING COMMISSION REVISIONS	2018.05.09
1	PLANNING COMMISSION	2018.04.04
NO.	ISSUED FOR	DATE

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ARLINGTON DOWNS
PUD APPLICATION

ARLINGTON HEIGHTS, IL

**EXISTING CONDITIONS SITE
PLAN**

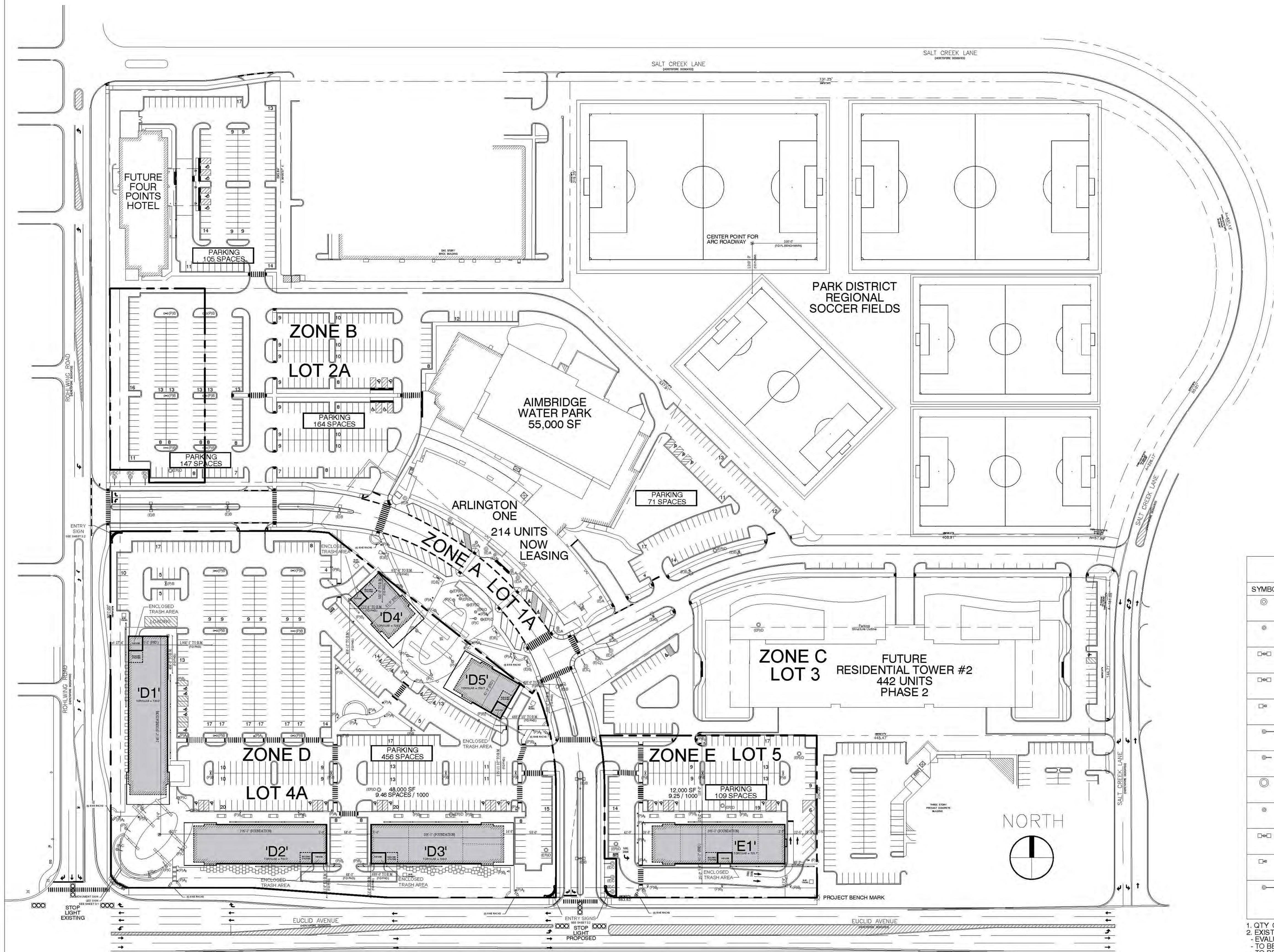
DRAWN BY: _____ CHECKED: _____

DATE:
May 15, 2017

SHEET NO.:

PROJ. NO.:
16093

EX1.0



PROJECT DATA					
ZONE	AREA (SF)	ACREAGE	BUILDING	AREA (SF)	LOT COVERAGE
ZONE B (PARTIAL)	70,244	1.61	-	-	0.00%
ZONE D	333,517	7.66	'D1'	15,000	
			'D2'	12,000	
			'D3'	12,000	
			'D4'	4,500	
			'D5'	4,500	
SUBTOTAL (ZONE D)				48,000	14.39%
ZONE E	81,057	1.86	'E1'	12,000	14.80%
TOTAL	484,814	11.13		60,000	12.38%

SITE LIGHTING LEGEND					
SYMBOL	TAG	QTY	TYPE	CATALOG NUMBER	DESCRIPTION
⊙	(E)A	6	EXISTING	MSA-C08-LED-E1-SWQ	MSA DECO-LED SITE LUMINAIRE (8 LIGHTS) WITH ANGLE-ADJUSTABLE OPTICS. TYPE E SQUARE MEDIUM. APPROXIMATE FOOT CANDLE (FC) BASED ON CALIBRATION FACTORS CREATED USING LAB LUMENS STANDARDS IN CONFORMANCE WITH TEST DISTANCE OF 30 FEET.
⊙	(E)A ₂	4	EXISTING	230063	VAPOR LUM (D) TO THE 15W E27
□=□	(E)B	6	EXISTING	VTS-C08-LED-E1-RW	VENTUS LED SITE LUMINAIRE (8 LIGHTS) WITH ANGLE-ADJUSTABLE OPTICS. TYPE E RECTANGULAR WIDE. APPROXIMATE FOOT CANDLE (FC) BASED ON CALIBRATION FACTORS CREATED USING LAB LUMENS STANDARDS IN CONFORMANCE WITH TEST DISTANCE OF 30 FEET.
□=□	(E)B ₂	4	EXISTING	VTS-C08-LED-E1-SWQ	VENTUS LED SITE LUMINAIRE (8 LIGHTS) WITH ANGLE-ADJUSTABLE OPTICS. TYPE E RECTANGULAR WIDE. APPROXIMATE FOOT CANDLE (FC) BASED ON CALIBRATION FACTORS CREATED USING LAB LUMENS STANDARDS IN CONFORMANCE WITH TEST DISTANCE OF 30 FEET.
□=□	(E)B ₃	4	EXISTING	VTS-C08-LED-E1-T2	VENTUS LED SITE LUMINAIRE (8 LIGHTS) WITH ANGLE-ADJUSTABLE OPTICS. TYPE E RECTANGULAR WIDE. APPROXIMATE FOOT CANDLE (FC) BASED ON CALIBRATION FACTORS CREATED USING LAB LUMENS STANDARDS IN CONFORMANCE WITH TEST DISTANCE OF 30 FEET.
⊙	(E)C	6	EXISTING	34-6" ECLIPSE W110-C414 XM2932	HEAVY CAST ALUMINUM TOP COVER WITH TRANSLUCENT ACRYLIC OPTICS. TYPE E RECTANGULAR WIDE. APPROXIMATE FOOT CANDLE (FC) BASED ON CALIBRATION FACTORS CREATED USING LAB LUMENS STANDARDS IN CONFORMANCE WITH TEST DISTANCE OF 30 FEET.
⊙	(E)C ₂	3	EXISTING	18-0" ECLIPSE W110-C216 XM2933	HEAVY CAST ALUMINUM TOP COVER WITH TRANSLUCENT ACRYLIC OPTICS. TYPE E RECTANGULAR WIDE. APPROXIMATE FOOT CANDLE (FC) BASED ON CALIBRATION FACTORS CREATED USING LAB LUMENS STANDARDS IN CONFORMANCE WITH TEST DISTANCE OF 30 FEET.
⊙	(E)D	>5	DEMO		
⊙	(E)A ₂	28	NEW	230063	VAPOR LUM (D) TO THE 15W E27
□=□	(E)B	17	NEW	VTS-C08-LED-E1-RW	VENTUS LED SITE LUMINAIRE (8 LIGHTS) WITH ANGLE-ADJUSTABLE OPTICS. TYPE E RECTANGULAR WIDE. APPROXIMATE FOOT CANDLE (FC) BASED ON CALIBRATION FACTORS CREATED USING LAB LUMENS STANDARDS IN CONFORMANCE WITH TEST DISTANCE OF 30 FEET.
□=□	(E)B ₂	19	NEW	VTS-C08-LED-E1-T2	VENTUS LED SITE LUMINAIRE (8 LIGHTS) WITH ANGLE-ADJUSTABLE OPTICS. TYPE E RECTANGULAR WIDE. APPROXIMATE FOOT CANDLE (FC) BASED ON CALIBRATION FACTORS CREATED USING LAB LUMENS STANDARDS IN CONFORMANCE WITH TEST DISTANCE OF 30 FEET.
⊙	(E)C	16	NEW	18-0" ECLIPSE W110-C216 XM2933	HEAVY CAST ALUMINUM TOP COVER WITH TRANSLUCENT ACRYLIC OPTICS. TYPE E RECTANGULAR WIDE. APPROXIMATE FOOT CANDLE (FC) BASED ON CALIBRATION FACTORS CREATED USING LAB LUMENS STANDARDS IN CONFORMANCE WITH TEST DISTANCE OF 30 FEET.

1. QTY. OF FIXTURES TO BE VERIFIED BY CONTRACTOR
2. EXISTING LIGHTS INDICATED TO BE REMOVED ARE TO BE:
- EVALUATED IN TERMS OF CONDITION AND FUNCTION
- TO BE REMOVED WITH CARE
- TO BE RE-INSTALLED AT NEW LOCATIONS

1

SITE PLAN

SCALE: NTS

50'

150'

0

100'

300'

EX2.0 - PREVIOUSLY APPROVED PUD SITE PLAN - NOT BY OKW ARCHITECTS

funk architects

160 east Grand 300
Chicago IL 60611
c. 312.593.4812
p. 312.428.9979
f. 312.546.7065

www.funkarchitects.com

ARLINGTON
DOWNS -
RETAIL

OWNER(S):
ARLINGTON DOWNS WPH, LLC
ARLINGTON DOWNS COMMERCIAL, LLC
PSB / EUCLID, LLC

2920 W. EUCLID AVENUE
ARLINGTON HEIGHTS IL 60005

PLAN
COMMISSION
APPLICATION

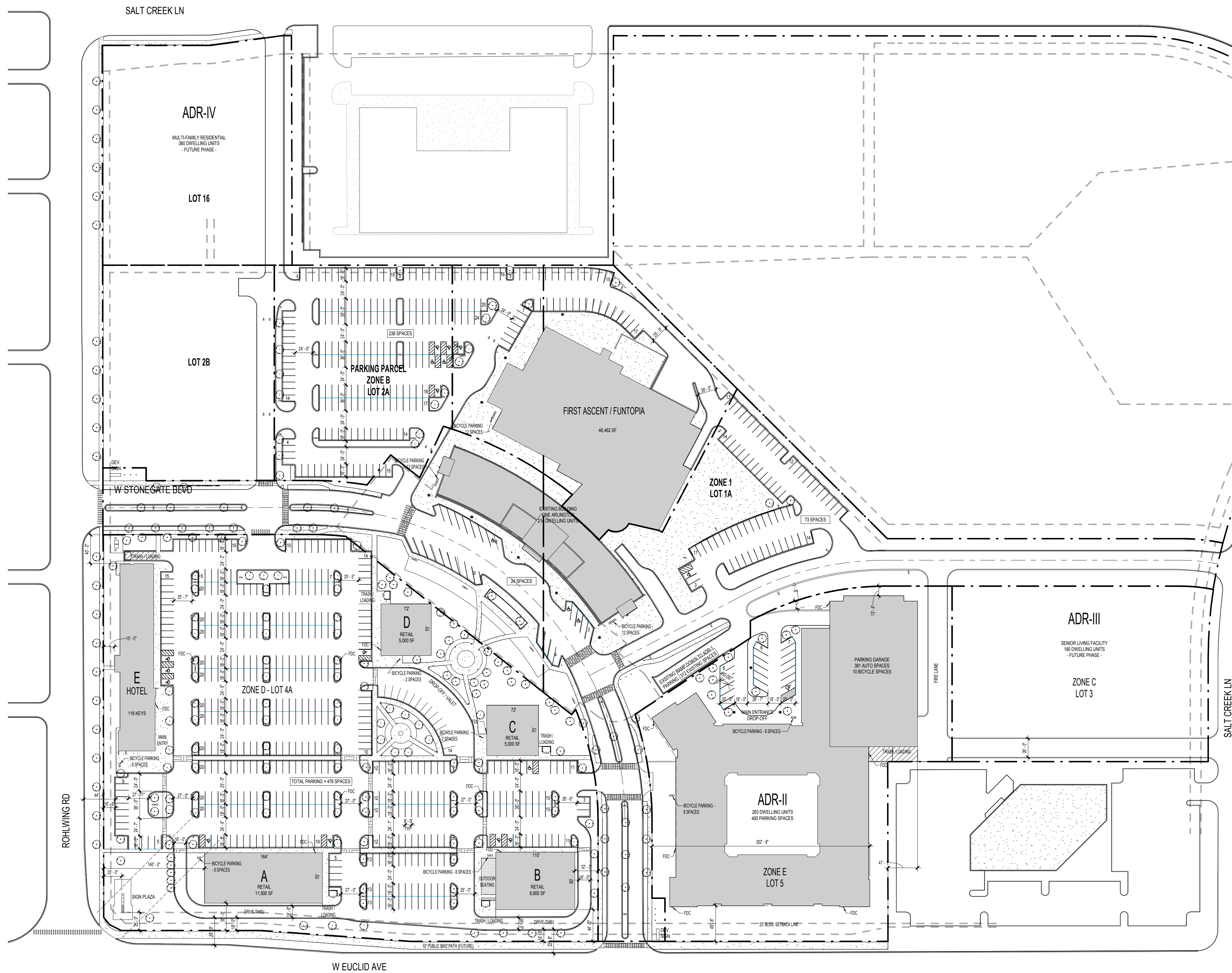
▲		
▲		
▲		
▲		
▲	09.03.15	PLAN COMMISSION APPLICATION REV. 1
▲	09.03.15	PLAN COMMISSION APPLICATION
NO.	DATE	DESCRIPTION

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SHEET TITLE:

SITE PLAN

SHEET NO.



DENSITY TABLE				
LOT AREA	ONE ARLINGTON	ADR-II	ADR-III	ADR-IV
TOTAL NUMBER OF UNITS	214	263	180	360
STUDIO & 1-BEDROOM UNITS	168	137	TBD	TBD
2-BEDROOM UNITS	46	89	TBD	TBD
3-BEDROOM UNITS	0	27	TBD	TBD

PARKING TABLE								
LOT	USE	AREA	REQUIRED PARKING	PROVIDED PARKING	REQUIRED HANDICAP	PROVIDED HANDICAP	REQUIRED BICYCLE	PROVIDED BICYCLE
16 / 2B	ADR IV (RESIDENTIAL)	360 UNITS	720	540 (FUTURE)	11	FUTURE	FUTURE	FUTURE
1A / 2A	ONE ARLINGTON (RESIDENTIAL) 25 N COWORKING (OFFICE) FIRST ASCENT/FUNTOPIA	214 UNITS 11,722 SF 46,463 SF	310 39 343 692 TOTAL	312 (GARAGE) 335 (SURFACE) 647 TOTAL	13 TOTAL	6 3 7 16 TOTAL	21 2 11 33	36
16 / 2B	ADR III (RESIDENTIAL)	180 UNITS	360	540 (FUTURE)	7	FUTURE	FUTURE	FUTURE
4A	RETAIL RESTAURANT BUILDING E (HOTEL) - 116 KEYS HOTEL MEETING ROOMS HOTEL BAR	10,300 SF 23,000 SF 116 ROOMS 90 PERSONS 138 SF	34 289 116 27 3 469 TOTAL	476 TOTAL	9 TOTAL	2 2 1 3 9 TOTAL	2 1 1 2 7	6 8 2 6 24
5	ADR II (RESIDENTIAL)	263 UNITS	526	381 (GARAGE) 19 (SURFACE) 400 (TOTAL)	8 (GARAGE) 1 (SURFACE) 9 (TOTAL)	8 (GARAGE) 1 (SURFACE) 9 (TOTAL)	26	16 (SURFACE) 10 (GARAGE) 137 (INDOOR)

LOT COVERAGE TABLE								
SITE AREA / ZONE	LOT AREA	LOT ACREAGE	LOT ACREAGE	BUILDING FOOTPRINT	LOT COVERAGE	IMPERVIOUS COVERAGE	BUILDING F.A.R.	BUILDING HEIGHT
ZONE A	256,150 SF	5.9 AC	RESIDENTIAL TOWER	NO CHANGE OFFICE: 11,000 SF	24,000 SF	9.4%	24,000 SF	1.12
ZONE B	245,079 SF	5.6 AC	ENTERTAINMENT	CLIMBING FACILITY/ RECREATION	46,180 SF	18.9%	153,893 SF	0.27
ZONE 2B/ LOT 16	151,633 SF	3.5 AC	RESIDENTIAL	360 DWELLING UNITS	TBD	TBD	TBD	TBD
ZONE C	87,057 SF	2.0 AC	RESIDENTIAL	160-180 DWELLING UNITS	TBD	TBD	TBD	TBD
ZONE D	333,571 SF	7.7 AC	RETAIL/RESTAURANT	NO CHANGE: GENERAL RETAIL: RESTAURANT ORIENTED: OUTDOORS DINING UP TO 1,000 SF PER RESTAURANT, 3 TOTAL HOTEL SELECT SERVICE HOTEL, 116 KEYS	10,305 SF 19,995 SF 3,000 SF 12,643 SF	11.2% 0.9% 3.8%	261,112 SF	25
ZONE E	164,951 SF	3.8 AC	RESIDENTIAL	263 DWELLING UNITS 381 SPACE PARKING GARAGE	60,141 SF	36.5%	113,273 SF	1.8
TOTALS	1,168,098 SF	26.8 AC			176,264 SF	15.1%		

NOT FOR CONSTRUCTION

3	PLANNING COMMISSION REVISIONS	2018.06.22
2	PLANNING COMMISSION REVISIONS	2018.05.09
1	PLANNING COMMISSION	2018.04.04
NO.	ISSUED FOR	DATE



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www.okwarchitects.com

ARLINGTON DOWNS

ARLINGTON HEIGHTS, IL

MASTER SITE PLAN

DRAWN BY: _____ CHECKED: _____

DATE: May 15, 2017 SHEET NO.:

PROJ. NO.: 16093

A010

NOT FOR
CONSTRUCTION

3 PLANNING COMMISSION REVISIONS			2018.06.22
NO.	ISSUED FOR	DATE	

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ARLINGTON DOWNS

ARLINGTON HEIGHTS, IL

SITE PLAN DETAILS

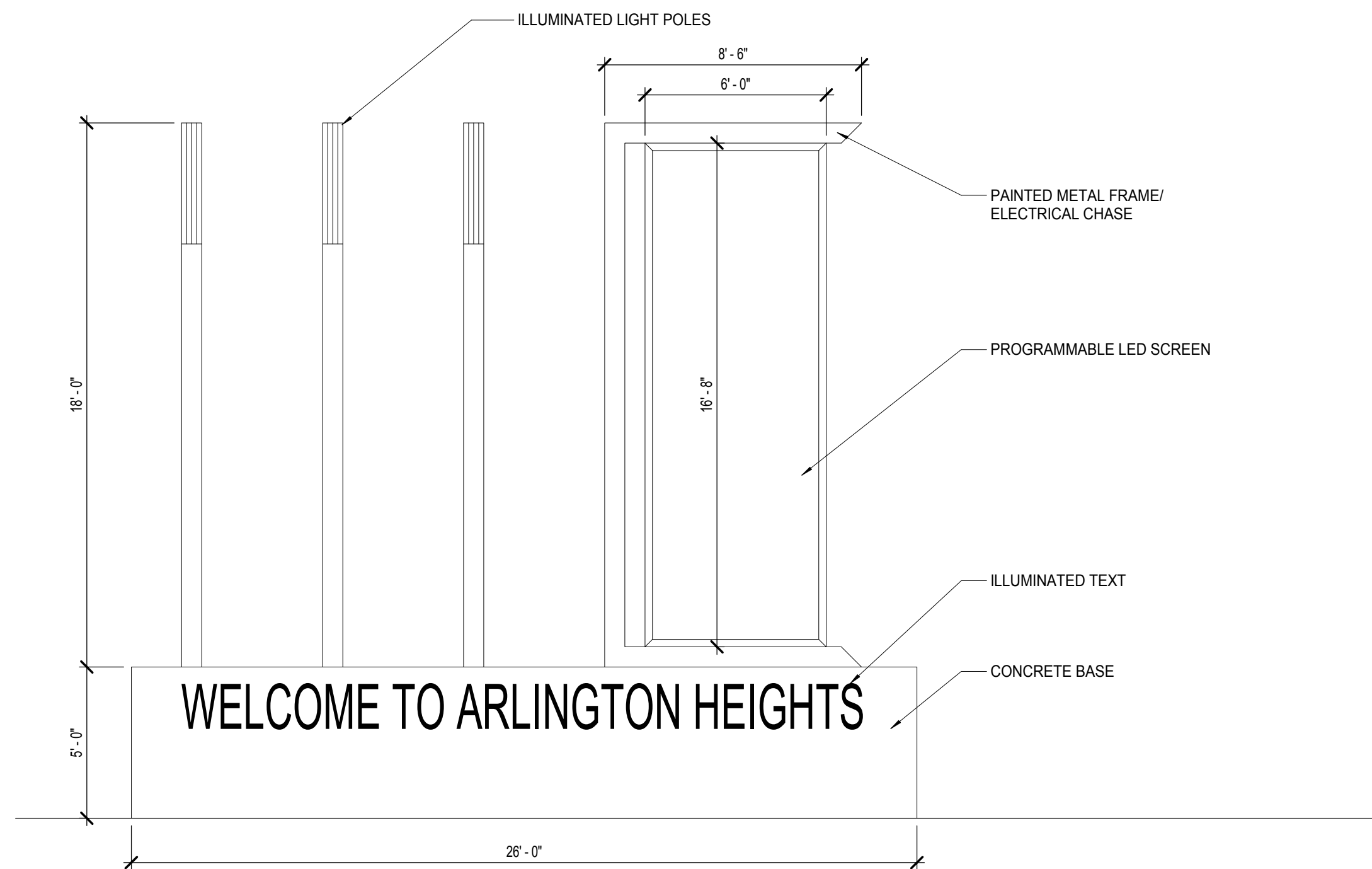
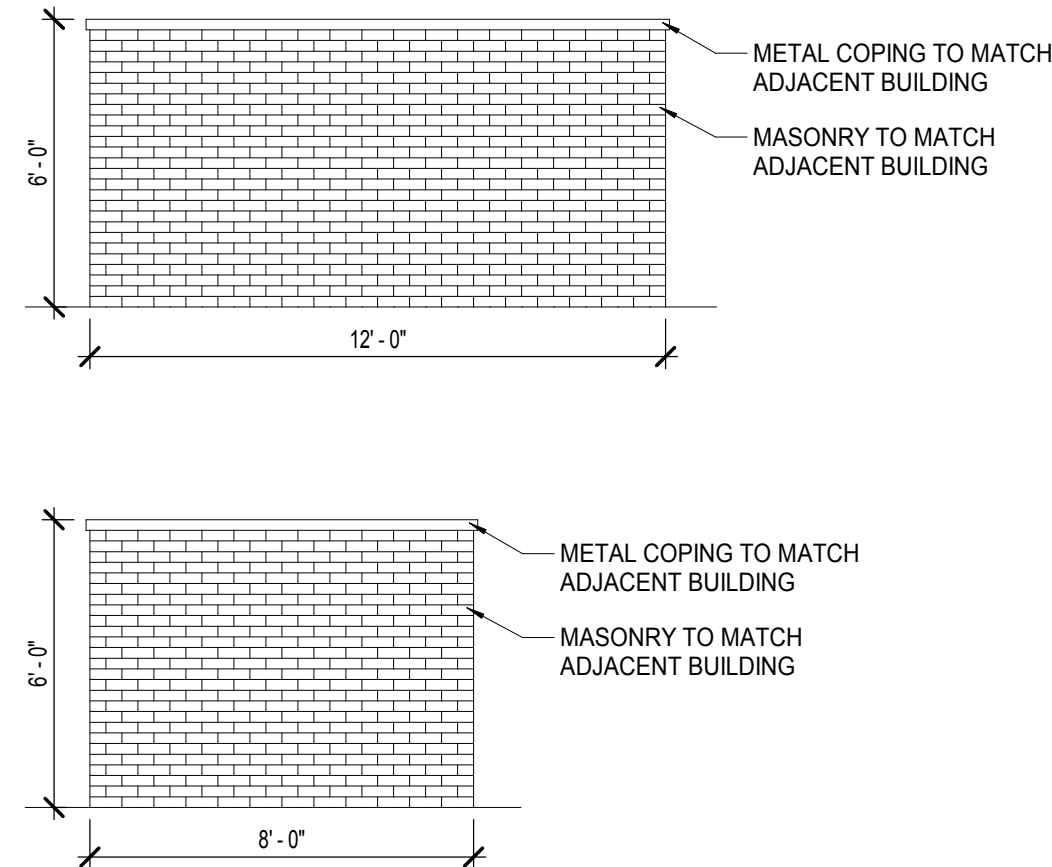
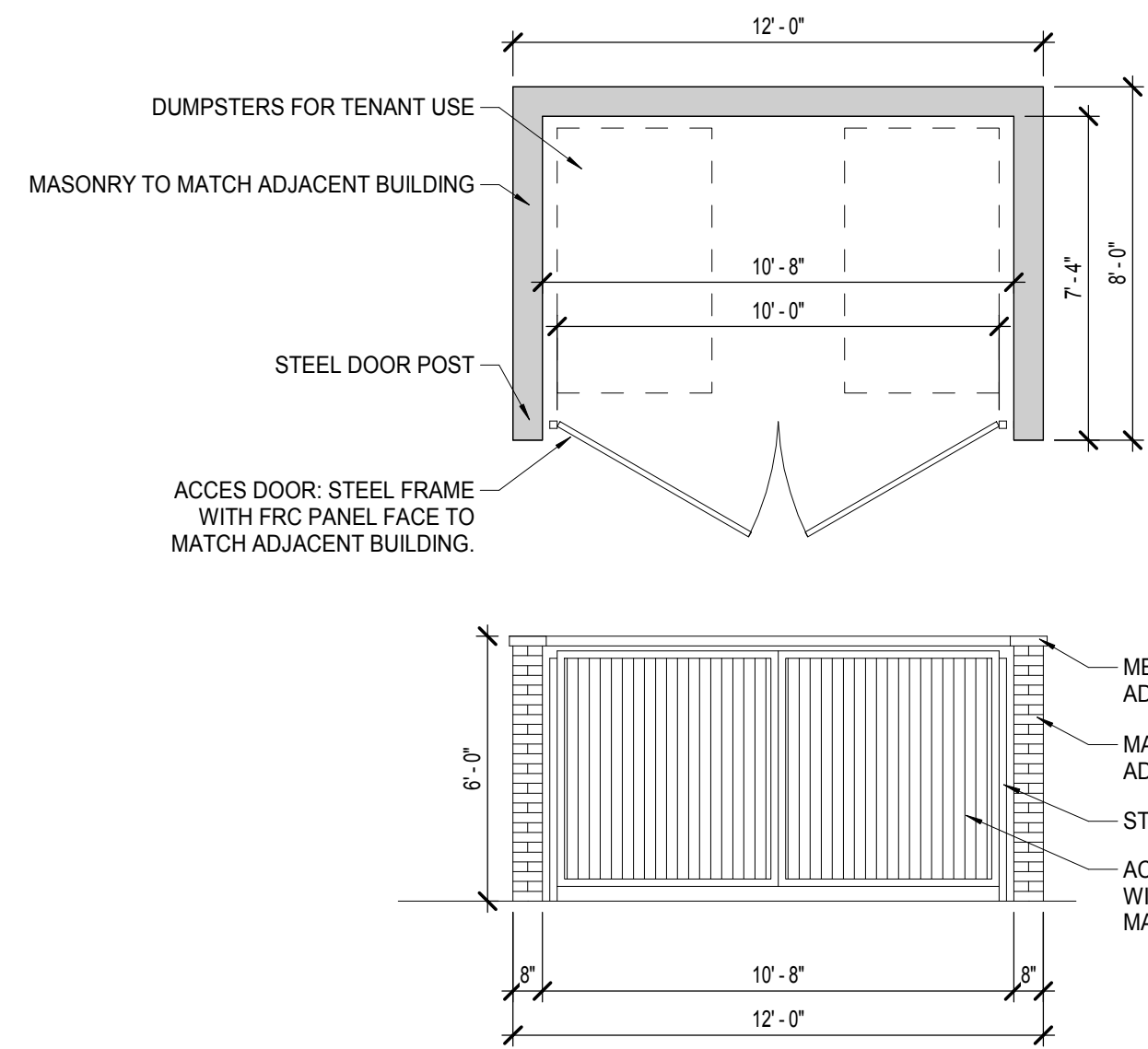
DRAWN BY: _____ CHECKED: _____

DATE:
May 15, 2017

PROJ. NO.:
16093

SHEET NO.:

A011



2 TRASH ENCLOSURE DETAIL
SCALE: 1/4" = 1'-0"

1 Entry Sign Elevation
SCALE: 1/4" = 1'-0"

ARLINGTON DOWNS

PHASE 2 CONSTRUCTION

3400 W Euclid Avenue

Arlington Heights, IL 60004

SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By TFW Surveying And Mapping, Inc. For Argent Group on September 19, 2011.
Order Number 110606

Phase 1 Design Information Per Design Drawings By Eriksson Engineering Associates, LTD.

Lot 16 Plat of Survey and Topography Provided By Survey Systems of America, Inc. For Arlington Downs Management on November 26, 2013
Order Number 133-0538.16 TM

SW Site Survey Update: Plat of Survey and Topography Provided By V3 Companies For Church on June 19, 2015
Order Number 15126

PROJECT BENCHMARKS

SOURCE:

STATION DESIGNATION: 4A-KASPAR

ELEVATION: 719.17 (PUBLISHED AND HELD)
DATUM: NAVD88
DESCRIPTION: VILLAGE OF ARLINGTON HEIGHTS MONUMENT, BRONZE DISK AT SOUTHWEST CORNER OF OAKTON STREET AND KASPAR AVENUE.

STATION DESIGNATION: LD021 (PID: DM3898)
ESTABLISHED BY: NGS
DATE: APRIL 2011

ELEVATION: 716.90 (PUBLISHED), 716.677 (MEASURED)
DATUM: NAVD88
DESCRIPTION: STAINLESS STEEL ROD NEAR THE SOUTHWEST CORNER OF EUCLID AVENUE AND WILKE ROAD, 65.6 FEET SOUTH OF THE EDGE OF PAVEMENT OF EUCLID AVENUE, 21.3 FEET NORTH OF A BRICK CITY OF ROLLING MEADOWS SIGN, 8.5 FEET EAST OF THE EDGE OF SIDEWALK AND 6.6 FEET WEST OF THE EDGE OF PAVEMENT OF WILKE ROAD

SITE:

STATION DESIGNATION: SBM #1
ESTABLISHED BY: V3
DATE: JUNE 11, 2015

ELEVATION: 720.10 (MEASURED)
DATUM: NAVD88
DESCRIPTION: CUT SQUARE NEAR SOUTHEAST CORNER OF PROPERTY, IN TOP OF CURB NEAR NORTH END OF EASTERLY CURB RETURN OF THE SOUTHEAST ENTRANCE.

STATION DESIGNATION: SBM # 2
ESTABLISHED BY: V3
DATE: JUNE 11, 2015

ELEVATION: 725.91 (MEASURED)
DATUM: NAVD88
DESCRIPTION: NORTH-NORTHEAST FLANGE BOLT ON FIRST FIRE HYDRANT WEST OF MAIN ENTRANCE, ON NORTH SIDE OF EUCLID AVE.

STATION DESIGNATION: SBM # 3
ESTABLISHED BY: V3
DATE: JUNE 11, 2015

ELEVATION: 726.78 (MEASURED)
DATUM: NAVD88
DESCRIPTION: NORTH-NORTHEAST FLANGE BOLT ON SECOND FIRE HYDRANT WEST OF MAIN ENTRANCE (FIRST EAST OF ROHLWING RD), ON NORTH SIDE OF EUCLID AVE.

STATION DESIGNATION: SBM #4
ESTABLISHED BY: V3
DATE: JUNE 11, 2015

ELEVATION: 736.34 (MEASURED)
DATUM: NAVD88
DESCRIPTION: NORTHEAST BOLT ON FIRST FIRE HYDRANT NORTH OF EUCLID AVE, ON WEST SIDE OF ROHLWING RD.

STATION DESIGNATION: SBM #5
ESTABLISHED BY: V3
DATE: JUNE 11, 2015

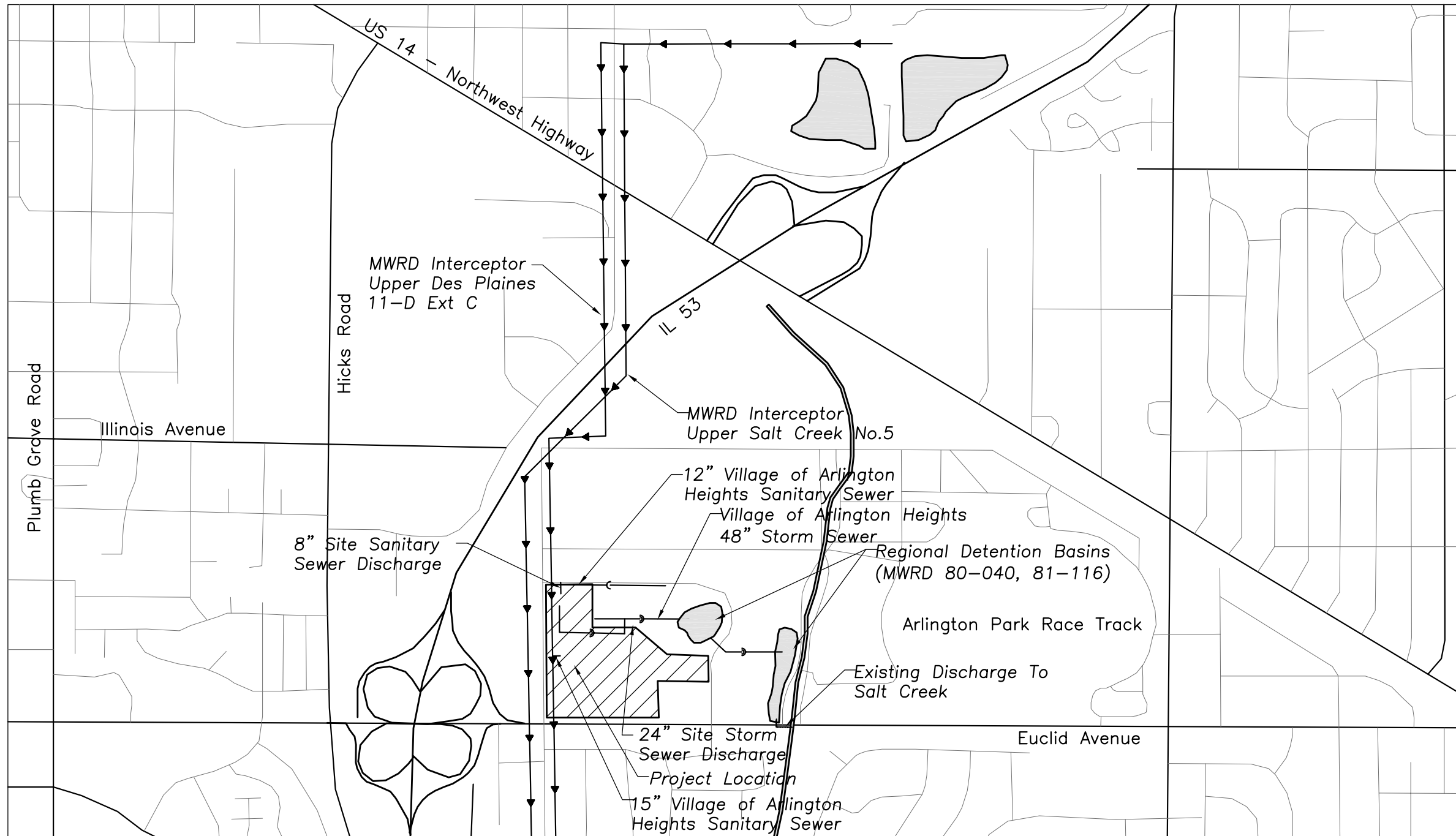
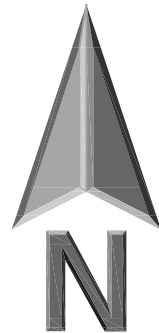
ELEVATION: 734.53 (MEASURED)
DATUM: NAVD88
DESCRIPTION: NORTHWEST BOLT ON YELLOW HYDRANT AT NORTHEAST CORNER ROHLWING RD AND WESTERLY ENTRANCE.

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

BASIS OF BEARINGS

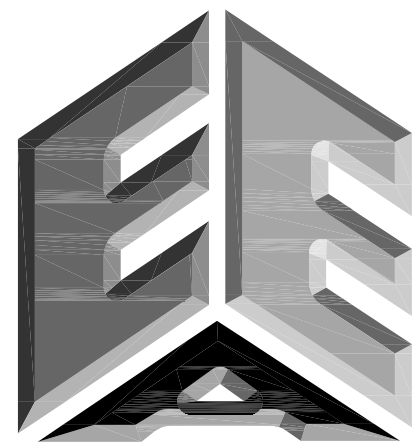
THE BASIS OF BEARINGS IS THE ILLINOIS STATE PLANE SYSTEM - EAST ZONE (NAD 83)



LOCATION MAP
1"=1000'

INDEX OF SHEETS

C0.01	Site Cover Sheet
C0.02	Site Notes And Legends
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C1.02	Site Demolition Plan - West
C1.03	Site Demolition Plan - East
C1.04	Site Demolition Plan - Southwest
C1.05	Site Demolition Plan - Southeast
C2.00	Site Geometry Plan - Overall
C2.01	Site Geometry Plan - Northwest
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C3.12	Soil Erosion And Sediment Control Plan - West
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C6.01	AutoTurn Exhibit - Fire Truck
C6.02	AutoTurn Exhibit - Fire Truck
C6.03	AutoTurn Exhibit - Fire Truck
C6.04	AutoTurn Exhibit - Fire Truck
C6.05	AutoTurn Exhibit - Passenger
C6.06	AutoTurn Exhibit - Refuse



ERIKSSON

ENGINEERING

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FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2019

ARLINGTON DOWNS
PHASE 2 CONSTRUCTION
3400 W Euclid Avenue
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: 11/19

No.	Date	Description
	04/04/18	Issued For PUD Amendment
	05/08/18	Revised Per Village
	06/22/18	Revised Per Village

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Design By: PD	Date: 04/04/18
Approved By:	Project No.

Sheet Title:

SITE COVER
SHEET

Sheet No:

C-0.01

E:\A - P\Pat\Arlington Downs\06 West Site - OKW\Drawings\Arlington Downs Master Site Plan.dwg
Plotted: 6/21/18 @ 7:57am by: pdmimer

DEMOLITION NOTES

All Signs to Be Removed Shall Be Salvaged and Stored in the Owner's Facility for Future Use as Applicable.

Contractor Shall Keep All Local And County Streets Free and Clear of Construction Related Dirt/Dust/Debris.

Coordinate Existing Utility Removal with Local Authorities and Utility Companies Having Jurisdiction.

Adjacent Buildings are to Remain Operational During Construction. Therefore, the Temporary Relocation of All Necessary Utilities Serving the Existing Building Shall Be Coordinated Prior to the Commencement of Construction Operations.

All Sawcutting Shall be Full Depth to Provide a Clean Edge to Match New Construction. Match Existing Elevations at Points of Connection for New and Existing Pavement, Curb, Sidewalks, etc.. All Sawcut Locations Shown Are Approximate and Should Be Field Adjusted to Accommodate Conditions, Joints, Material Type, etc. Remove Minimum Amount Necessary for Installation of Proposed Improvements.

Contractor Shall Provide and Shall Be Responsible for Any Necessary Traffic Control and Safety Measures During Demolition and Construction Operations Within or Near the Public Roadway.

All Light Poles to Be Removed From Private Property Shall Be Removed in Their Entirety, including Base and All Appurtenances. Coordinate Abandonment of Electrical Lines With Electrical Engineer and Owner Prior to Demolition.

Perform Tree Pruning In All Locations Where Proposed Pavement And/Or Utility Installation Encroach Within The Existing Drip Line Of Trees To Remain. All Trenching Within The Drip Line Of Remain Shall Be Done Prior To Any Other Work. Radially Away From Trunk, If Roots In Excess Of 1" Diameter Are Exposed. Roots Must Be Cut By Reputable Tree Pruning Service Prior To Any Transverse Trenching. Obtain Approval Of The Architect Prior To Operations For A Variance From This Procedure.

Coordinate Tree Removal with Landscape Architect. All Trees To Be Removed Shall Be Removed In Their Entirety and Stumps Shall Be Ground to Proposed Subgrade. Use As Much for Proposed Landscaping Where Applicable and Acceptable to Architect.

Provide Tree Protection Fencing Prior to Construction Operations. Maintain Trenching Prior to Construction.

GEOMETRY NOTES

All Dimensions Contained Herein Reference Back Of Curb, Face of Retaining Wall, Edge of Pavement, Center of Structure and Outside Face Of Building Foundation Unless Otherwise Noted.

All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications. All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.

All Accessible Parking Signs (R7-B) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.

Refer to Architectural Drawings for Exact Locations of All Buildings.

Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.

UTILITY NOTES

Utility Service Lines as Shown Hereon are Approximate. Coordinate The Exact Locations With The Plumbing Drawings. Coordinate The Locations With The Plumbing Contractor and/or the Owner's Construction Representative Prior to Installation of Any New Utilities.

Refer to Plumbing Drawings for Continuation of All Utilities Within 5 Feet of Building Face.

Contractor Shall Field Verify Invert & Locations of Existing Utility Mains Prior to Installing Any On-Site Utilities or Structures. All Elevations and Inverts Referencing Solid Utility Shall Be Field Verified Prior To Installation Of Any New Structures Or Utilities, and Adjustments Shall Be Made as Necessary. Contact Engineer Prior to Installation if Discrepancy Exists With These Drawings.

Contractor Shall Be Responsible For Coordinating the Relocation Of Any Utilities Encountered During Relocation Of Any Utilities Damaged Within Influence Zone Of New Construction. Contact Engineer If The Existing Utilities Vary Appreciably From The Plans.

All Water Main and Services Shall Be Installed at a Minimum Depth of 5.5' From Top of Finished Ground Elevation to Top of Main.

Protection of water supplies shall as be described in Section 370.350 of the Illinois Recommended Standards for Sewage Works or Section 41-2.01 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.

Clean Out All Existing and Proposed Storm Catch Basins And Storm Sewers at the Completion of Construction.

The "Standard Specifications for Water and Sewer Main Construction in Illinois", Current Edition Shall Govern Work Where Applicable.

Coordinate Village Water Distribution Unit At 847-368-5800 Prior To Any Water Main Shutdown.

STRUCTURE NOTES

All Catch Basins to Be Installed in Paved Areas Shall Have Neenah R2504-D Frame & Grate or Approved Equal.

All Catch Basins to Be Installed in Landscaped Areas Shall Have Neenah R4340-B Frame & Grate or Approved Equal. For Concrete Install a Minimum of 4" Grade Rings For Topsoil Respread. For Flat Slob Tops install the Following Minimum Height of Grade Rings:

- 4" Diameter Structure - 4"
- 6" Diameter Structure - 6"
- 6" Diameter Structure - 8"

All Catch Basins to Be Installed Along Curb and Gutter Shall Have Neenah R3281-A Frame & Grate or Approved Equal.

Where Structures are Shown Along the Curbline, Unless Specifically Stated Otherwise, it is Intended That, the Frame of the Structure is To Fall Within the Flowline Of The Gutter or at the Pavement Edge Where No Gutter Exists.

All Manholes Shall have Neenah R1713-B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.

All Existing Structures To Be Adjusted To Finished Grade As Necessary.

For All Manhole Structures to Be Adjusted, Install or Remove Adjusting Rings, New Cone Section or New Barrel Section As Necessary To Maintain Maximum Allowed Adjusting Ring Heights

All Sanitary Manholes Shall Include a Chimney Seal.

Field Verify The Condition of All Existing Utility Structures To Be Re-Used.

GRADING NOTES

The Grading and Construction of Proposed Improvements Shall Be Done In A Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.

All Landscaped Areas Disturbed By Construction Shall Be Respread With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and Hydroseeded Unless Noted Otherwise On The Landscape Drawings.

Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.

SOIL EROSION & SEDIMENTATION CONTROL NOTES

Soil Disturbance Shall Be Conducted in Such a Manner as To Minimize Erosion. Soil Stabilization Measures Shall Consider the Time of Year, Site Conditions, and the Use of Temporary or Permanent Measures.

Soil Erosion and Sediment Control Features Shall Be Constructed Prior to the Commencement of Land Disturbance.

Temporary Soil Stabilization Shall Be Applied to Topsoil Stockpiles and Disturbed Areas, Where Construction Activity Will Not Occur For A Period of More Than 14 Calendar Days, Within 7 Calendar Days of the End of Active Hydrologic Disturbance. The Sediment Control Measures Shall Be Maintained On A Continuing Basis Until The Site is Permanently Stabilized And All Inspections are Complete. Permanent Stabilization Shall Be Done Within 14 Days after Completion of Final Grading of Soil.

All Temporary And Permanent Erosion Control Measures Shall Be Removed Within 30 Days After Final Site Stabilization is Achieved Or After The Temporary Measures are No Longer Needed. Trapped Sediment And Other Disturbed Soil Areas Shall Be Permanently Stabilized.

Final Site Stabilization is Defined By The EPA General Permit As Meaning That All Soil Disturbing Activities At The Site Have Been Completed, And That A Uniform Perennial Vegetative Cover With A Density Of 70 Percent Or More Shall Cover For Unpaved Areas Not Covered By Permanent Structures Has Been Established Or Equivalent Permanent Stabilization Measures (Such As The Use Of Riprap, Gabions, Or Geotextiles) Have Been Employed.

All Storm Sewer Structures That Are, Or Will Be, Functioning During Construction Shall Be Protected, Filtered, Or Otherwise Treated To Remove Sediment. The General Contractor Shall Use "Dandy Pop" Inlet Protectors (or equal) in Landscaped Areas And "Dandy Bag" Inlet Protectors (or equal) in Paved Areas To Prevent Siltation.

All Temporary And Permanent Sediment And Erosion Control Measures Must Be Maintained, Repaired, And Inspected in Conformance With All Applicable IEPA-NPDES Phase II Requirements.

Following The Termination of Construction Activities And Issuance Of The Required "Notice Of Termination", The Permittees Must Keep A Copy Of The Storm Water Pollution Prevention Plan, Inspection Reports, And Records Of All The Data Used To Complete The Notice Of Intent For A Period Of At Least Three Years Following Final Stabilization.

Install And Maintain Silt Fence At The Perimeter Of The Construction Zone And Wetland Areas And Shall Be Maintained Throughout Construction And Until Vegetation Has Been Fully Established.

The Erosion Control Measures Indicated On The Drawings Are The Minimum Requirements. Additional Measures May Be Required As Directed By The Engineer Or Governing Agency.

Unless Otherwise Indicated on the Drawings, Stabilize All Disturbed Ground Areas Where Slopes Exceed 6:1 or Within Swales with North American Green DS75 Erosion Control Blanket, or Approved Equal.

Report Releases of Reportable Quantities of Oil or Hazardous Materials If They Occur In Accordance with IEPA NPDES Requirements.

All Concrete Washout Shall Conform To The "Temporary Concrete Washout Facility" Standards (Code 954) of the Illinois Urban Manual, Latest Edition

If Necessary, The SWPPP Shall Be Modified To Reflect Changes Required During The Effective Period Of The IEPA NPDES General Permit No. ILR10 and Local and County Permits.

IEPA GENERAL NOTES

Sanitary Sewer Construction, as a Minimum, must comply with the following requirements:

Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition, shall govern all sanitary sewer construction on this project.

Protection of water supplies shall as be described in Section 370.350 of the Illinois Recommended Standards for Sewage Works or Section 41-2.01 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.

Flexible thermoplastic sanitary sewer pipe shall be installed in accordance with ASTM 2321-89 using Class A embedment material. Processed materials produced for highway construction should be classified in accordance with ASTM 2321-89, Section 5 and Table 1 according to particle size, shape and gradation.

All sanitary sewers shall be tested for infiltration, exfiltration or exfiltration of air under pressure, and for deflection of flexible thermoplastic pipe as described in Section 31-1 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.

Pickholes in sanitary sewer manhole covers shall not be larger than 1 inch in diameter or shall be of the concealed type.

A drop pipe shall be provided for a sanitary sewer entering a manhole where its invert is more than 24 inches above the manhole invert.

Contractor shall test manhole tightness in accordance with ASTM C969-94 or ASTM C1244-93.

Leakage Testing Shall Be Conducted On All Manholes For Watertightness In Accordance With ASTM C969-94 "Standard Practice For Infiltration And Exfiltration Acceptance Testing Of Installed Precast Concrete Pipe Sewer Lines", Vol. 04.05, Chemical Resistant Materials; Vitrified Clay, Concrete, Fiber-Cement Products; Mortars; Masonry (1996) (No Later Editions Or Amendments) or ASTM C1244-93 "Standard Test Method For Concrete Sewer Manholes By The Negative Pressure (Vacuum) Test", Vol. 04.05, Chemical Resistant Materials; Vitrified Clay, Concrete, Fiber-Cement Products; Mortars; Masonry (1996) (No Later Editions Or Amendments) Prior To Placing Into Service.

M.W.R.D.G.C. NOTES

A. Referenced Specifications

- All Construction Shall Be In Accordance With The Applicable Sections Of The Following, Except As Modified Herein Or On The Plans:
 - Standard Specifications For Road And Bridge Construction (Latest Edition), By The Illinois Department of Transportation (IDOT SS) For All Improvements Except Sanitary Sewer And Water Main Construction;

- Standard Specifications For Water And Sewer Main Construction In Illinois, Latest Edition (SSWS) For Sanitary Sewer And Water Main Construction;

- Village of Arlington Heights Municipal Code;
- The Metropolitan Water Reclamation District of Greater Chicago (MWRD) Watershed Management Ordinance And Technical Guidance Manual;

- In Case Of Conflict Between The Applicable Ordinances Noted, The More Stringent Shall Take Precedence And Shall Control All Construction.

B. Notifications

- The MWRD Local Sewer Systems Section Field Office Must Be Notified At Least Two (2) Working Days Prior To The Commencement Of Any Work (Call 708-588-4055).
- The Village of Arlington Heights Engineering Department And Public Must Be Notified At Least 24 Hours Prior To Start of Construction And Prior To Each Phase Of Work. Contractor Shall Determine Items Requiring Inspection Prior To Start Of Construction Or Each Work Phase.
- The Contractor Shall Notify All Utility Companies Prior To Beginning Construction For The Exact Locations of Utilities And For Their Protection During Construction. If Existing Utilities are Encountered That Conflict In Location With New Construction, Immediately Notify The Engineer So That The Conflict Can Be Resolved. Call J.U.L.I.E. At 1-800-892-0123.

C. General Notes

- All Elevations Shown On Plans Reference The North American Vertical Datum Of 1988 (NAVD88).
- MWRD, The Municipality And The Owner Or Owner's Representative Shall Have The Authority To Inspect, Approve, And Reject The Construction Improvements.
- The Contractor(s) Shall Indemnify The Owner, Engineer, Municipality, MWRD, And Their Agents, Etc., From All Liability Involved With The Construction, Installation, Or Testing Of This Work On The Project.
- The Proposed Improvements Must Be Constructed In Accordance With The Engineering Plans As Approved By MWRD And The Municipality Unless Changes are Approved By MWRD, The Municipality, Or Authorized Agent. The Construction Details, as Presented On The Plans, Must Be Followed. Proper Construction Techniques Must Be Followed On The Improvements Indicated On The Plans.
- The Location of Various Underground Utilities Which are Shown On The Plans are For Information Only And Represent The Best Knowledge Of The Engineer. Verify Locations And Elevations Prior To Beginning The Construction Operations.
- Any Existing Pavement, Sidewalk, Driveway, Etc., Damaged During Construction Operations And Not Called For To Be Removed Shall Be Replaced At The Expense Of The Contractor.
- Material And Compaction Testing Shall Be Performed In Accordance With The Requirements Of The Municipality, MWRD, And Owner.
- The Underground Contractor Shall Make All Necessary Arrangements To Notify All Inspection Agencies.
- All New And Existing Utility Structures On Site And In Areas Disturbed During Construction Shall Be Adjusted To Finish Grade Prior To Final Inspection.
- Record Drawings Shall Be Kept By The Contractor And Submitted To The Engineer As Soon As Underground Improvements are Completed. Final Payments To The Contractor Shall Be Held Until They are Received. Any Changes In Length, Location Or Alignment Shall Be Shown In Red. All Wyes Or Bends Shall Be Located From The Downstream Manhole. All Valves, B-Boxes, Tees Or Bends Shall Be Tied To A Fire Hydrant.

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M.W.R.D.G.C. NOTES (CONTINUED)

- Whenever A Sanitary/Combined Sewer Crosses Under A Watermain, The Minimum Vertical Distance From The Top Of The Sewer To The Bottom Of The Watermain Shall Be 18 Inches. Furthermore, A Minimum Horizontal Distance Of 10 Feet Between The Sanitary/Combined Sewer And Watermain Shall Be Maintained Unless: The Sewer is Laid In A Separate Trench, Keeping A Minimum 18" Vertical Separation; Or The Sewer is Laid In The Same Trench With The Watermain Located At The Opposite Side On A Bench Of Undisturbed Earth, Keeping A Minimum 18" Vertical Separation. If Either The Vertical Or Horizontal Distances Described Above Cannot Be Maintained, Or The Sewer Crosses Above The Watermain, The Sewer Shall Be Constructed To Watermain Standards Or It Shall Be Encased With A Water Main Quality Carrier Pipe With The Ends Sealed.

- All Existing Septic Systems Shall Be Abandoned. Abandoned Tanks Shall Be Filled With Granular Material Or Removed.

- All Sanitary Manholes, (And Storm Manholes In Combined Sewer Areas), Shall Have Precast "Rubber Boots" That Conform To ASTM C-923 For All Pipe Connections. Precast Sections Shall Consist Of Modified Groove Tongue And Rubber Gasket Type Joints.

- All Abandoned Sanitary Sewers Shall Be Plugged At Both Ends With At Least 2 Feet Long Non-shrink Concrete Or Mortar Plug.

- Except For Foundation/Footing Drains Provided To Protect Buildings, Or Perforated Pipes Associated With Volume Control Facilities, Drain Tiles/Field Tiles/Underdrains/Perforated Pipes are Not Allowed To Be Connected To Or Tributary To Combined Sewers, Sanitary Sewers, Or Storm Sewers Tributary To Combined Sewers in Combined Sewer Areas. Construction Of New Facilities Of This Type is Prohibited; And All Existing Drain Tiles And Perforated Pipes Encountered Within The Project Area Shall Be Plugged Or Removed, And Shall Not Be Connected To Combined Sewers, Sanitary Sewers, Or Storm Sewers Tributary To Combined Sewers.

- A Backflow Preventer is Required For All Detention Basins Tributary To Combined Sewers. Required Backflow Preventers Shall Be Inspected And Exercised Annually By The Property Owner To Ensure Proper Operation, And Any Necessary Maintenance Shall Be Performed To Ensure Functionality. In The Event Of A Sewer Surge Into An Open Detention Basin Tributary To Combined Sewers, The Permittee Shall Clean Up And Waste Out Of Sewage Takes Place Within 48 Hours Of The Storm Event.

- Erosion And Sediment Control

- The Contractor Shall Install The Erosion And Sediment Control Devices As Shown On The Approved Erosion And Sediment Control Plan.

- Erosion And Sediment Control Practices Shall Be Functional Prior To Hydrologic Disturbance Of The Site.

- All Design Criteria, Specifications, And Installation Of Erosion And Sediment Control Practices Shall Be In Accordance With The Illinois Urban Manual.

- A Copy Of The Approved Erosion And Sediment Control Plan Shall Be Maintained On The Site At All Times.

- Inspections And Documentation Shall Be Performed, At A Minimum:

- Upon Completion Of Initial Erosion And Sediment Control Measures, Prior To Any Soil Disturbance.

- Once Every Seven (7) Calendar Days And Within 24 Hours Of The End Of A Storm Event With Greater Than 0.5 Inch Of Rainfall Or Liquid Equivalent Precipitation.

- Soil Disturbance Shall Be Conducted In Such A Manner As To Minimize Erosion. If Stripping, Clearing, Grading, Or Landscaping are To Be Done In Phases, The Co-Permittee Shall Plan For Appropriate Soil Erosion And Sediment Control Measures.

- A Stabilized Mat Of Crushed Stone Meeting The Standards Of The Illinois Urban Manual At The Point Where Traffic Will Be Entering Or Leaving A Construction Site. Sediment Or Soil Reaching An Improved Public Right-Of-Way, Street, Alley Or Parking Area Shall Be Removed By Scraping Or Street Cleaning As Accumulations Warrant, And Transported To A Controlled Sediment Disposal Area.

- Concrete Washout Facilities Shall Be Constructed In Accordance With The Illinois Urban Manual And Shall Be Installed Prior To Any On Site Construction Activities Involving Concrete.

- Mortar Washout Facilities Shall Be Constructed In Addition To Concrete Washout Facilities For Any Brick and Mortar Building Envelope Construction Activities.

- Temporary Diversions Shall Be Constructed As Necessary To Direct All Runoff From Hydrologically Disturbed Areas To An Appropriate Sediment Trap Or Basin. Volume Control Facilities Shall Not Be Used As Temporary Sediment Basins.

- Disturbed Areas Of The Site Where Construction Activities Have Temporarily Or Permanently Be Stabilized With Temporary Or Permanent Measures Within Seven (7) Days.

- All Flood Protection Areas And Volume Control Facilities Shall, At A Minimum, Be Protected With A Double-Row Of Silt Fence (Or Equivalent).

- Volume Control Facilities Shall Not Be Constructed Until All Of The Contributing Drainage Area Has Been Stabilized.

- Soil Stockpiles Shall, At A Minimum, Be Protected With Perimeter Sediment Controls. Soil Stockpiles Shall Not Be Placed In Flood Protection Areas Or Their Buffers.

- Earthen Embankment Side Slopes Shall Be Stabilized With Appropriate Erosion Control Blanket.

- Storm Sewers That are Or Will Be Functioning During Construction Shall Be Protected By Appropriate Sediment Control Measures.

- The Contractor Shall Either Remove Or Replace Any Existing Drain Tiles And Incorporate Them Into The Drainage Plan For The Development. Drain Tiles Cannot Be Tributary To A Sanitary Or Combined Sewer. Drain Tiles are Allowed In Combined Sewer Area For Green Infrastructure Practices Only.

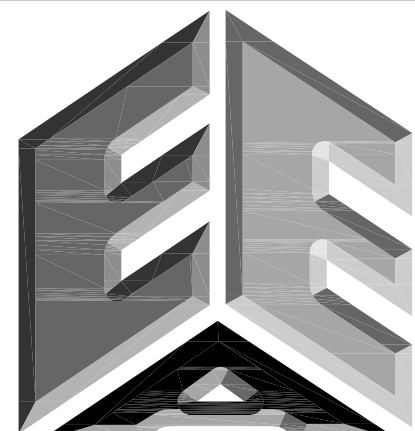
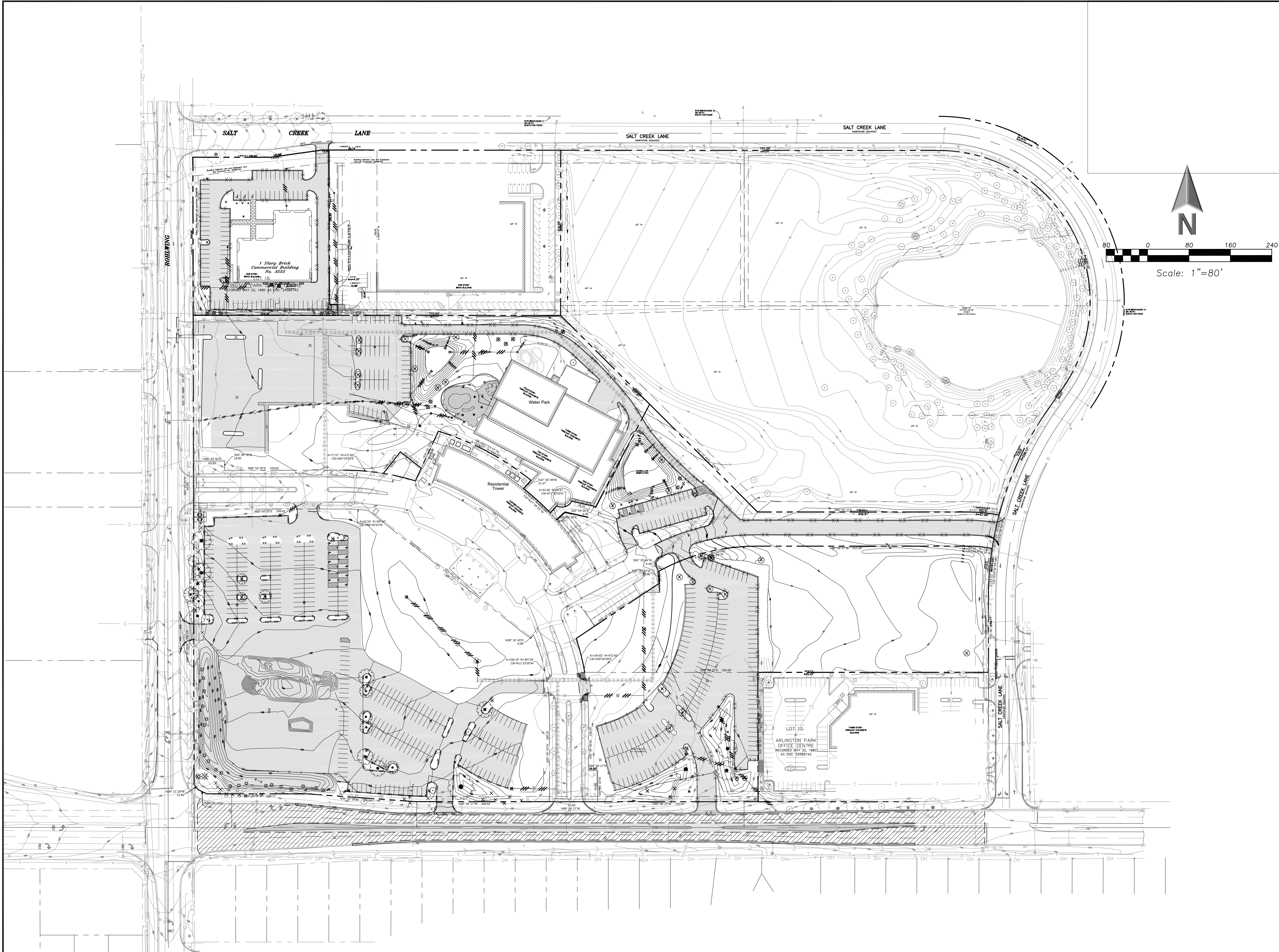
- If Dewatering Practices are Used, Adjoining Properties And Discharge Locations Shall Be Protected From Erosion And Sedimentation. Dewatering Systems Should Be Inspected Daily During Operational Periods. The Site Inspector Must Be Present At The Commencement Of Dewatering Activities.

- The Contractor Shall Be Responsible For Trench Dewatering And Excavation For The Installation Of Sanitary Sewers, Storm Sewers, Watermains As Well As Their Services And Other Appurtenances. Any Trench Dewatering, Which Contains Sediment, Shall Pass Through A Sediment Settling Pond Or Equally Effective Sediment Control Device. Alternatives May Include Dewatering Into A Sump Pit, Filter Bag Or Existing Vegetated Upslope Area. Sediment Laden Waters Shall Not Be Discharge To Waterways, Flood Protection Areas Or The Combined Sewer System.

- Permanent Erosion Control Practices Shall Be Initiated Within Seven (7) Days Following The Completion Of Soil Disturbing Activities.

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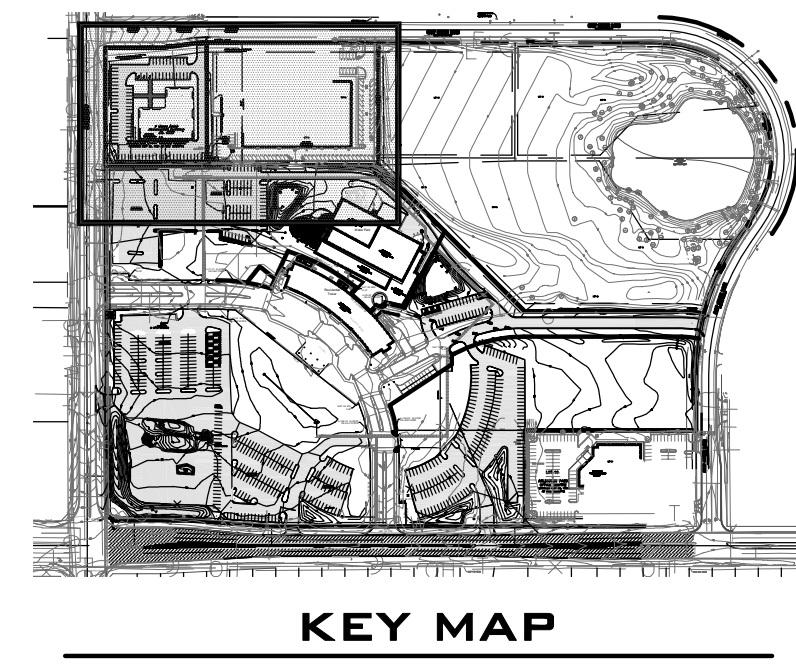
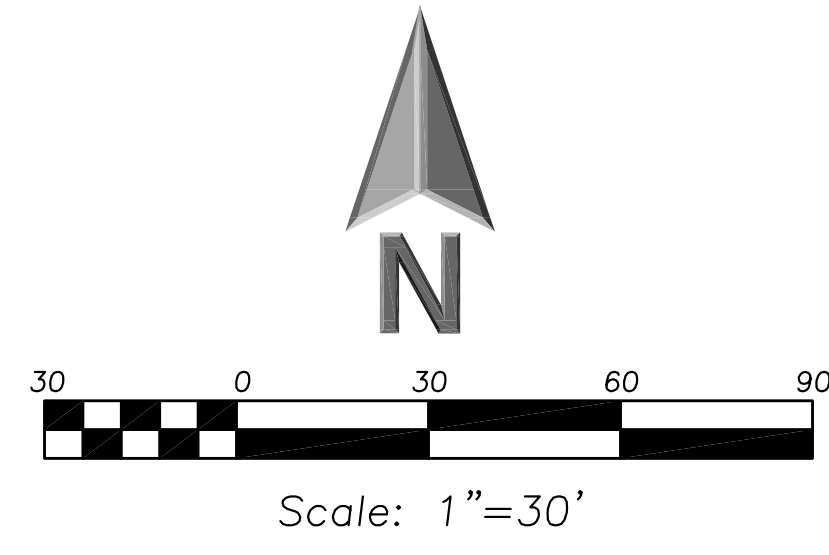
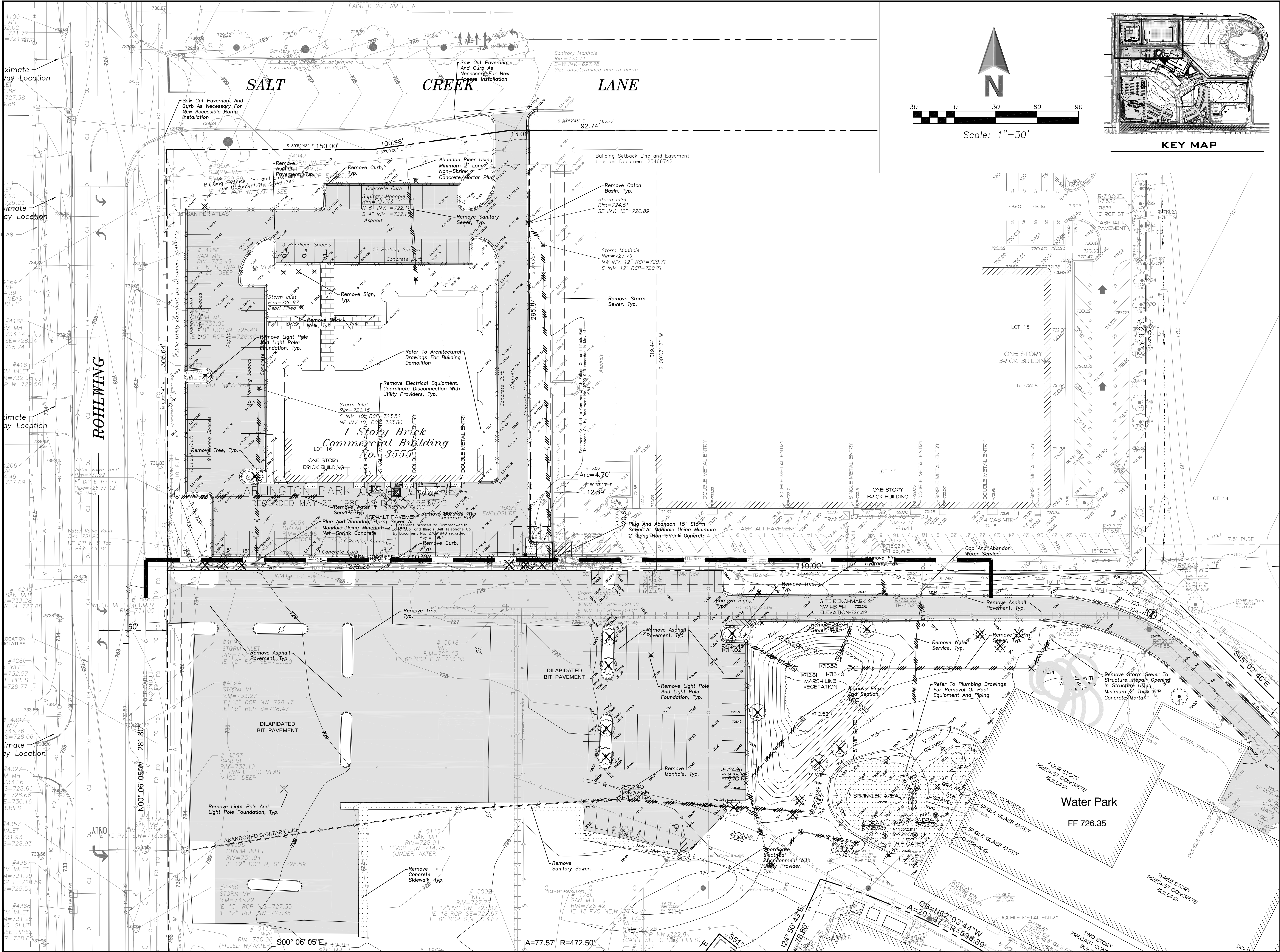
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Sheet Title:
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OVERALL

Sheet No:
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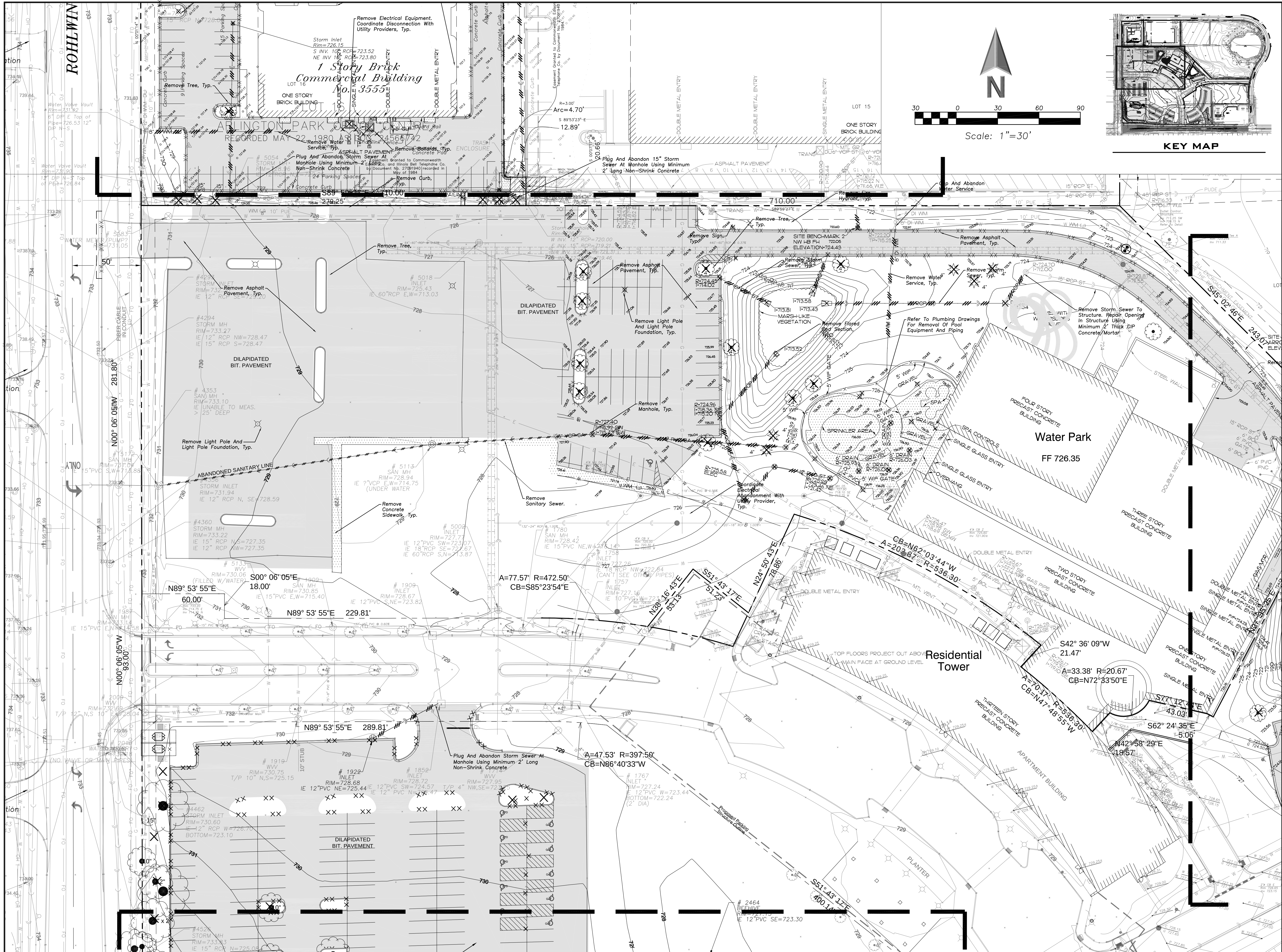
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NORTHWEST

Sheet No:
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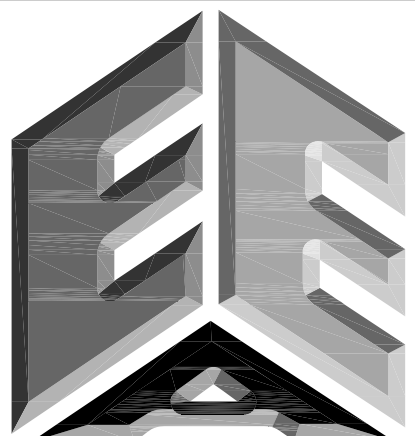
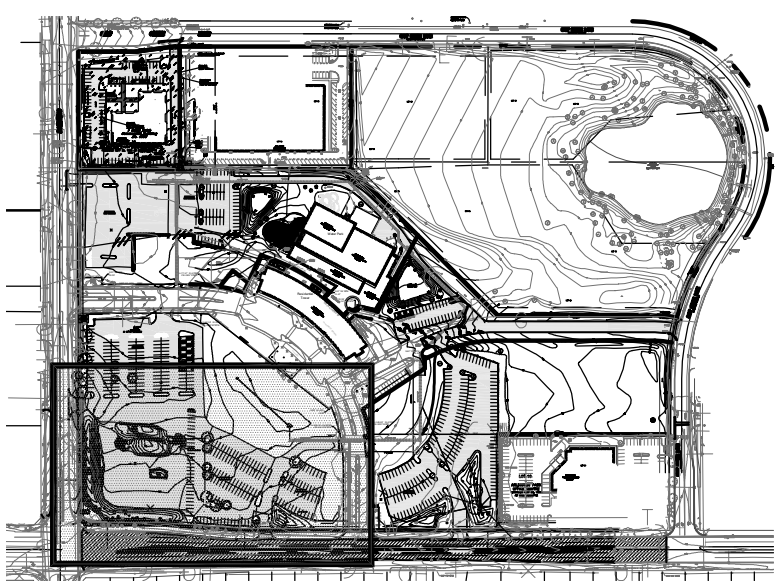
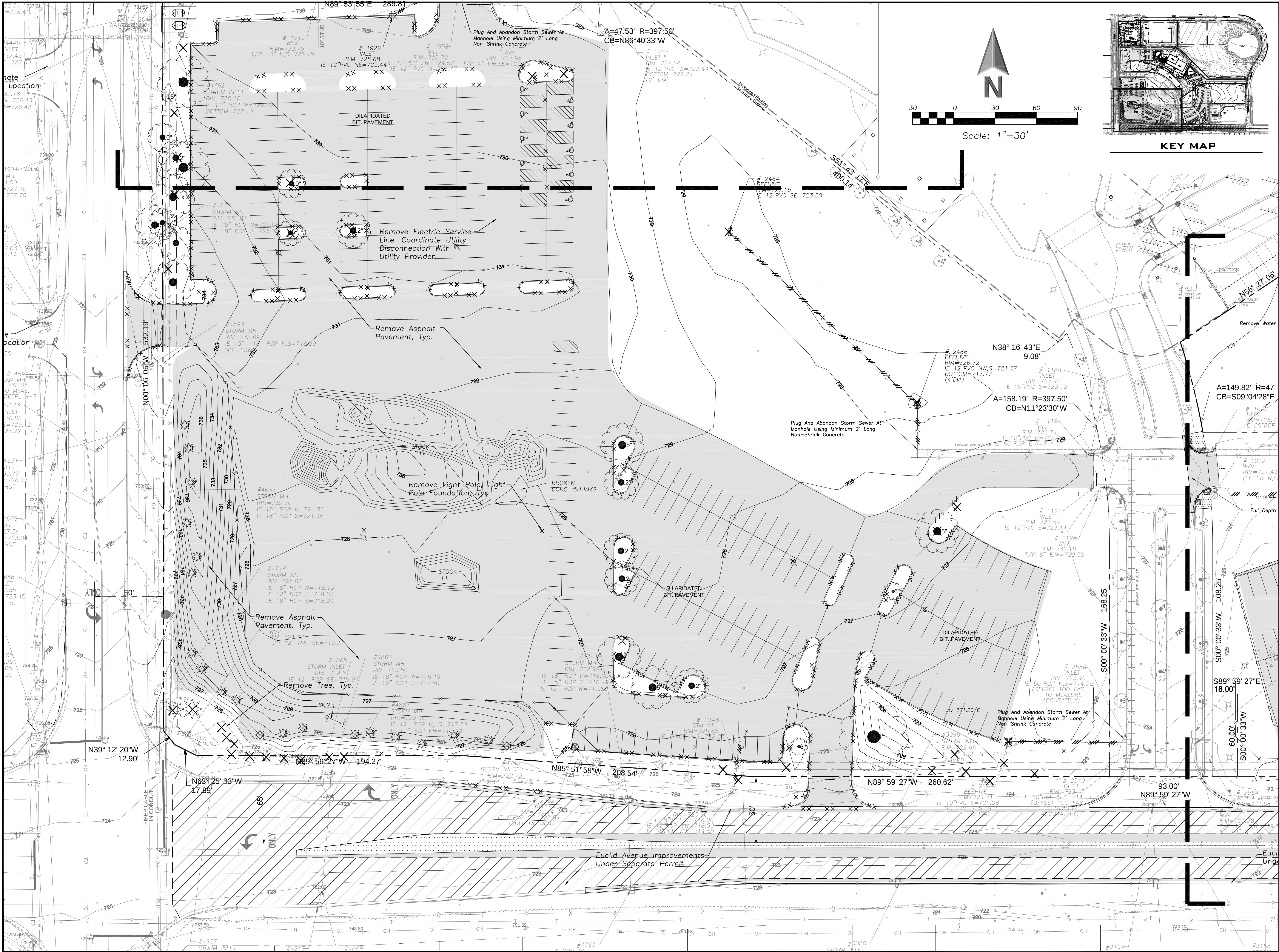
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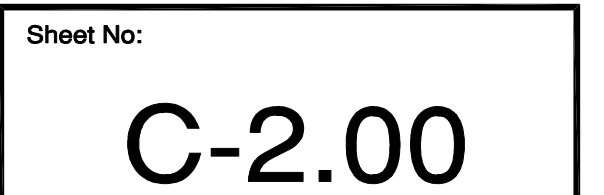
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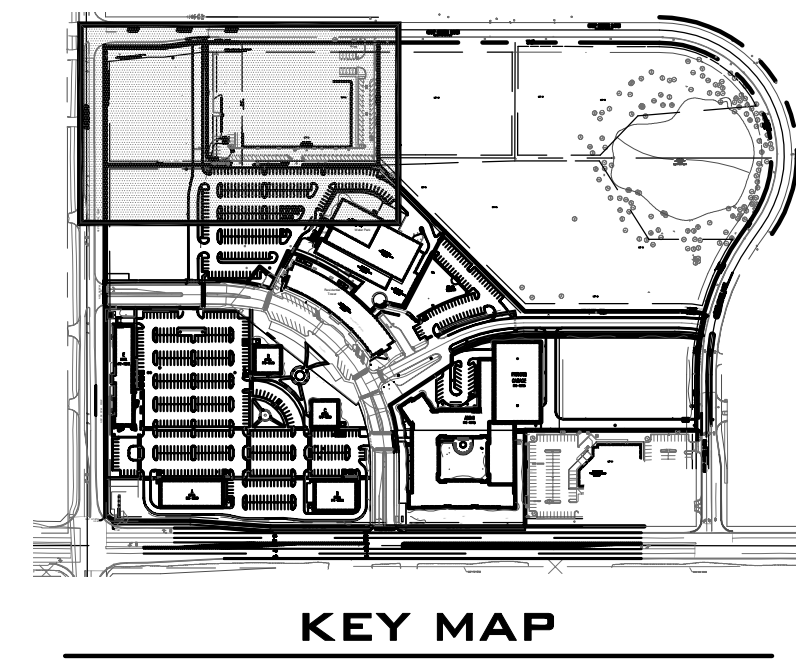
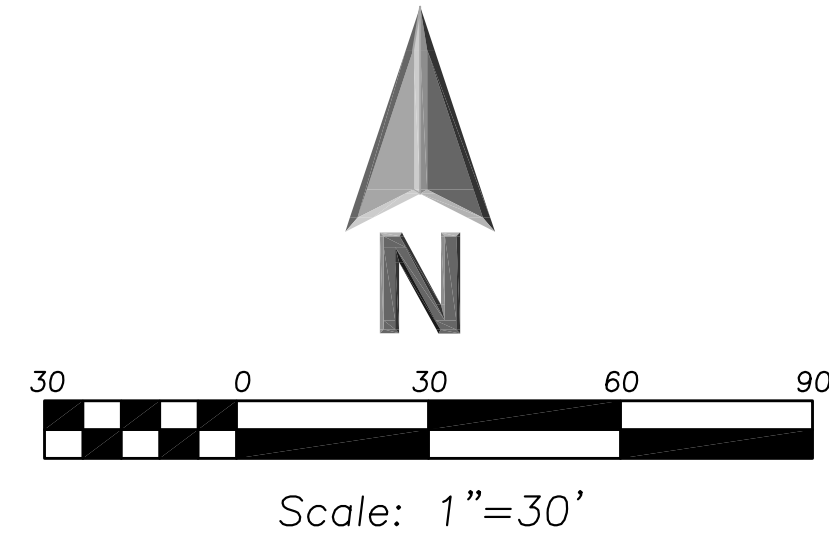
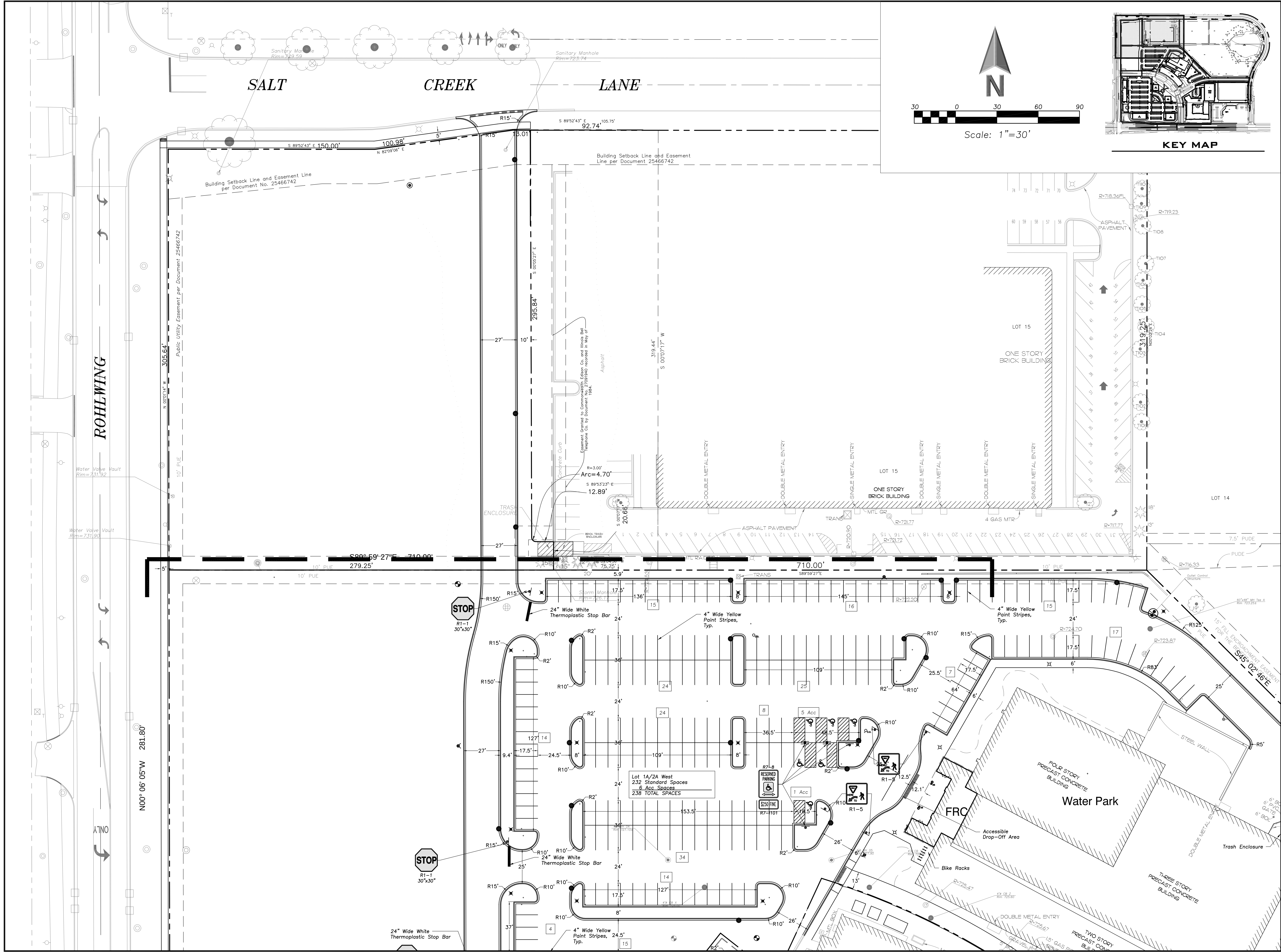
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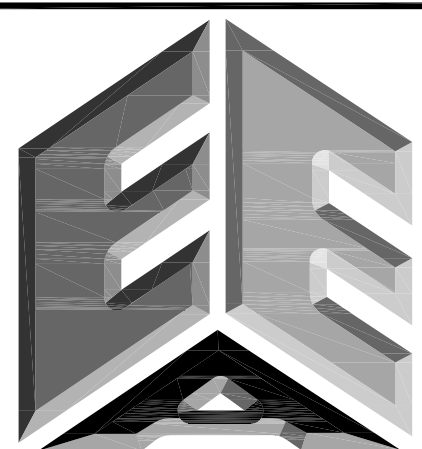
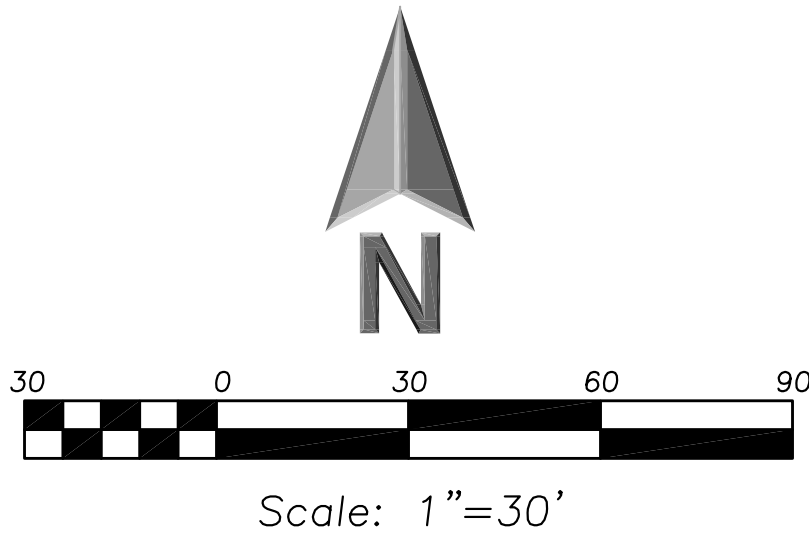
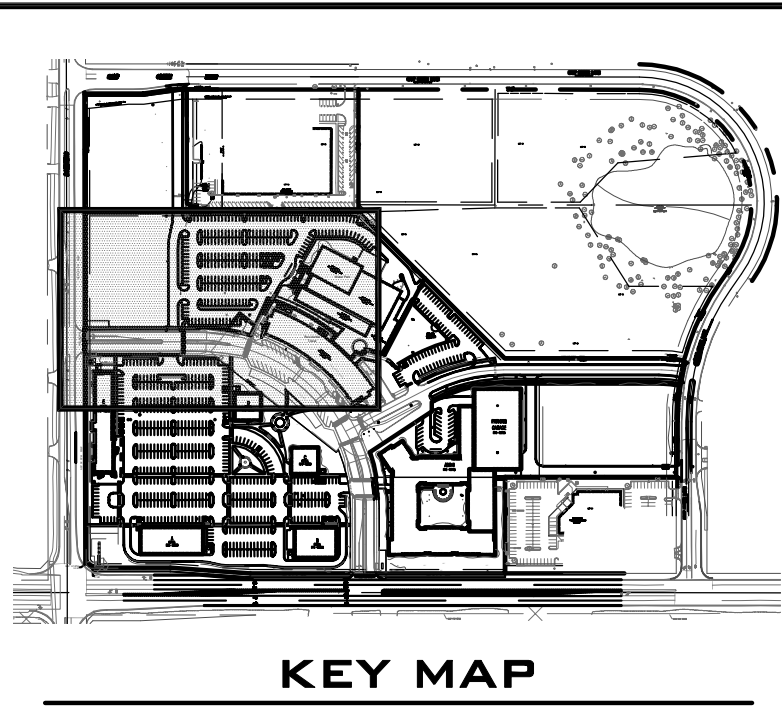
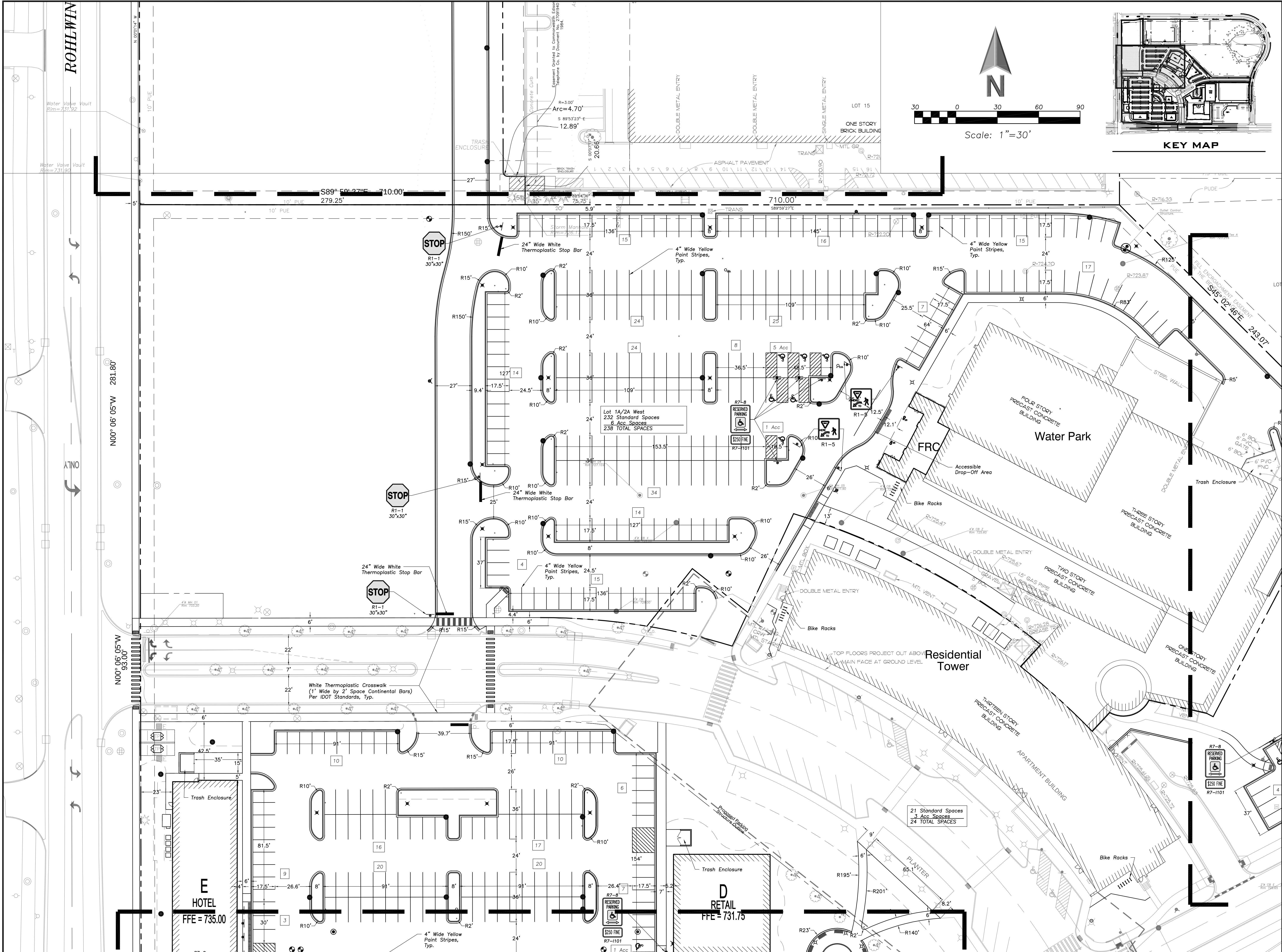
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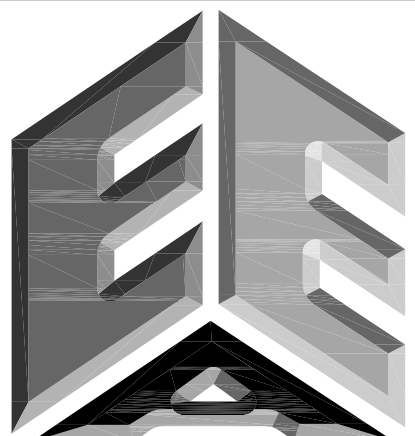
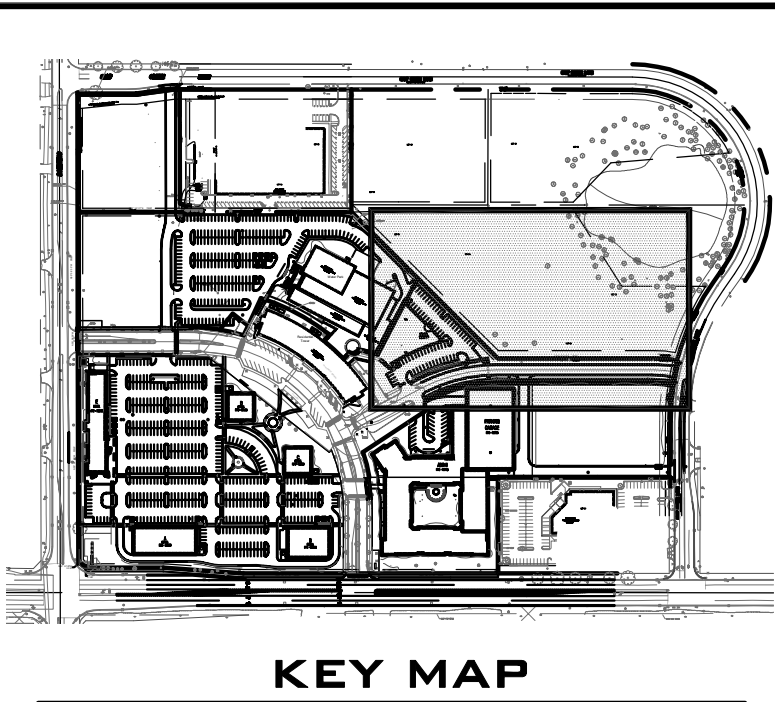
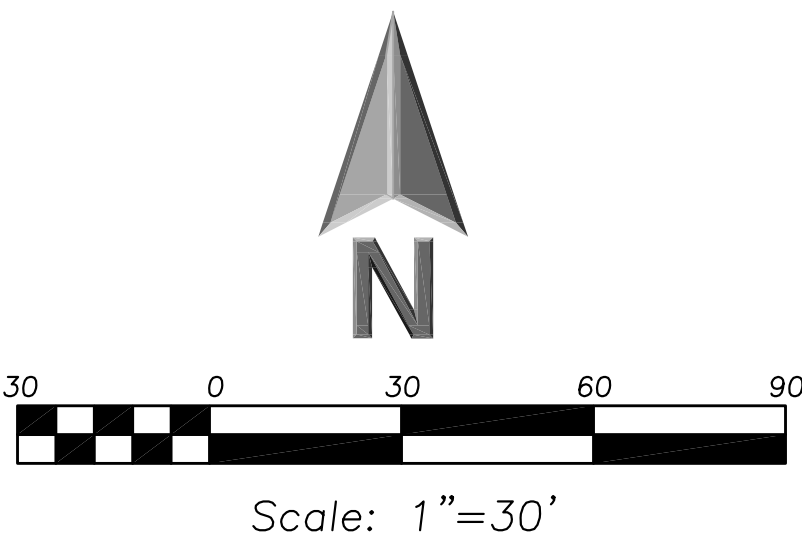
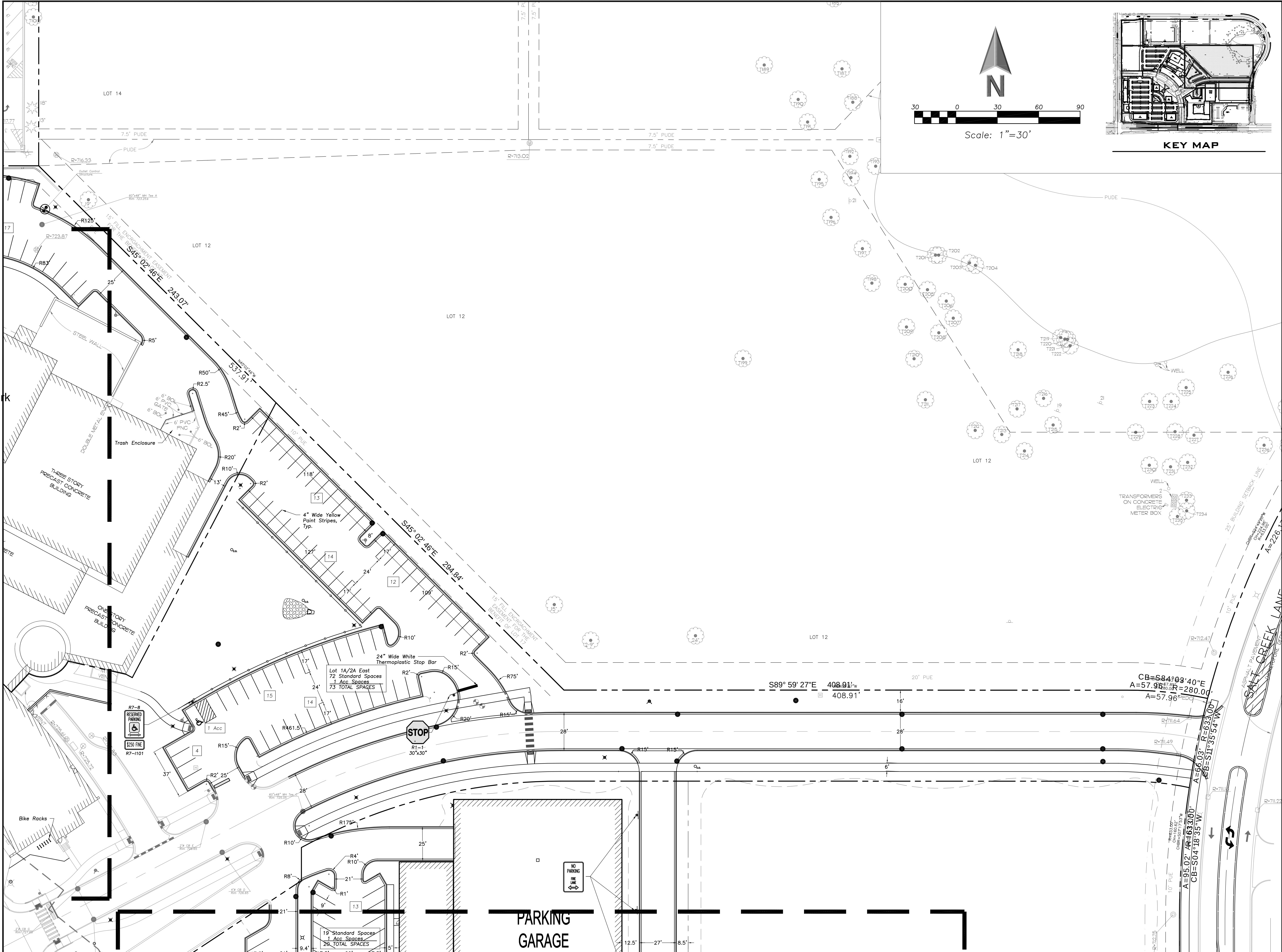
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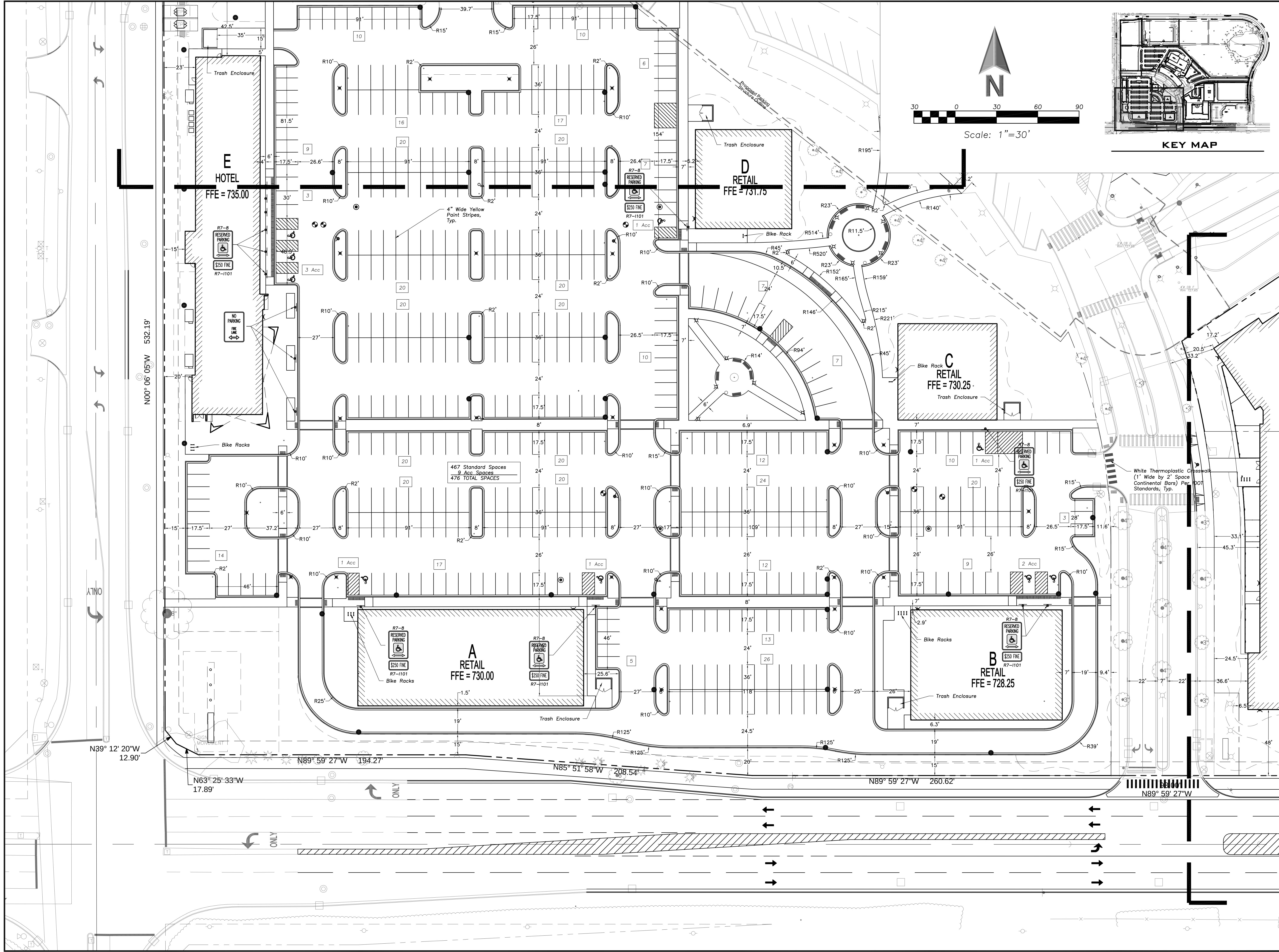
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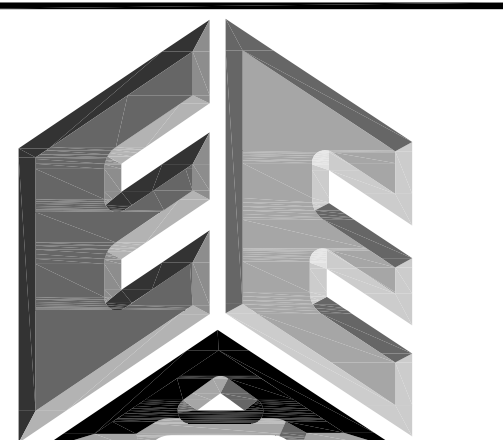
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Sheet Title:
**SITE GEOMETRY
PLAN
EAST**

Sheet No:
C-2.03

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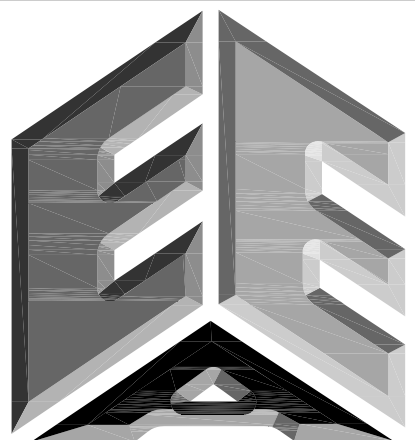
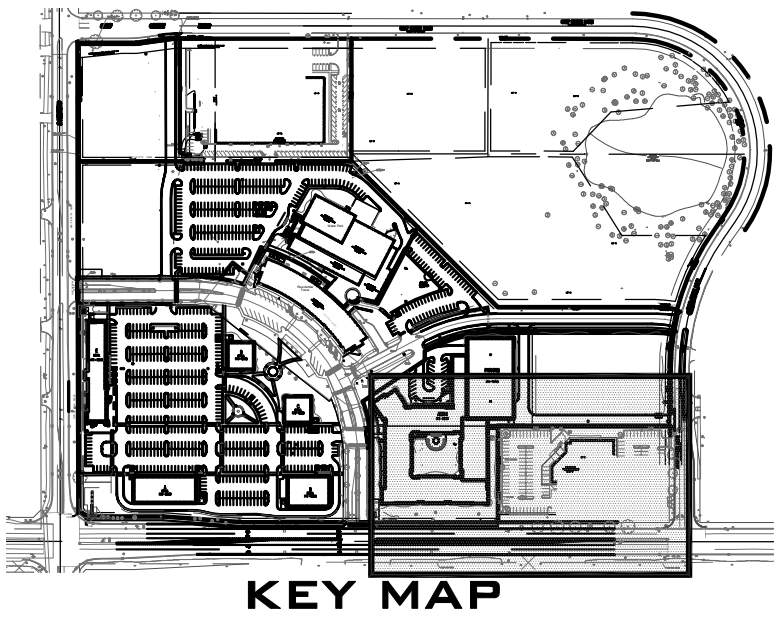
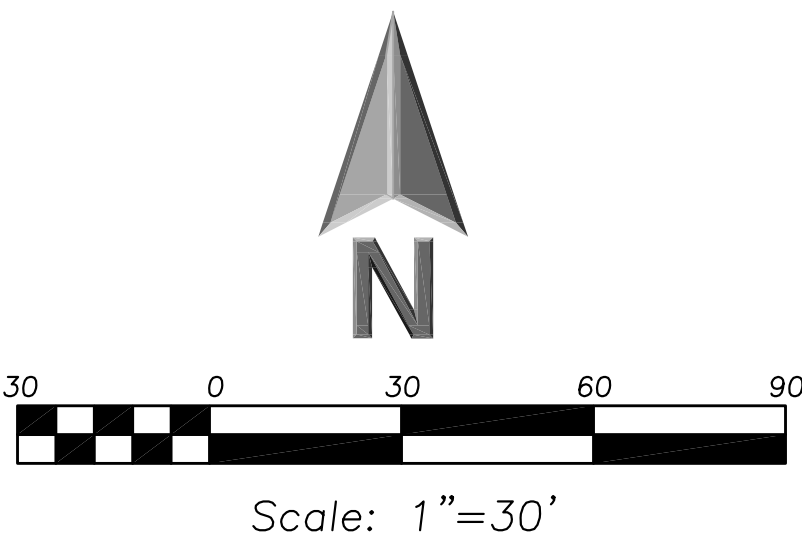
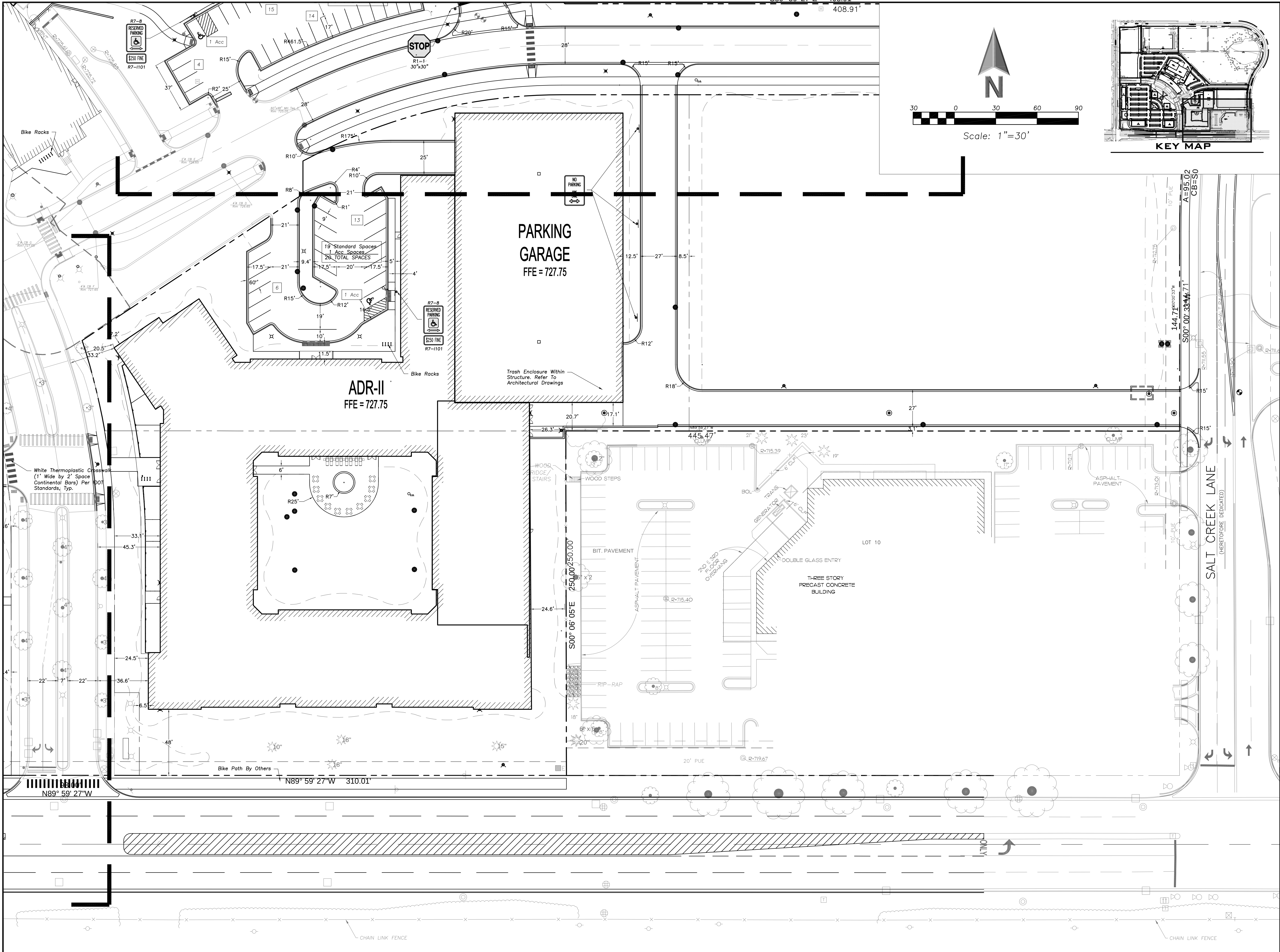
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Sheet Title:
**SITE GEOMETRY
PLAN**
SOUTHWEST

Sheet No:
C-2.04

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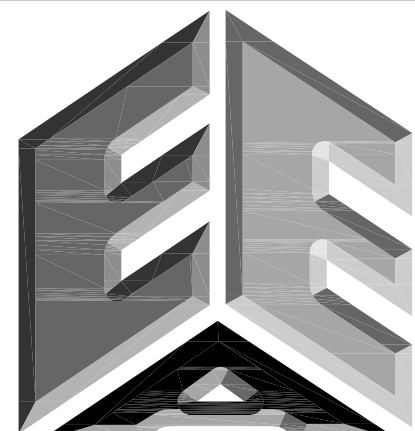
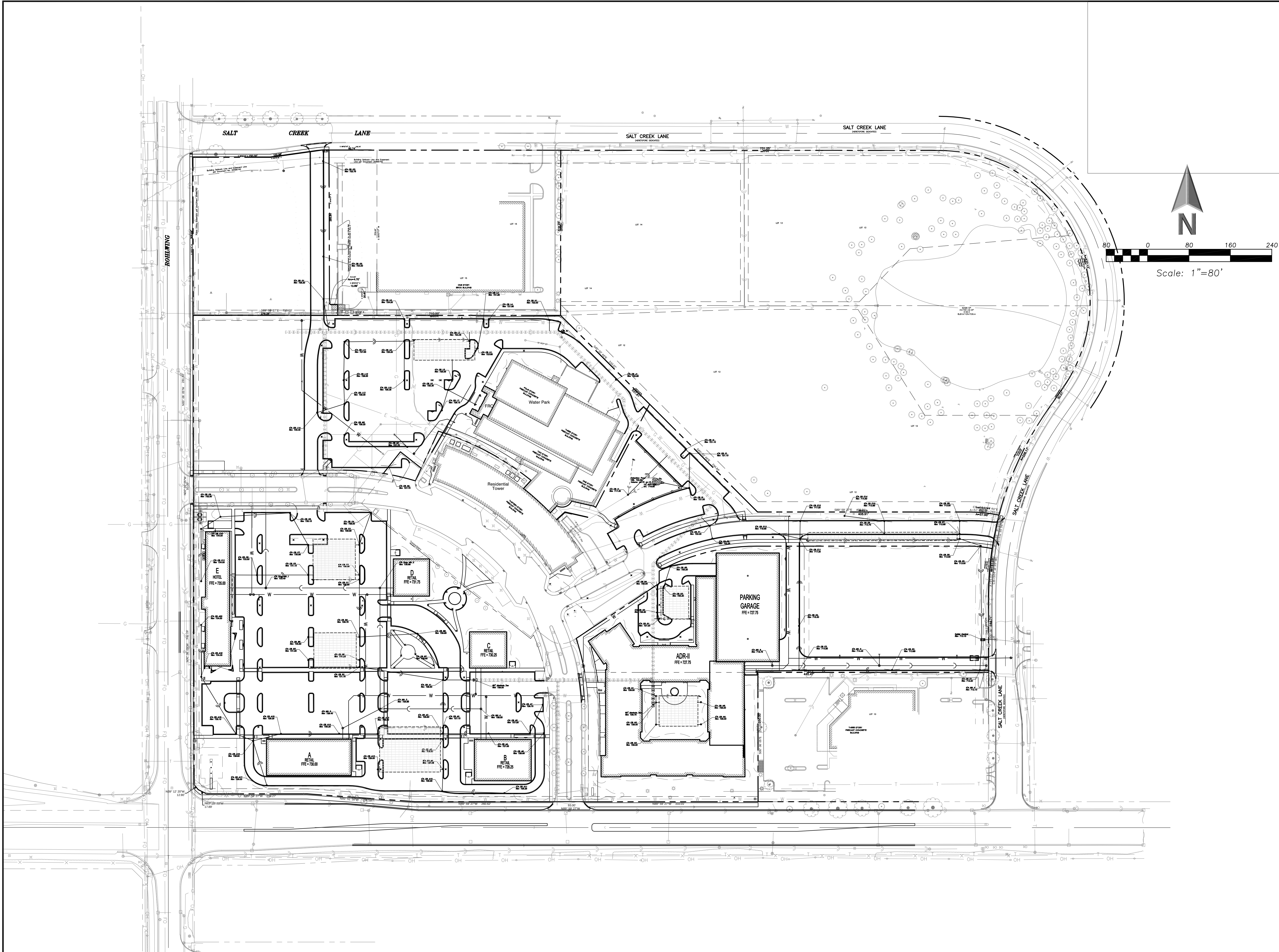
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Sheet Title:
**SITE GEOMETRY
PLAN**
SOUTHEAST

Sheet No:

C-2.05

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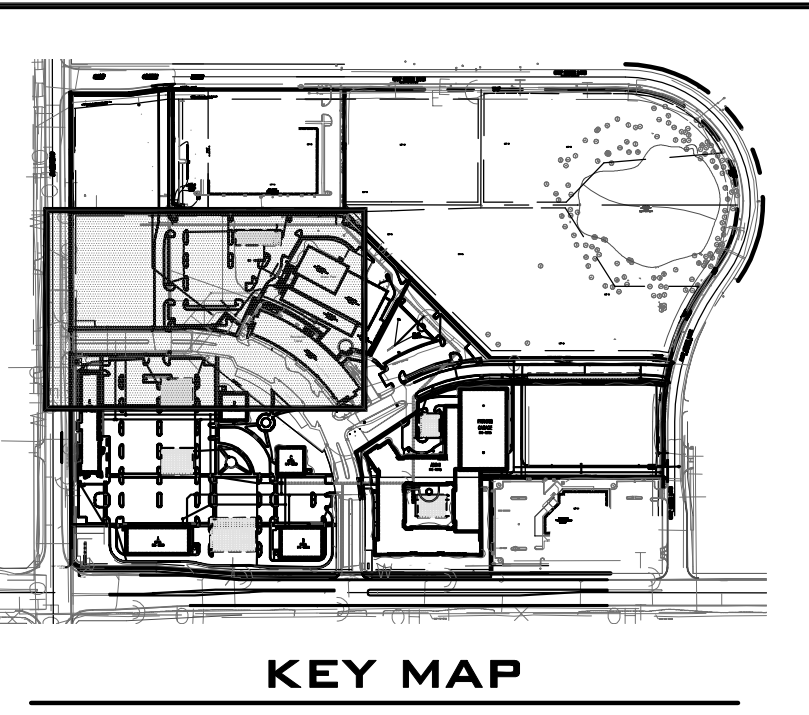
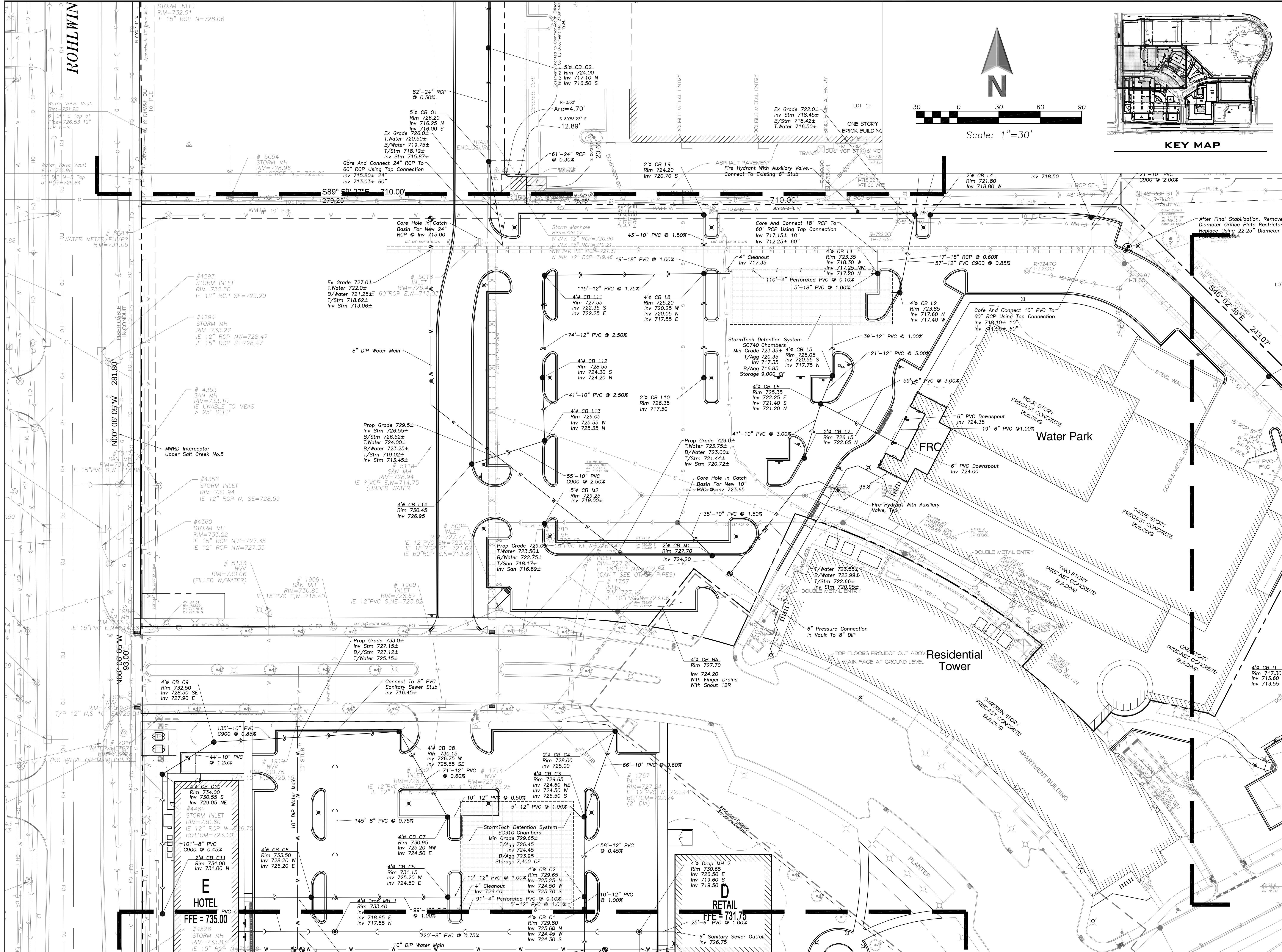
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Sheet Title:
SITE UTILITY PLAN

OVERALL

Sheet No:

C-2.10



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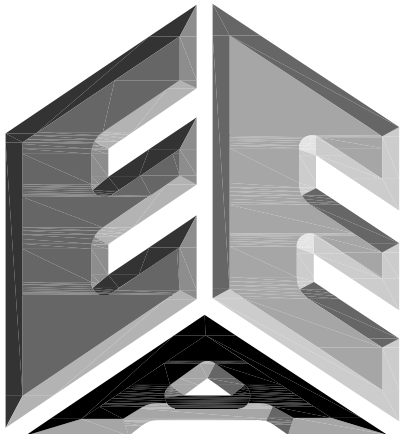
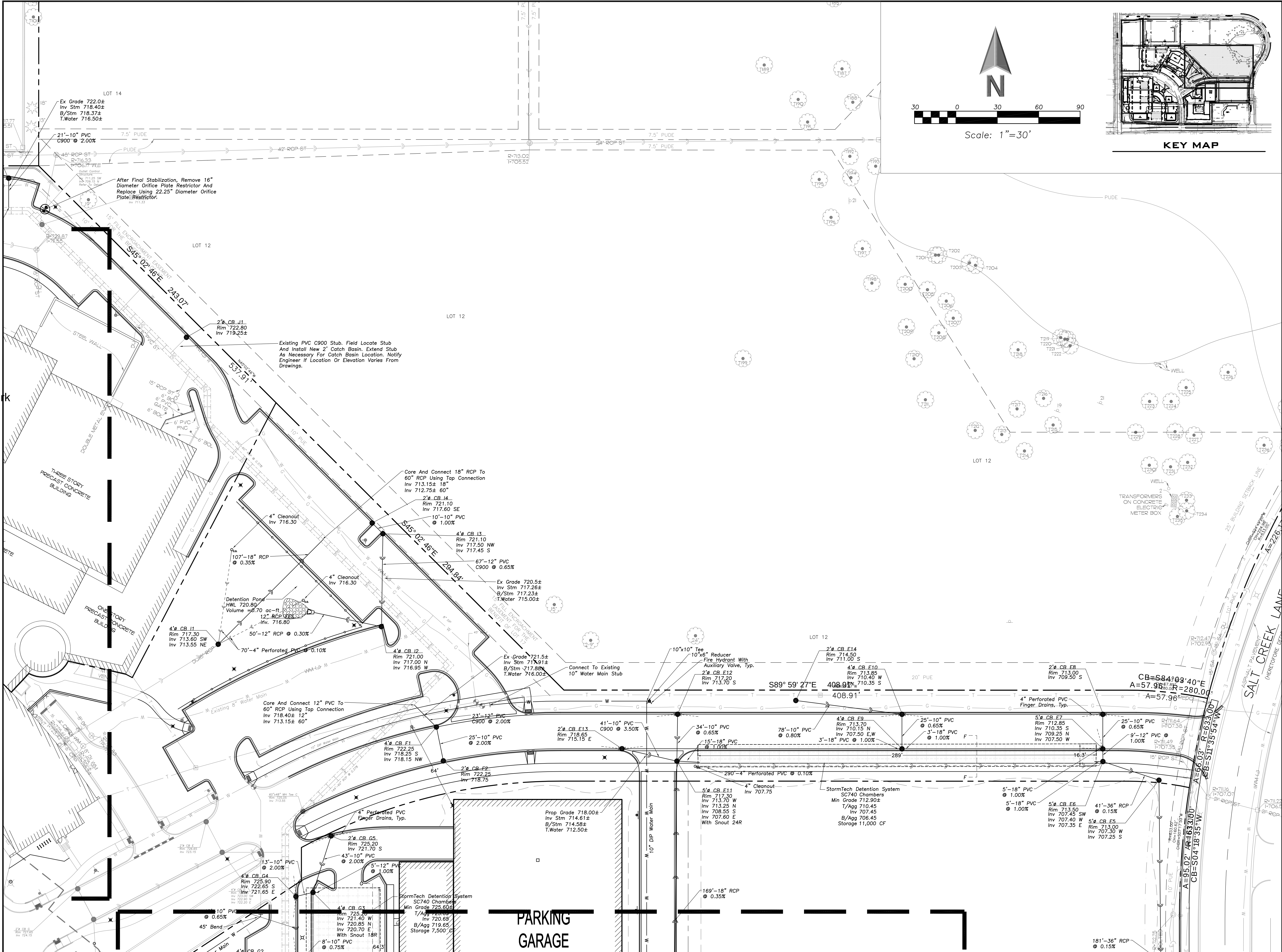
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Sheet Title:
SITE UTILITY PLAN

WEST

Sheet No:
C-2.12

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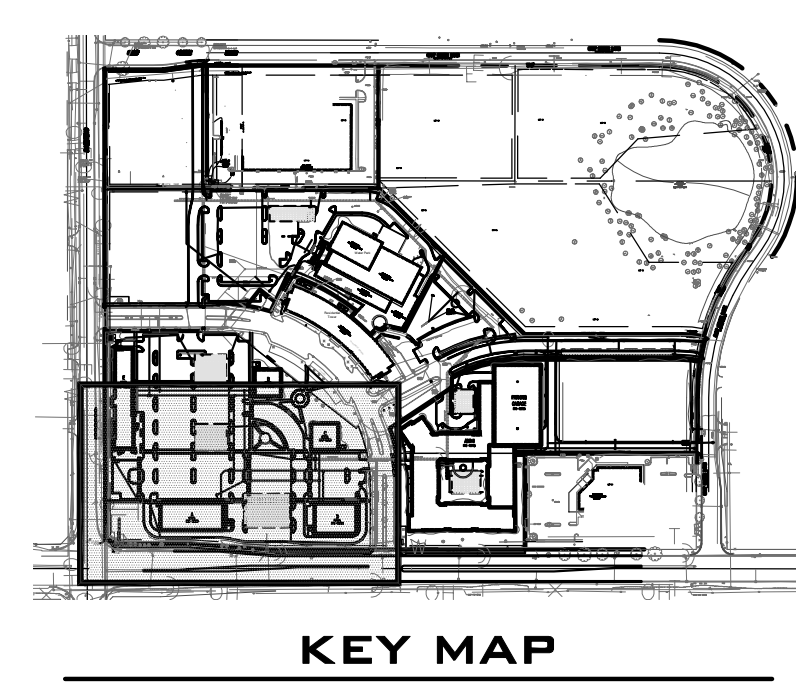
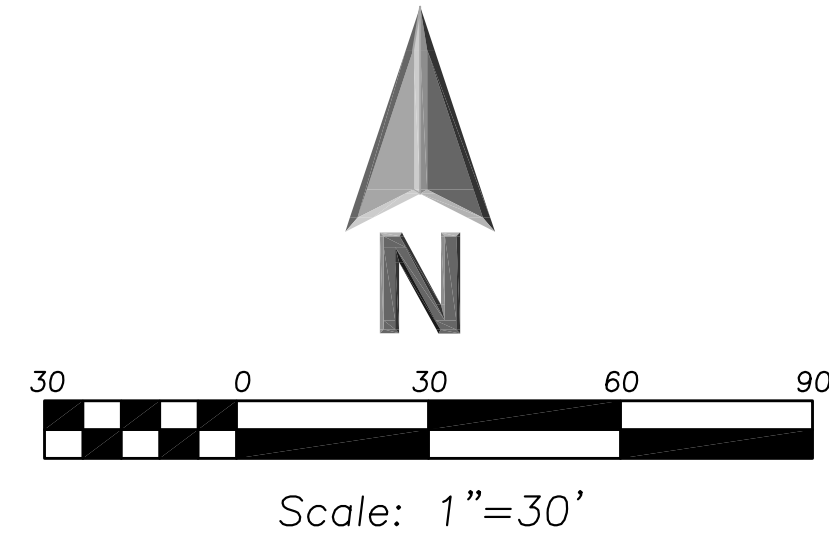
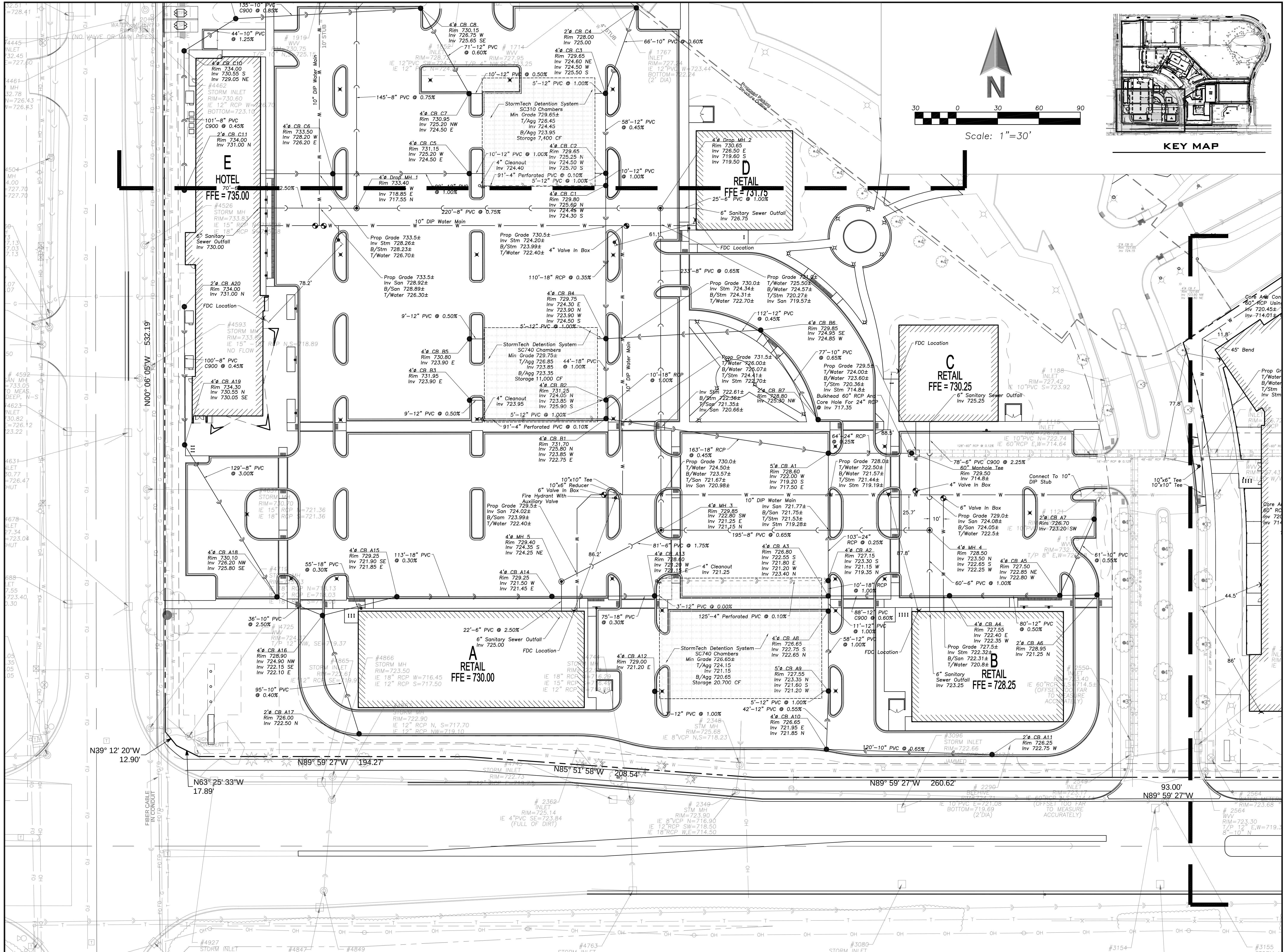
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Sheet Title:
SITE UTILITY PLAN

EAST

Sheet No:

C-2.13



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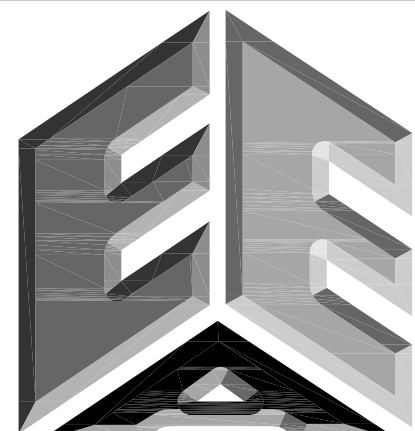
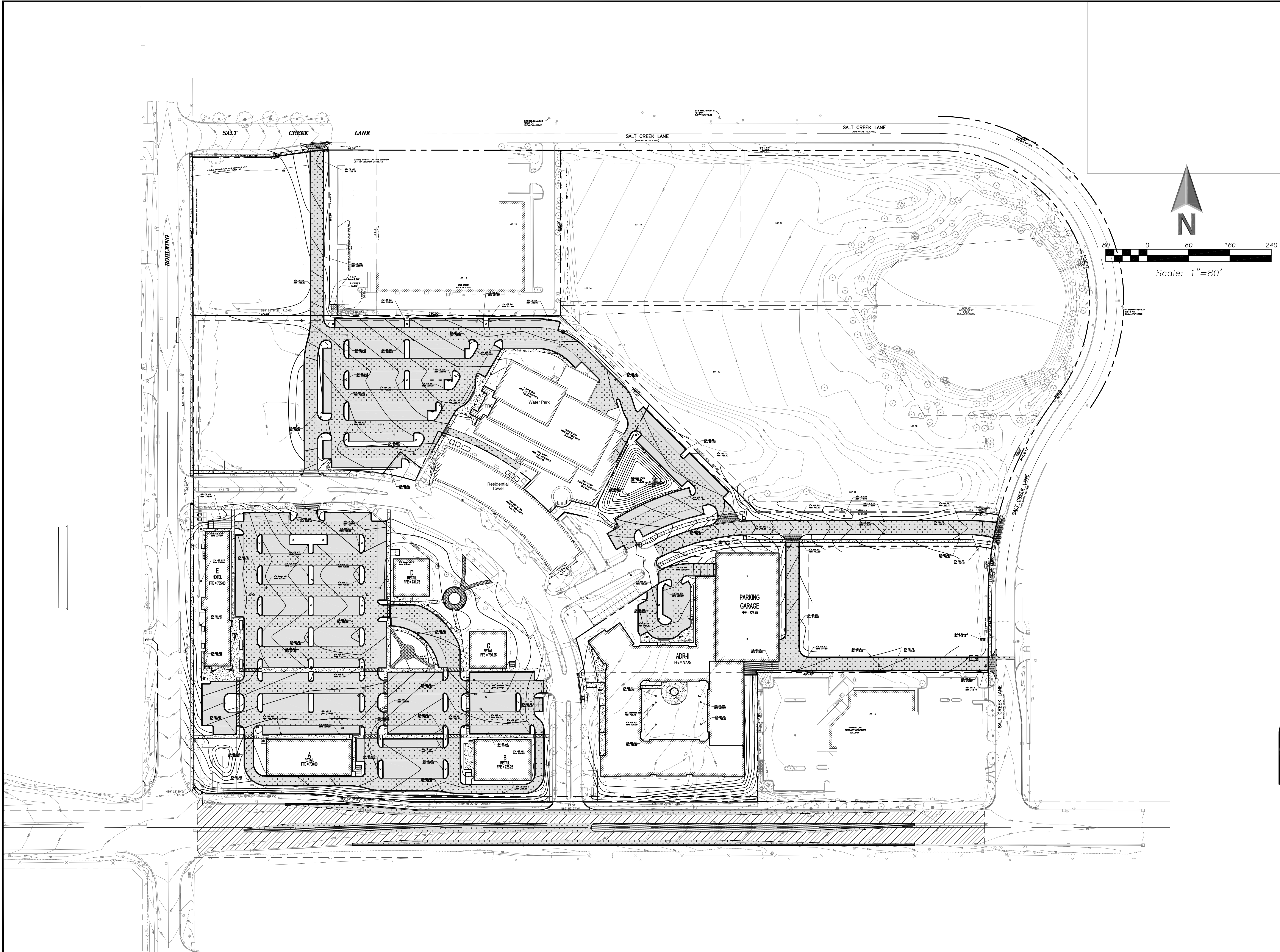
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SHEET TITLE:
SITE UTILITY PLAN

SOUTHWEST

SHEET NO:
C-2.14

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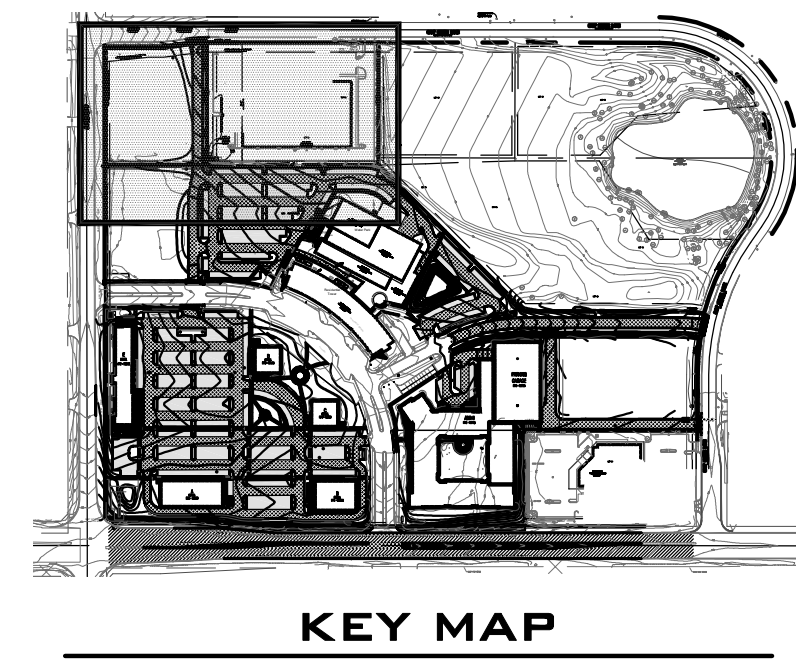
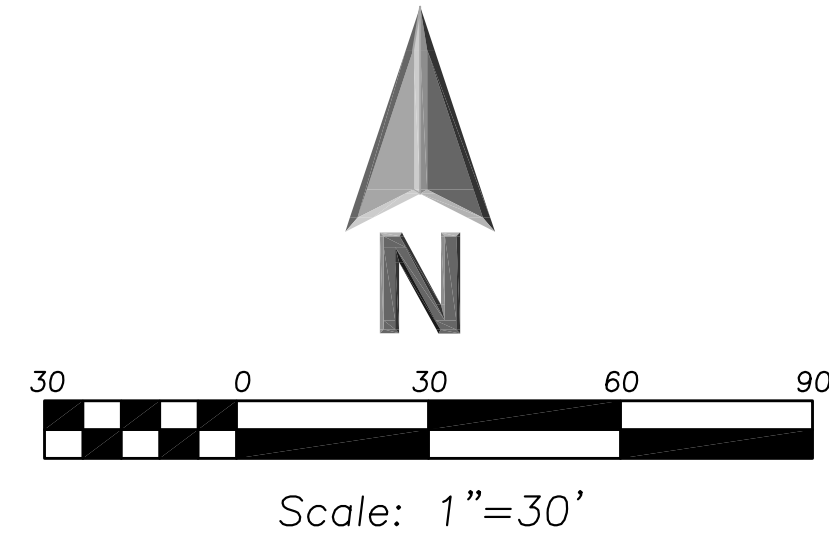
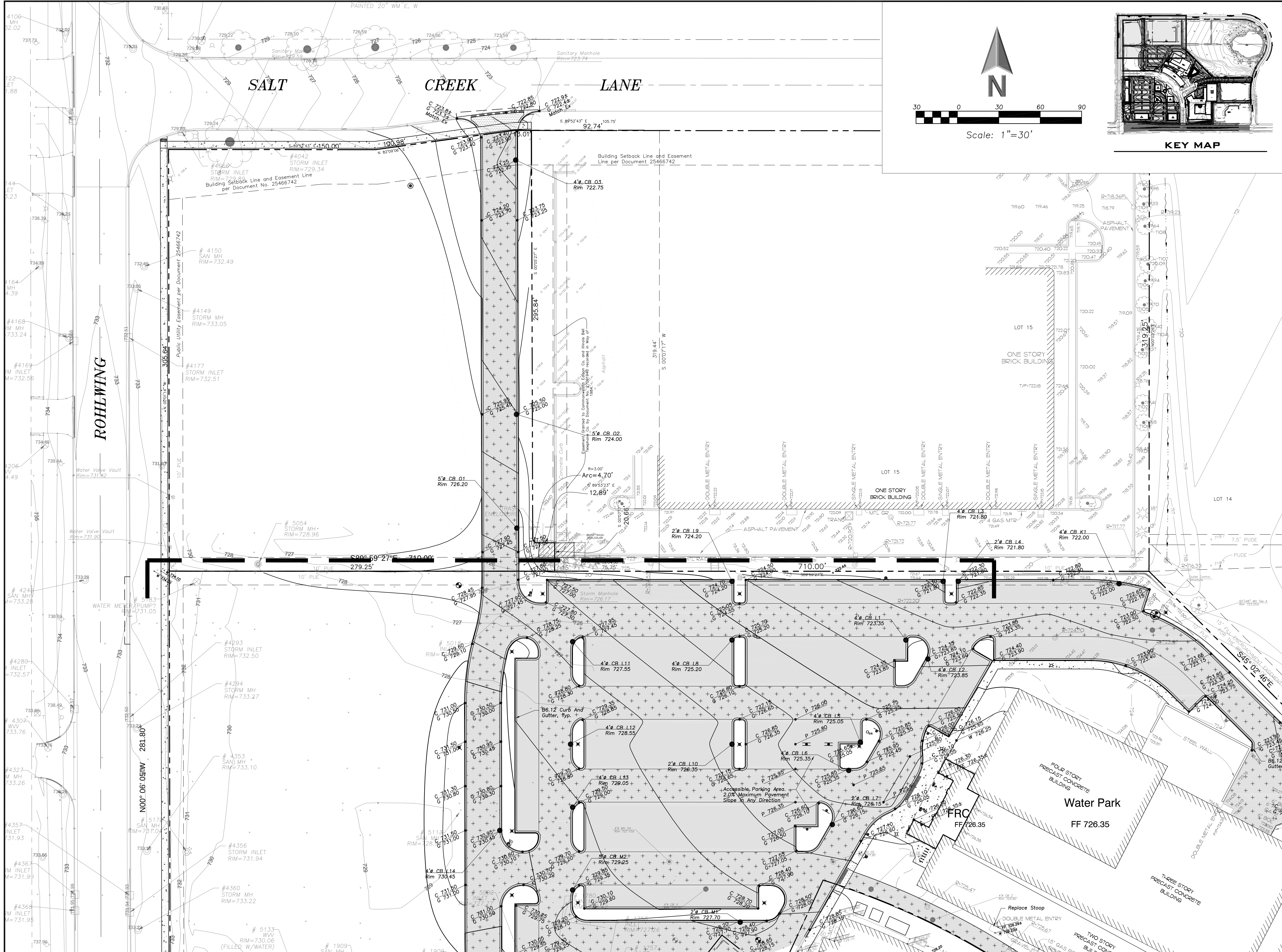
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Sheet Title:
**GRADING AND
PAVING PLAN**

OVERALL

Sheet No:
C-3.00

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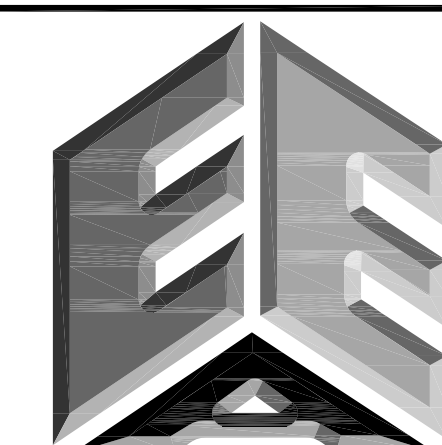
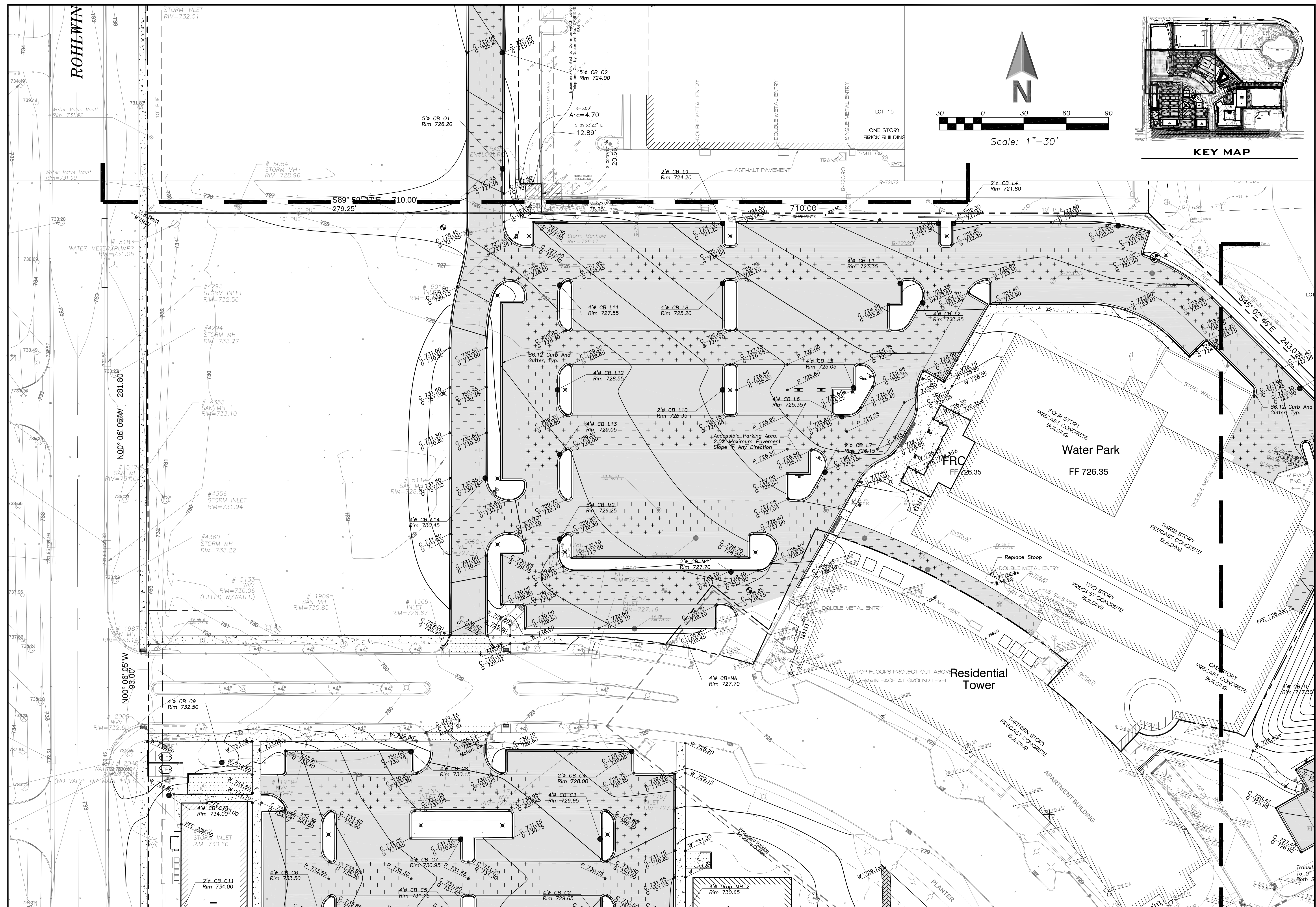
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Sheet Title:
**GRADING AND
PAVING PLAN**
NORTHWEST

Sheet No:
C-3.01



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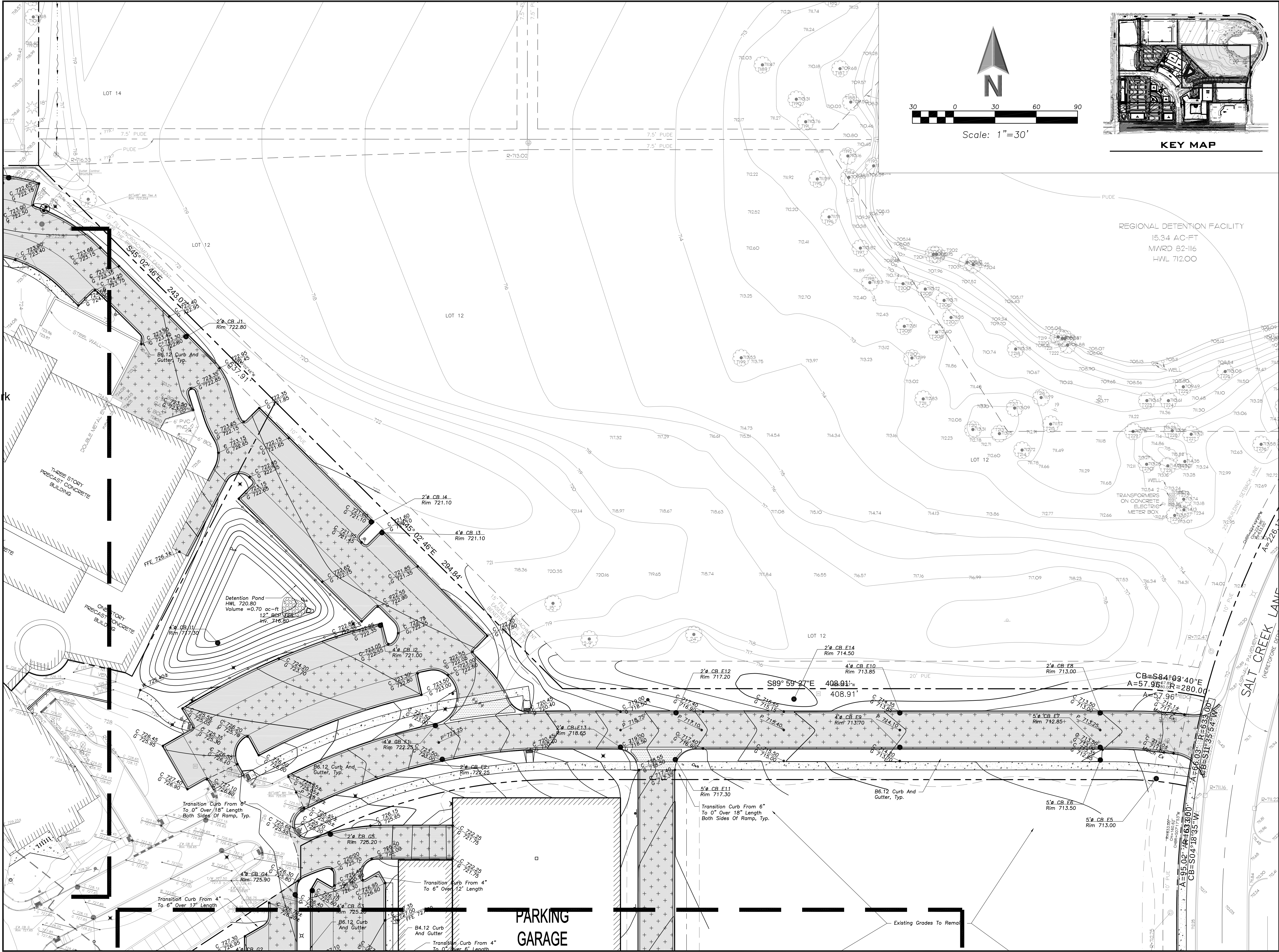
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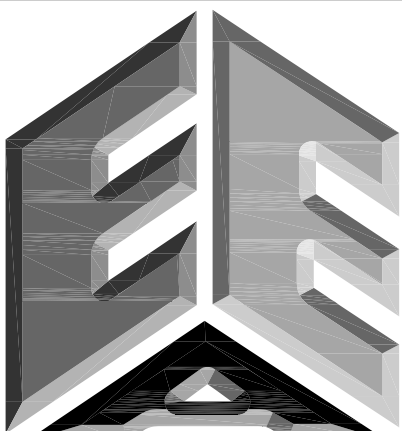
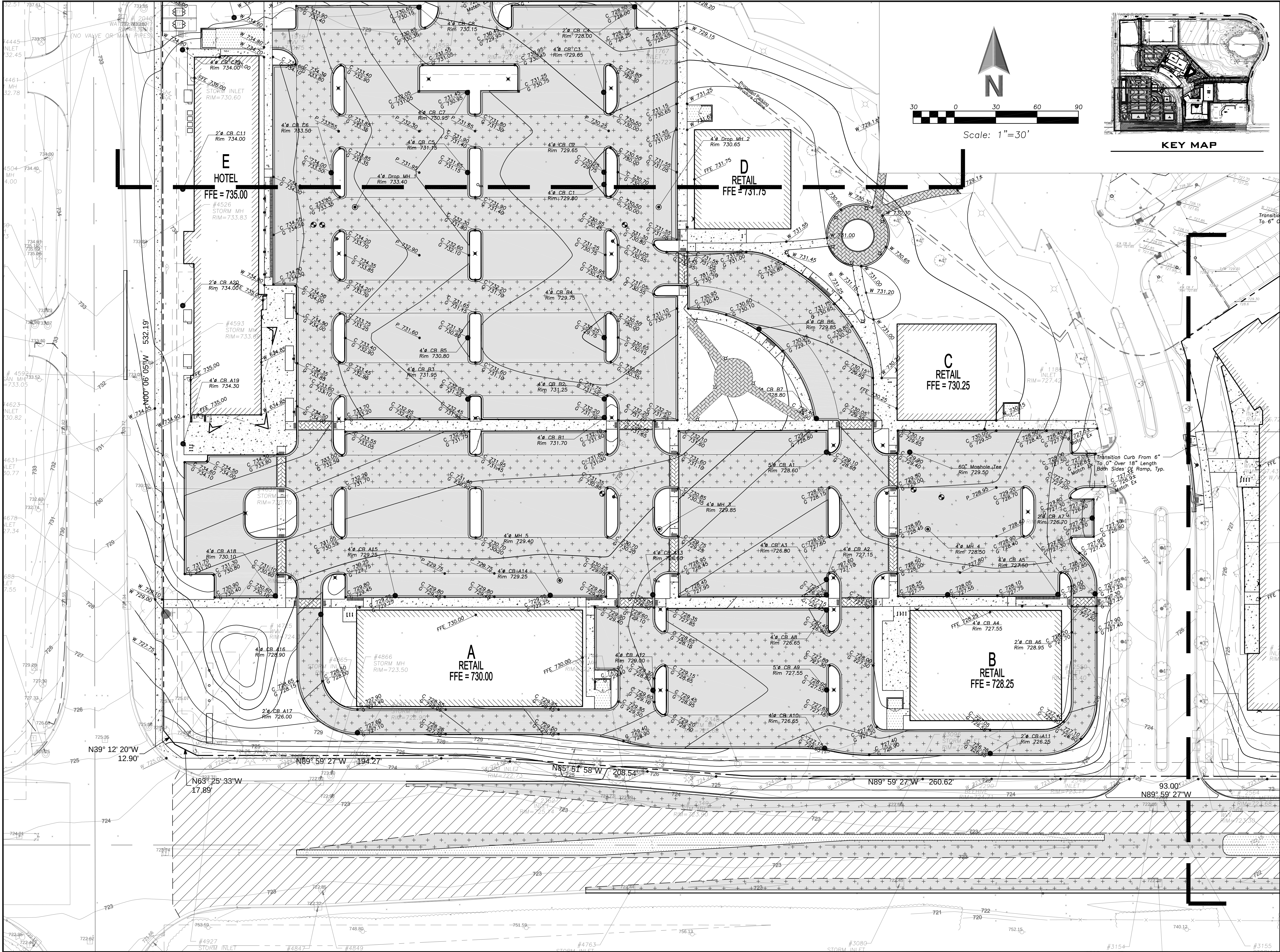
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**GRADING AND
PAVING PLAN**

EAST

SHEET NO:

C-3.03



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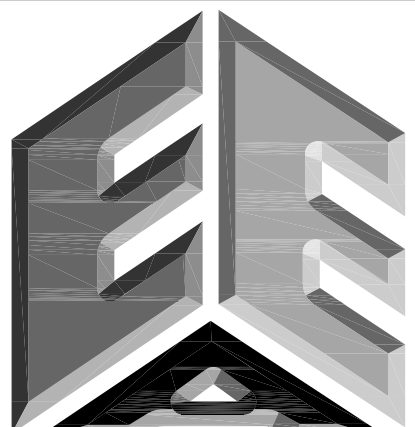
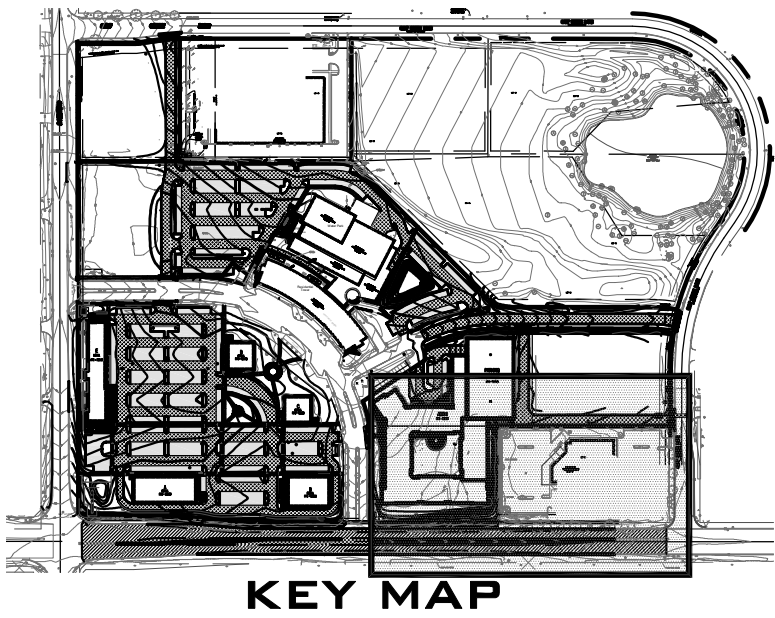
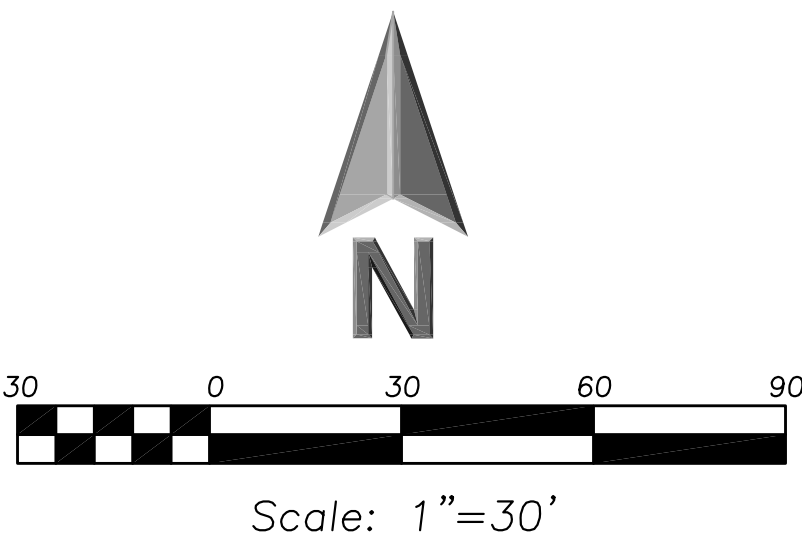
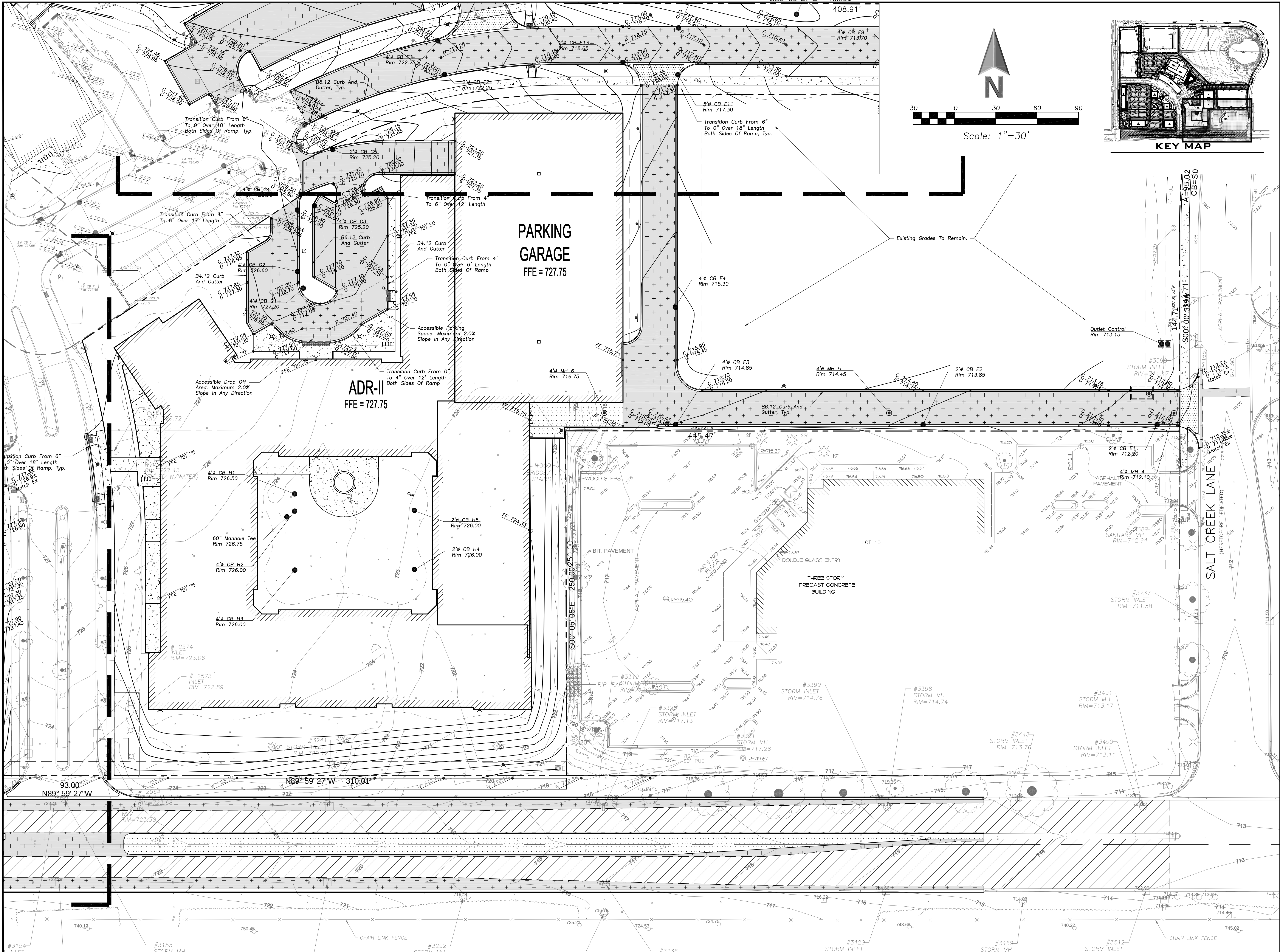
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Sheet Title:
**GRADING AND
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SOUTHWEST

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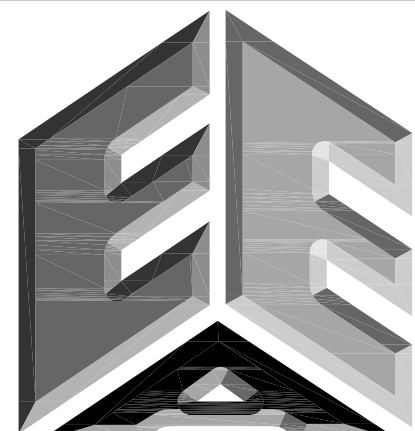
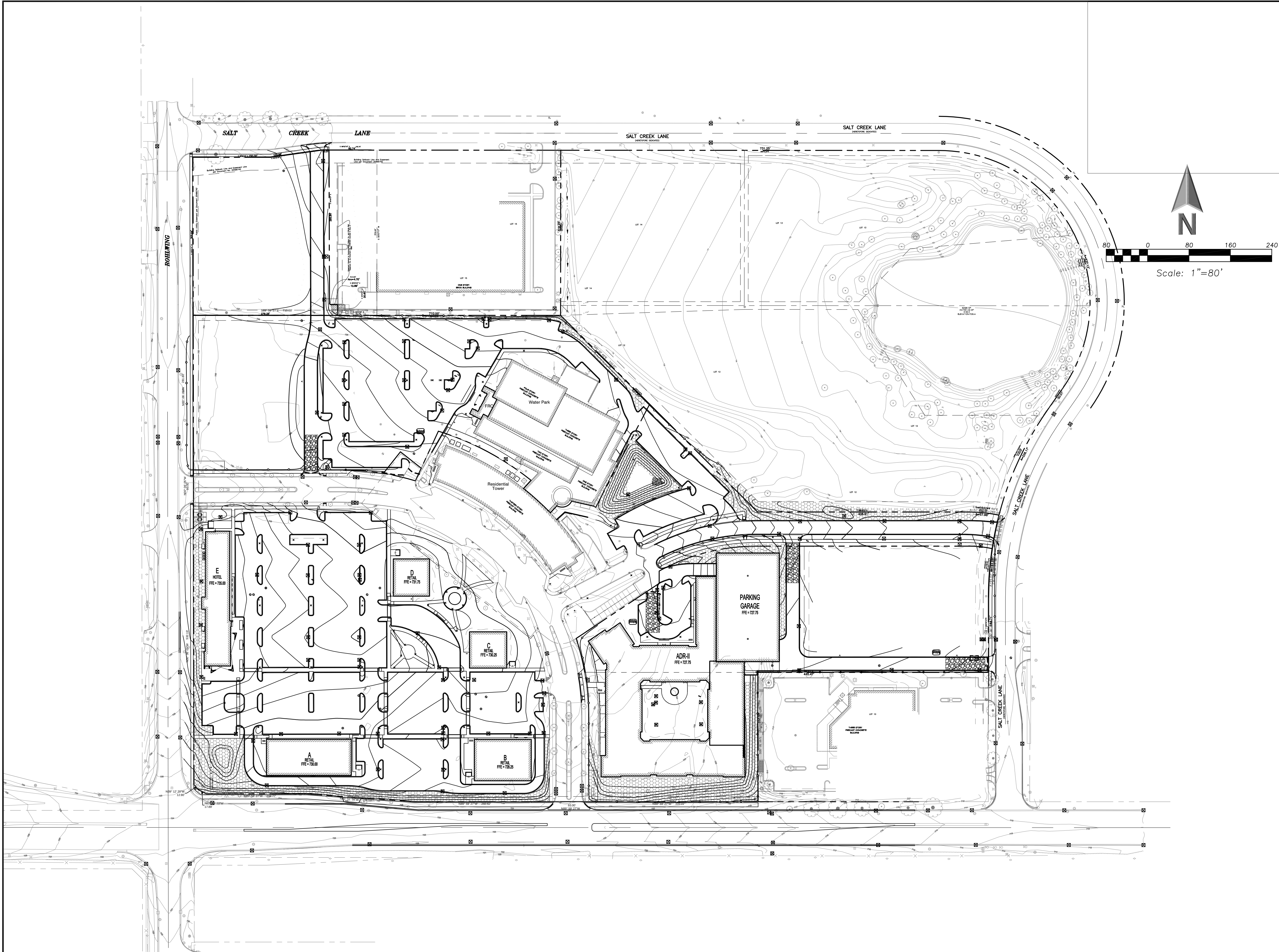
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Sheet Title:
**GRADING AND
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SOUTHEAST

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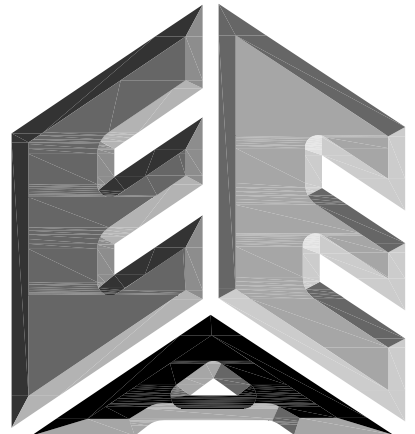
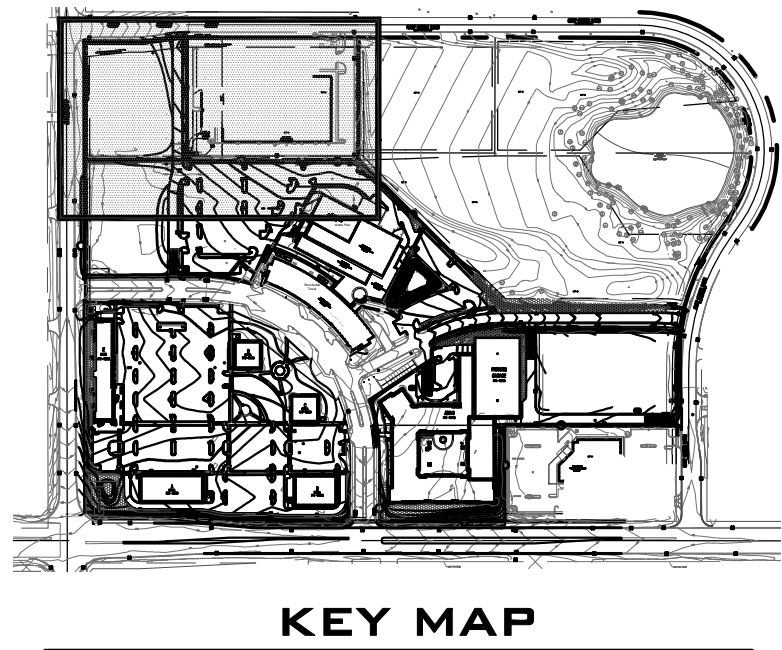
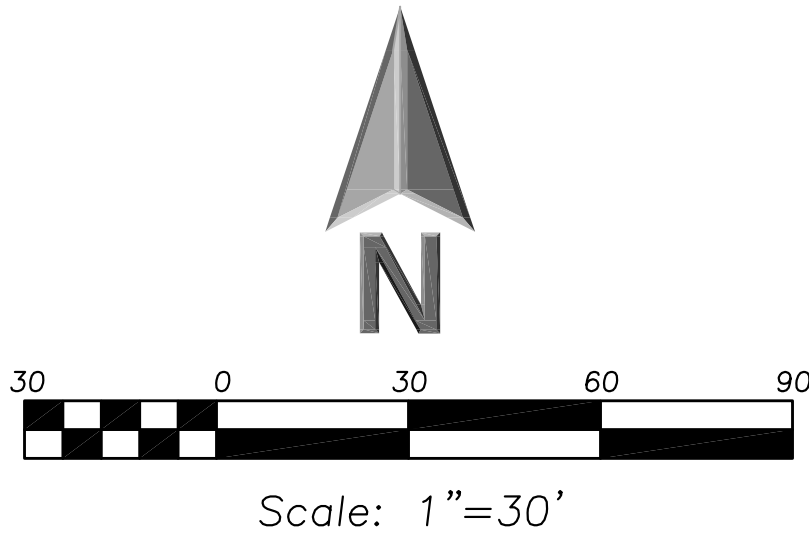
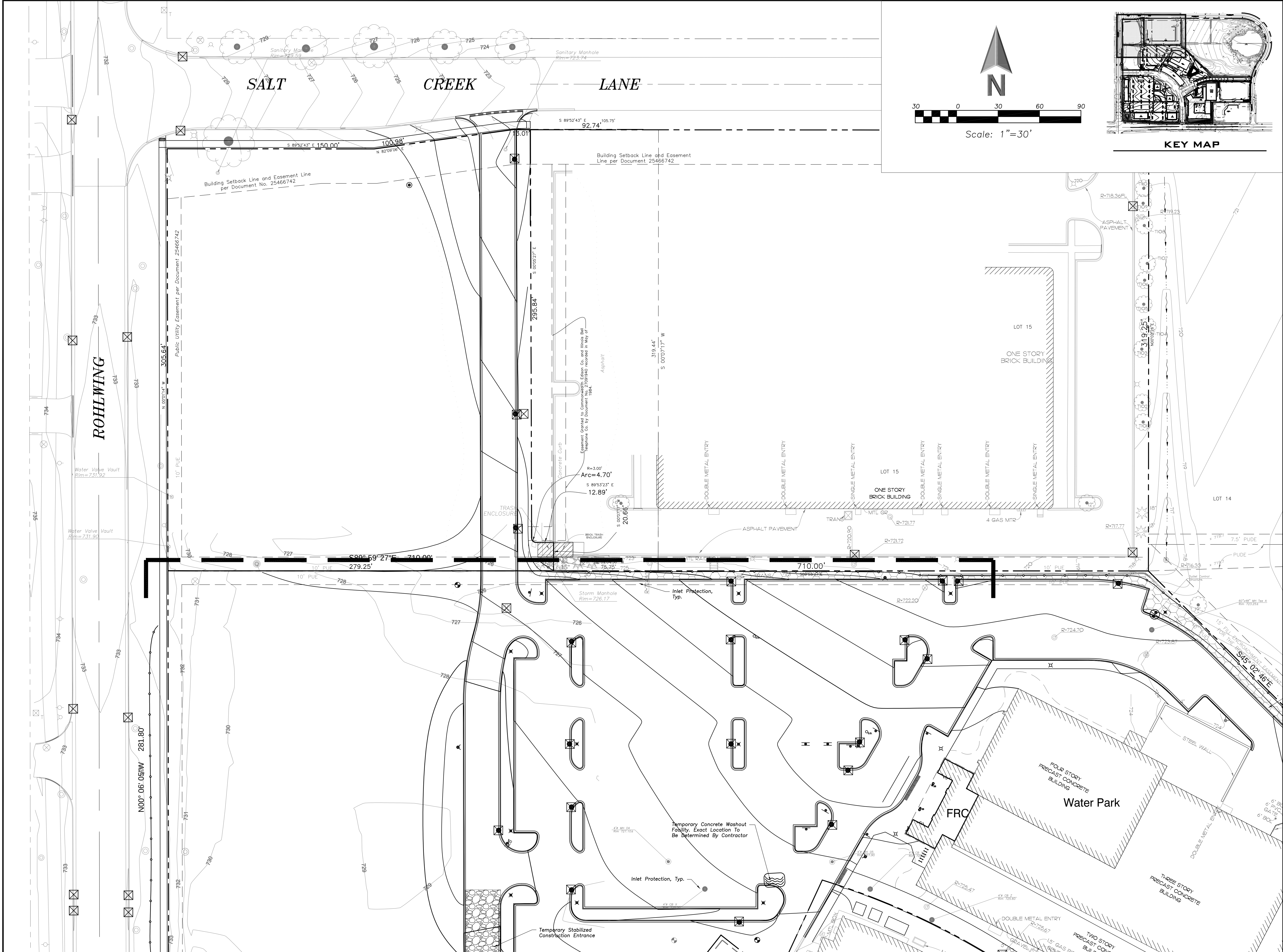
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Sheet Title:
**SOIL EROSION
AND SEDIMENT
CONTROL PLAN
OVERALL**

Sheet No:
C-3.10



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ARLINGTON DOWNS PHASE 2 CONSTRUCTION

3400 W Euclid Avenue
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: 11/19

No.	Date	Description
	04/04/18	Issued For PUD Amendment
	05/08/18	Revised Per Village
	06/22/18	Revised Per Village

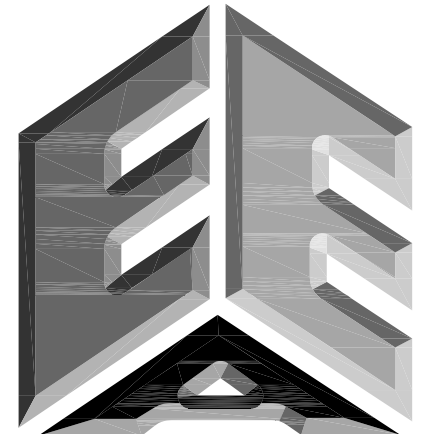
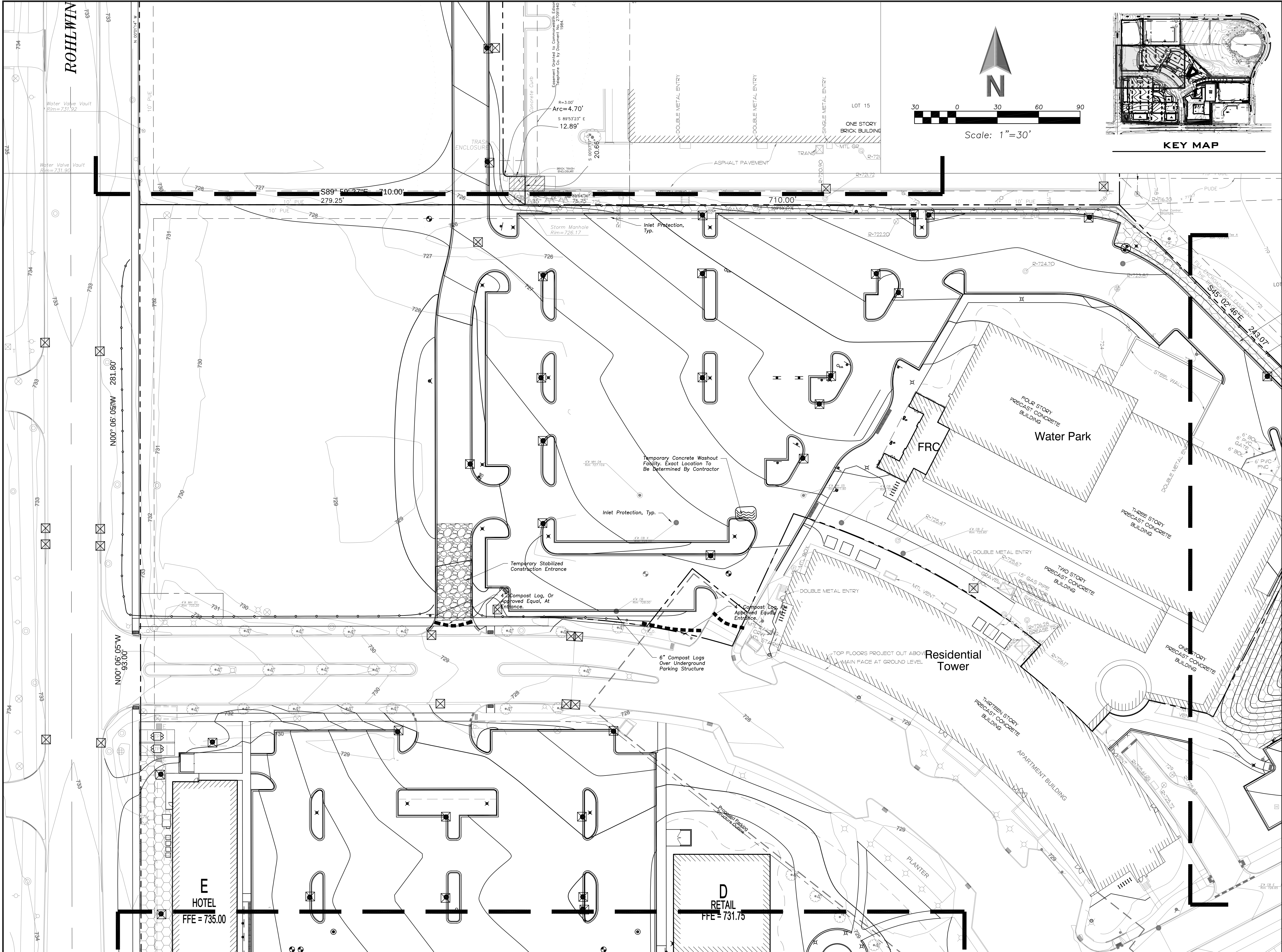
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Sheet Title:
**SOIL EROSION
AND SEDIMENT
CONTROL PLAN
NORTHWEST**

Sheet No:

C-3.11

EEA - P:\Pot\Arlington Downs\06 West Site - OKW\Drawings\Arlington Downs Master Site Plan.dwg
Plotted: 6/21/18 @ 9:28am By: pdmmer



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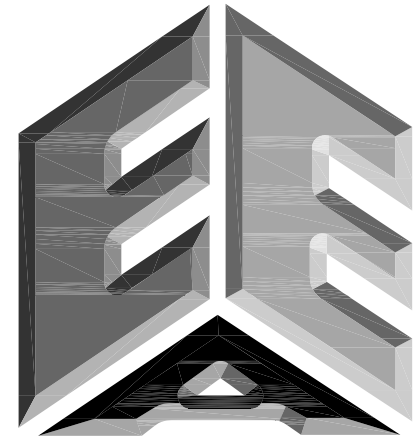
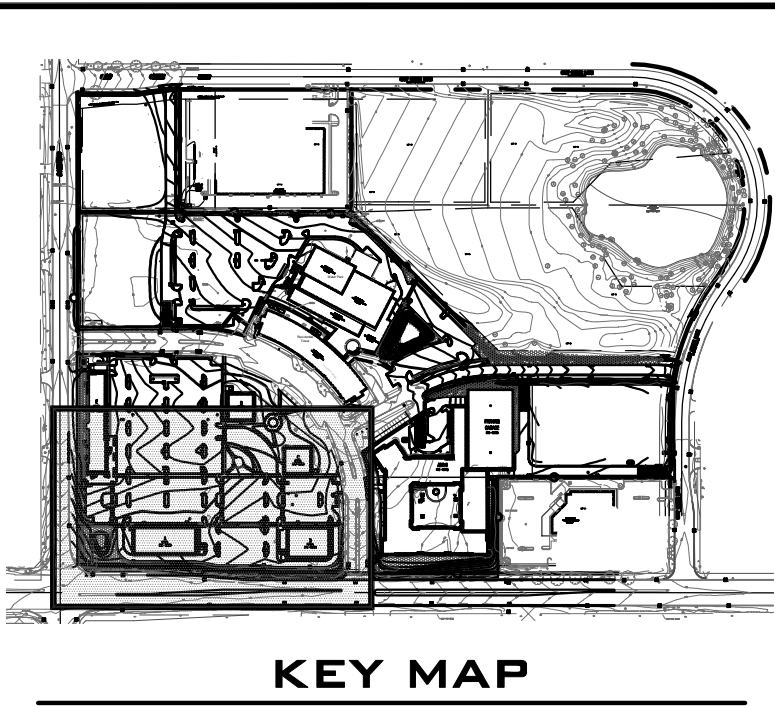
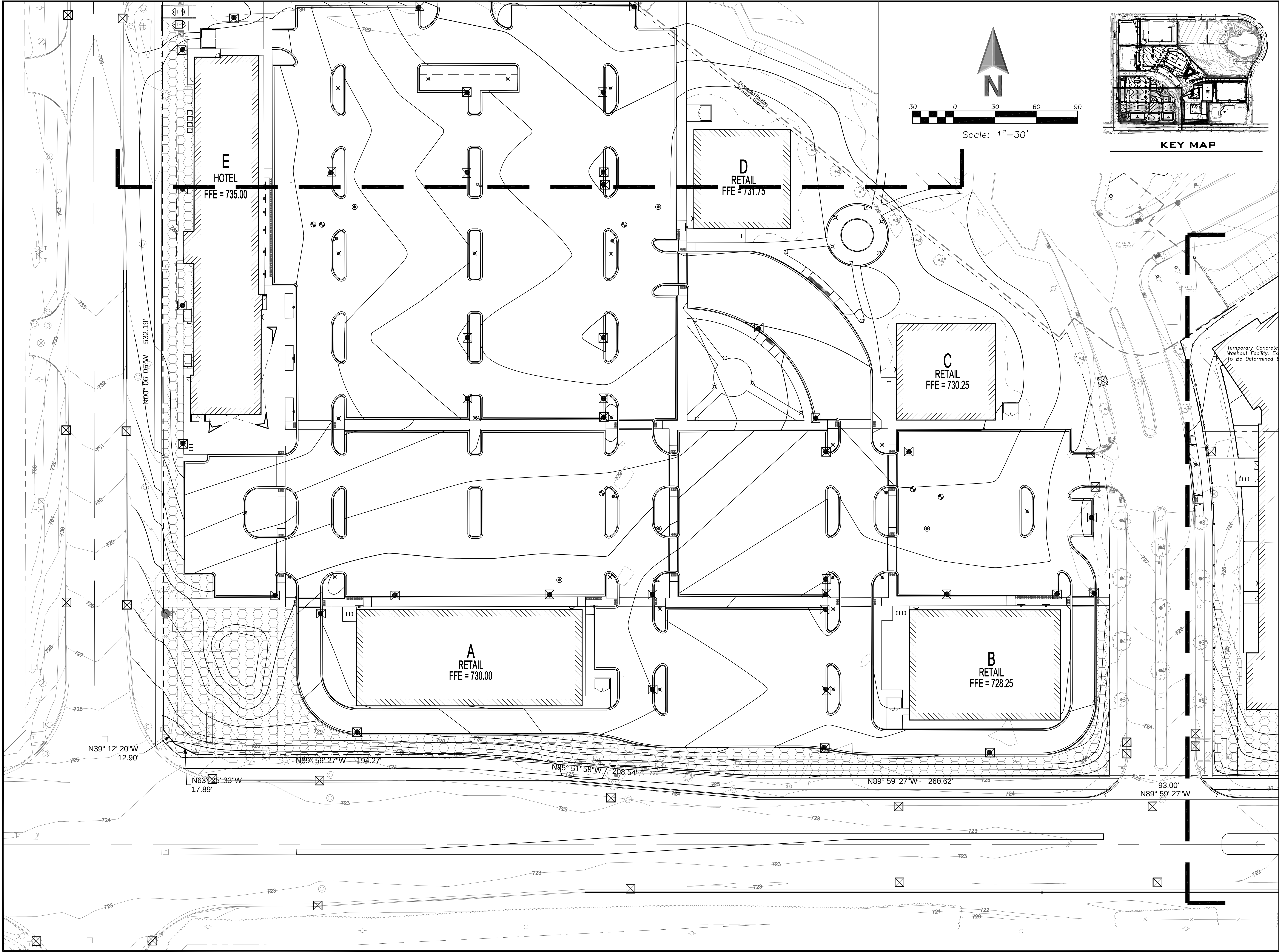
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Sheet Title:
**SOIL EROSION
AND SEDIMENT
CONTROL PLAN
WEST**

Sheet No:
C-3.12

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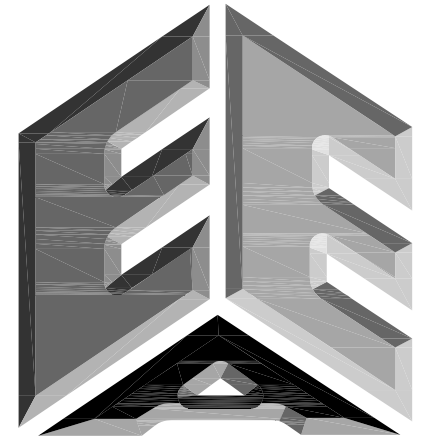
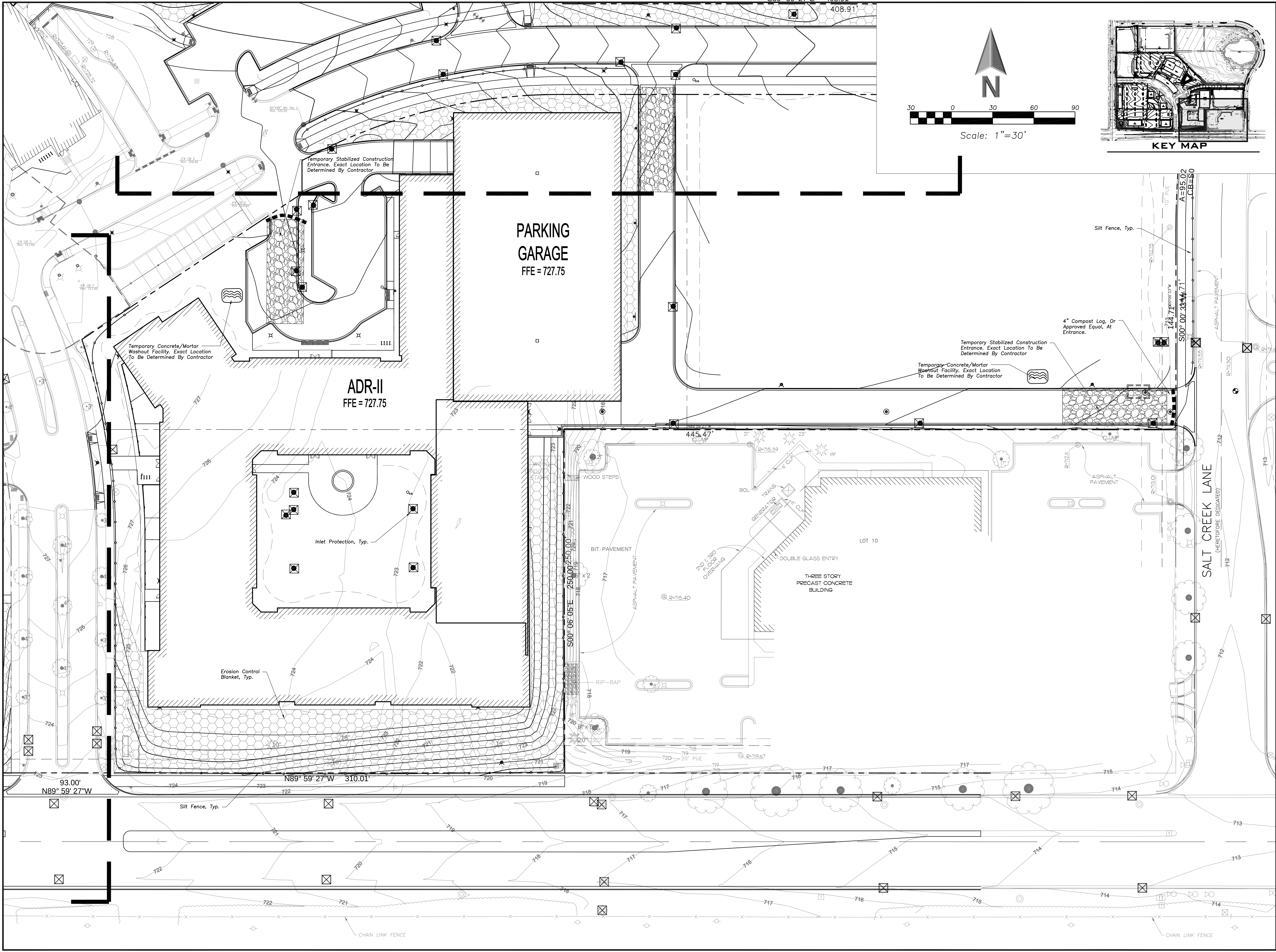
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Sheet Title:
SOIL EROSION
AND SEDIMENT
CONTROL PLAN
SOUTHWEST

Sheet No:

C-3.14

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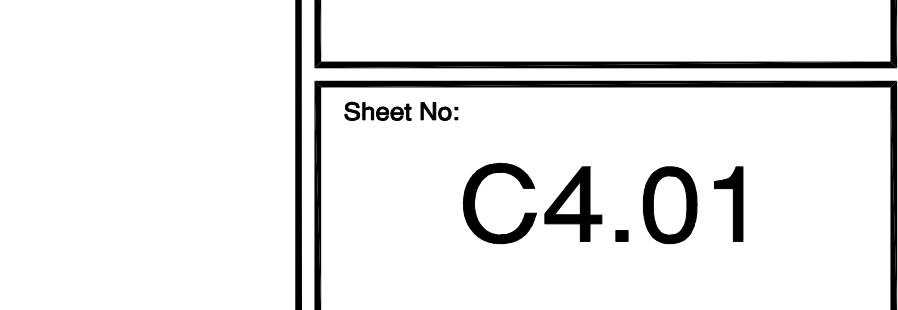
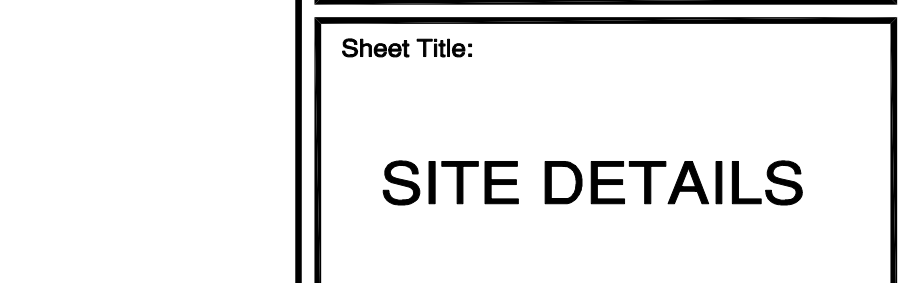
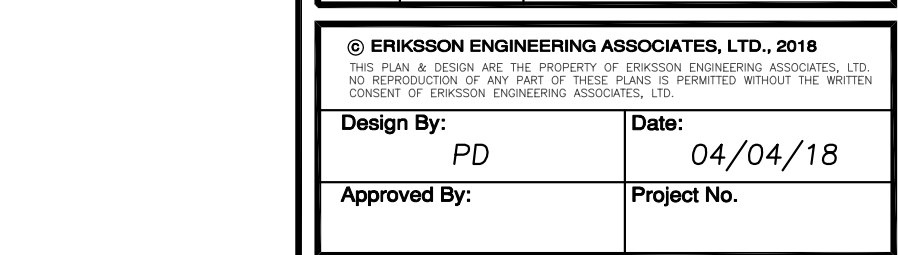
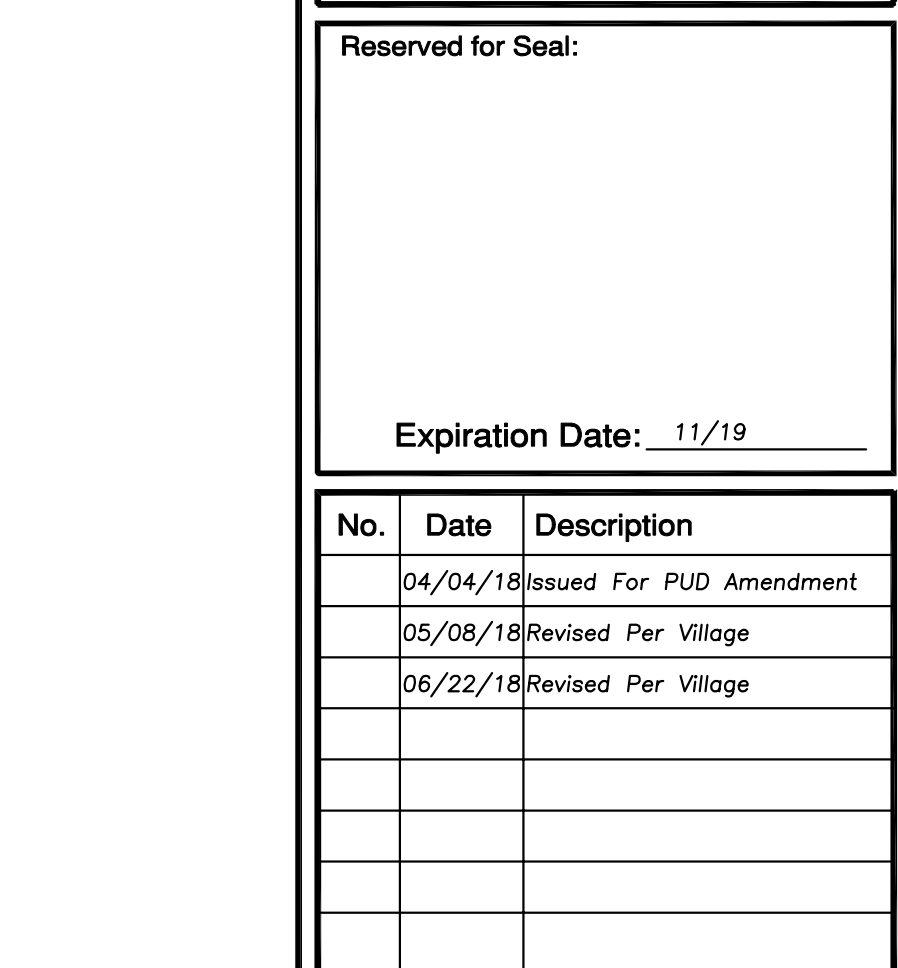
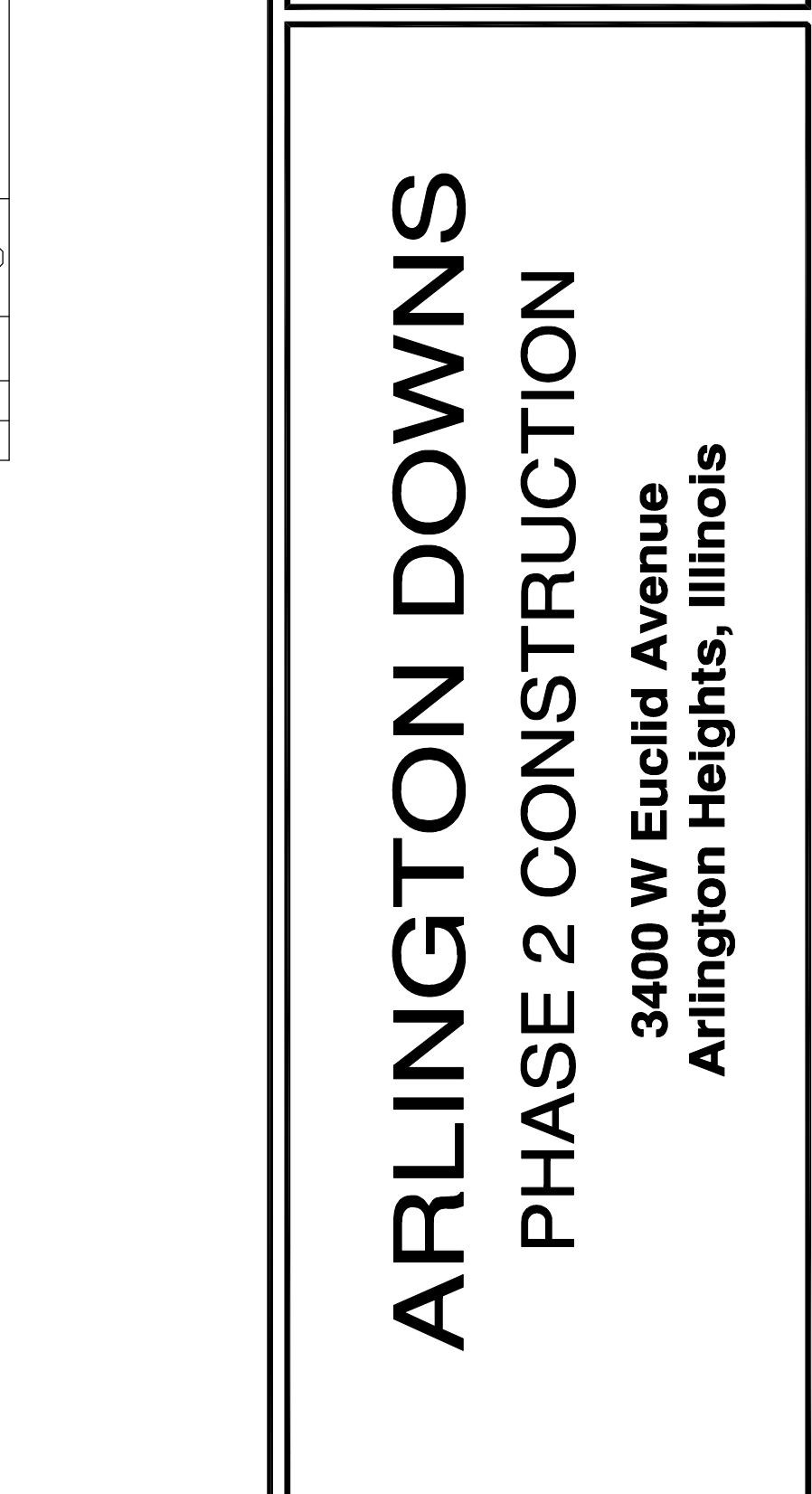
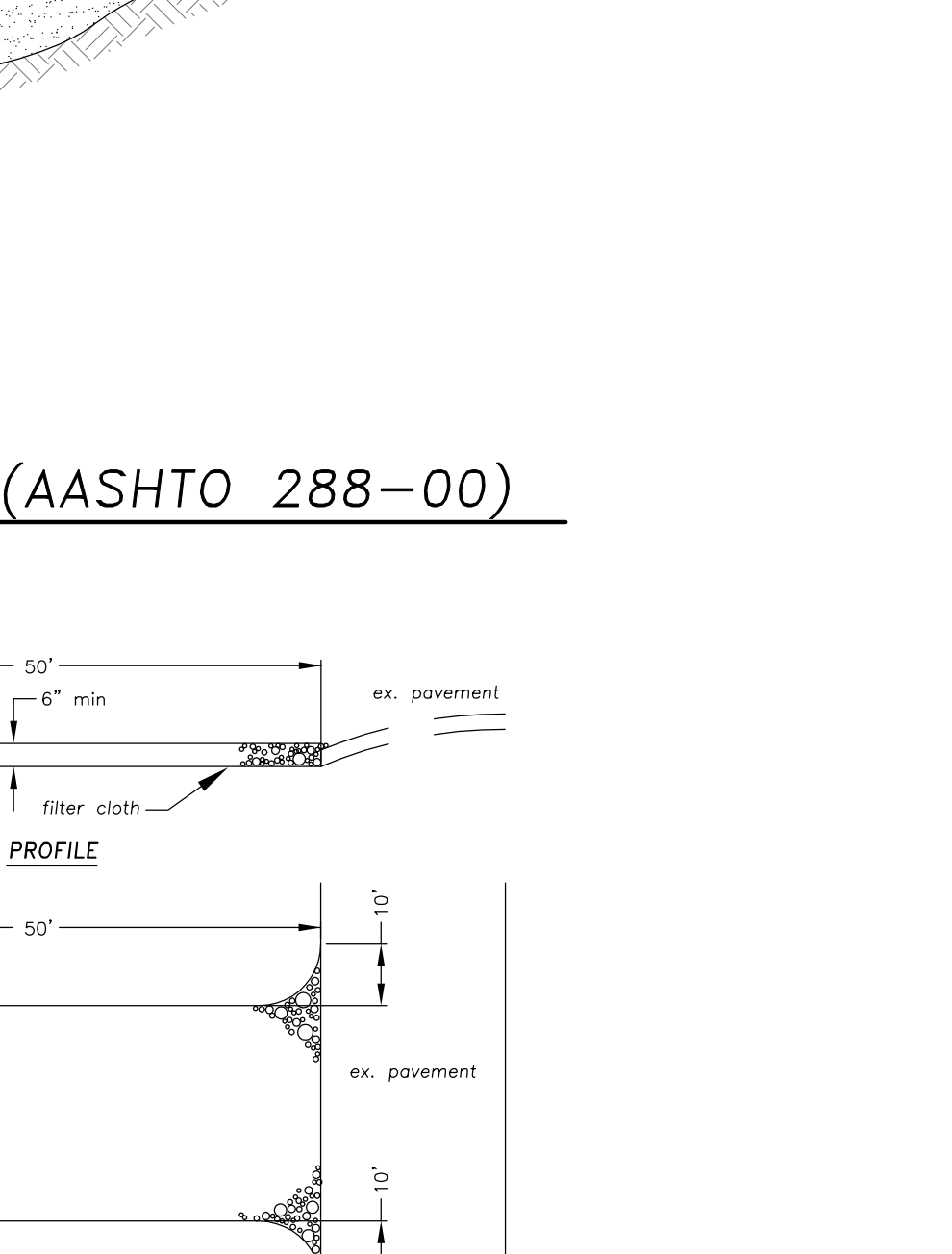
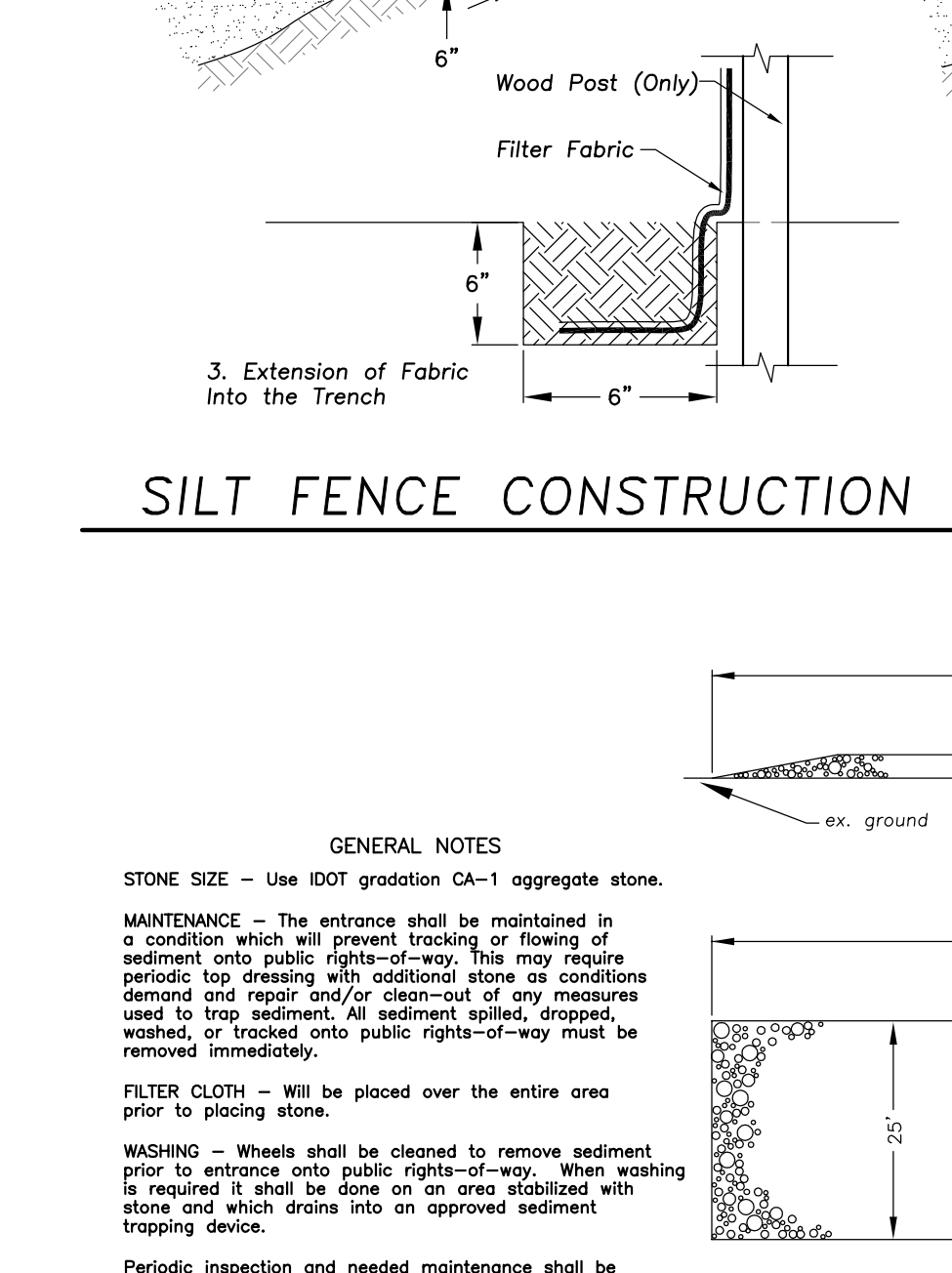
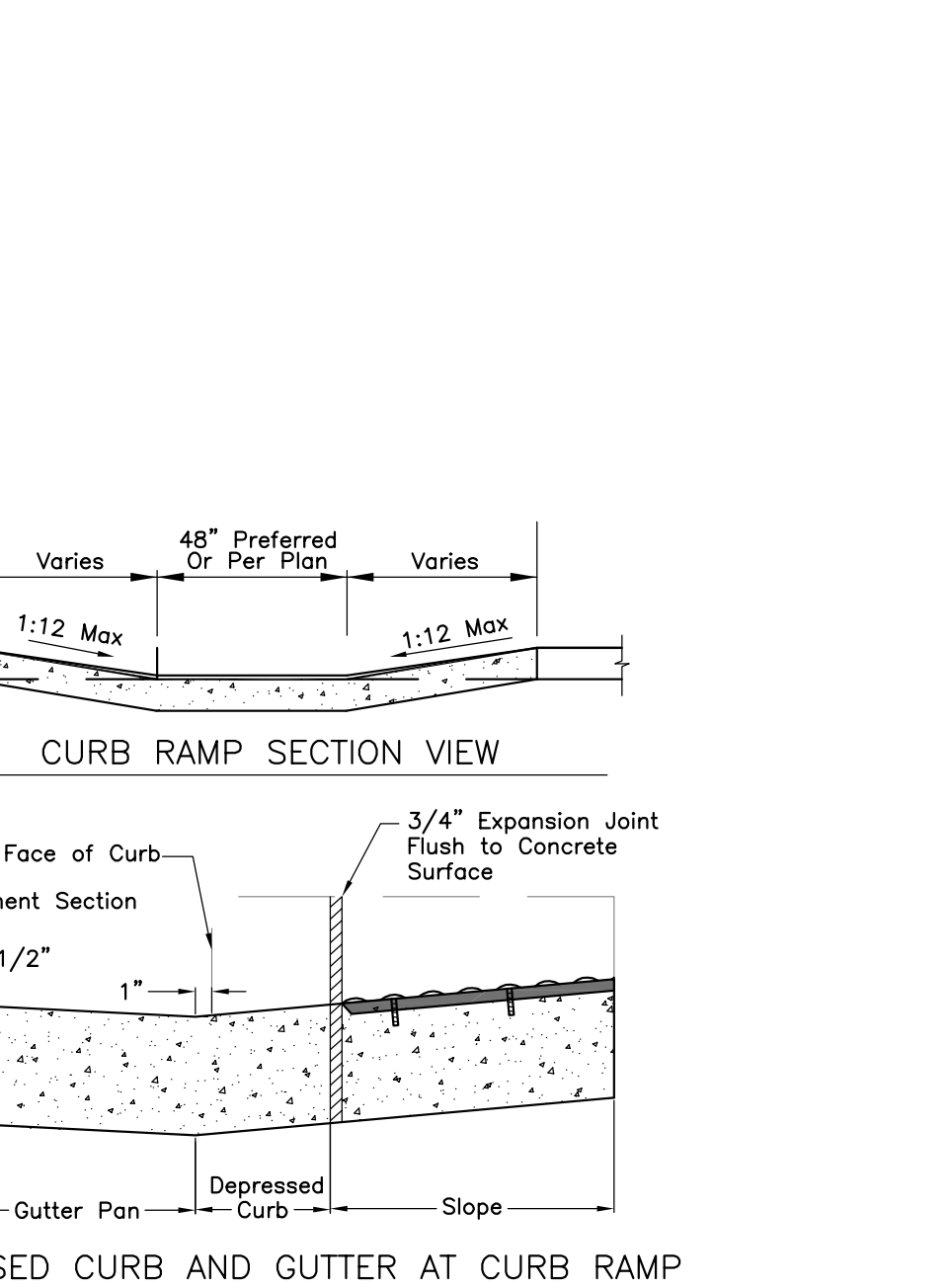
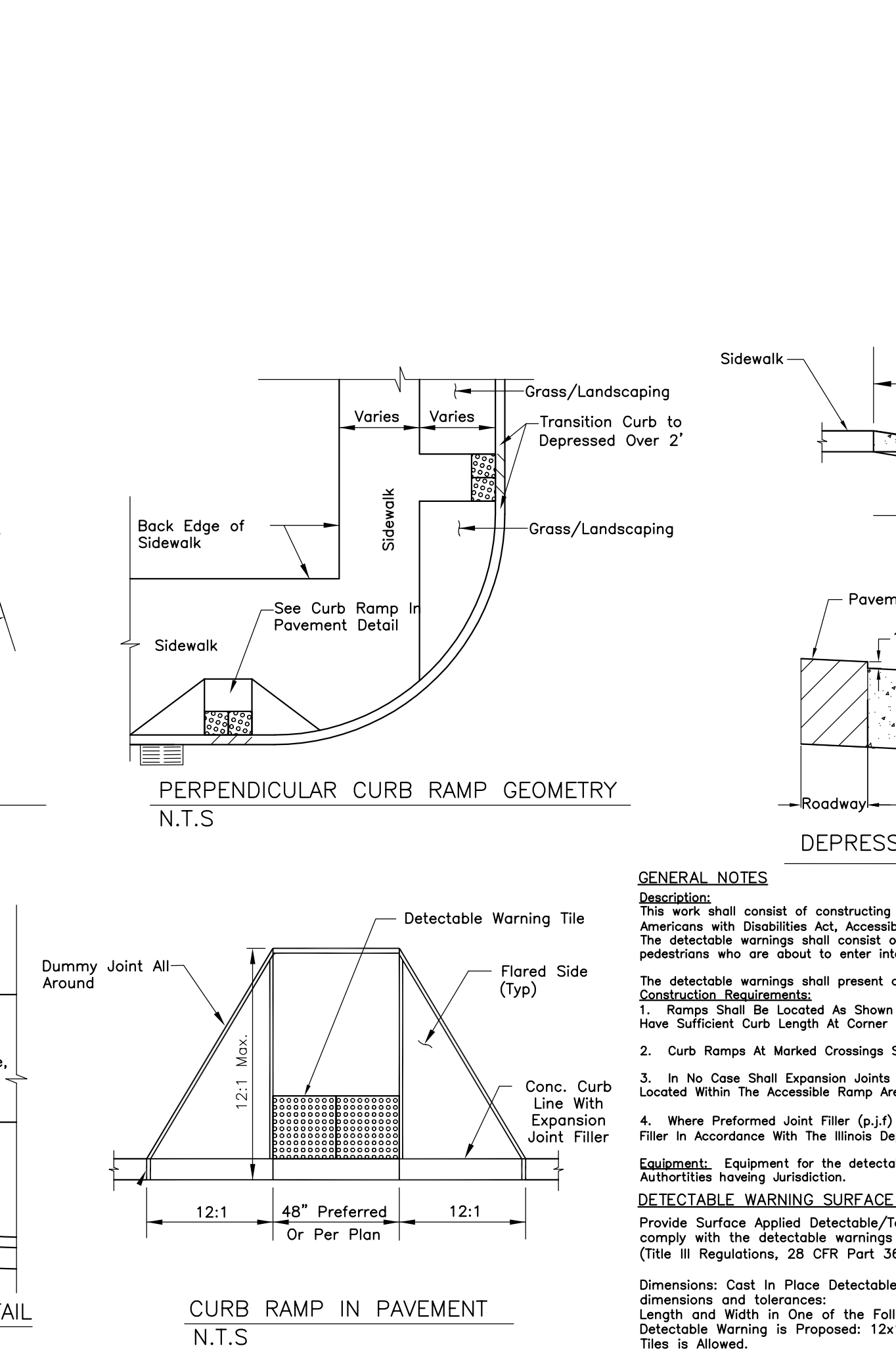
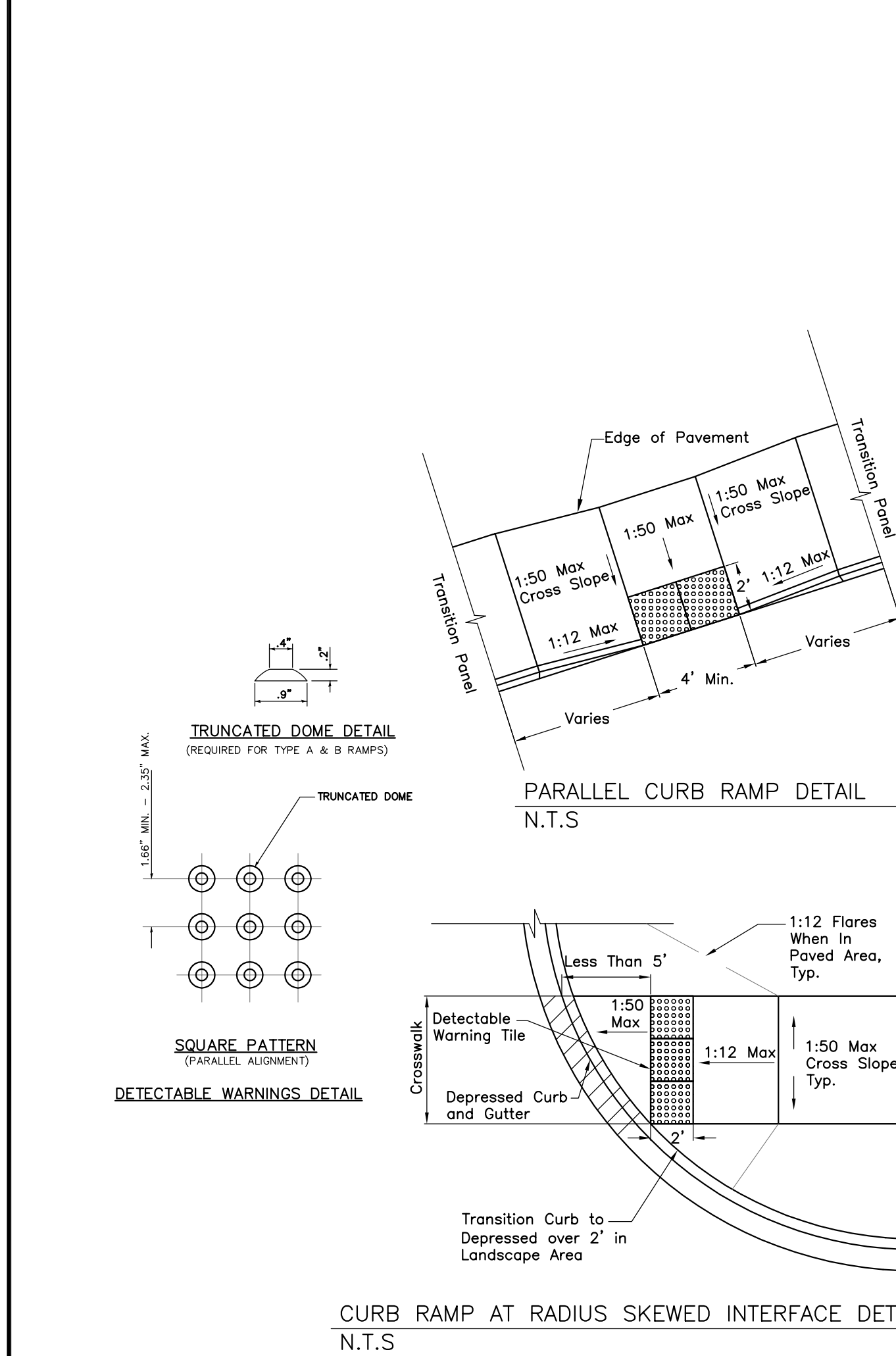
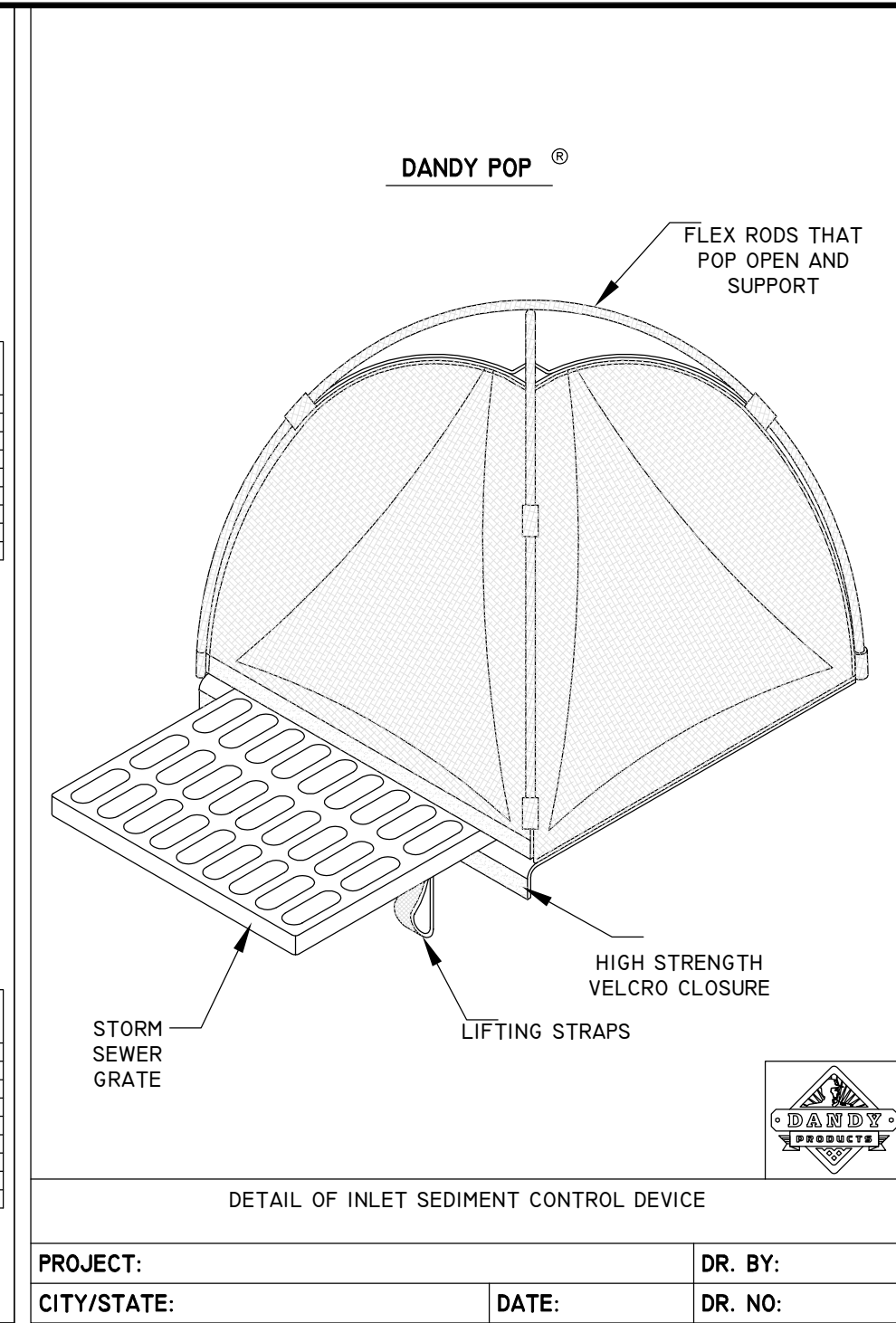
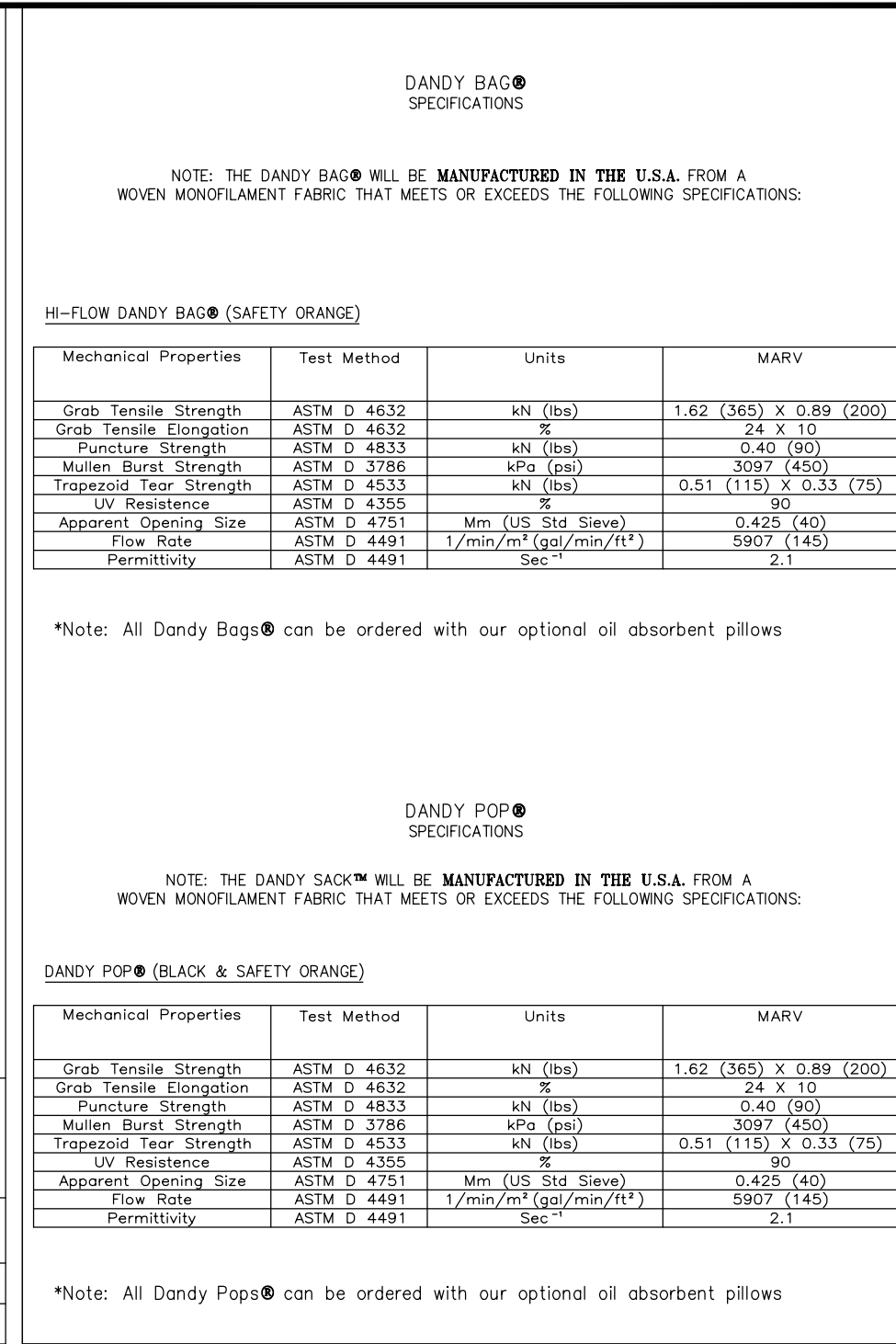
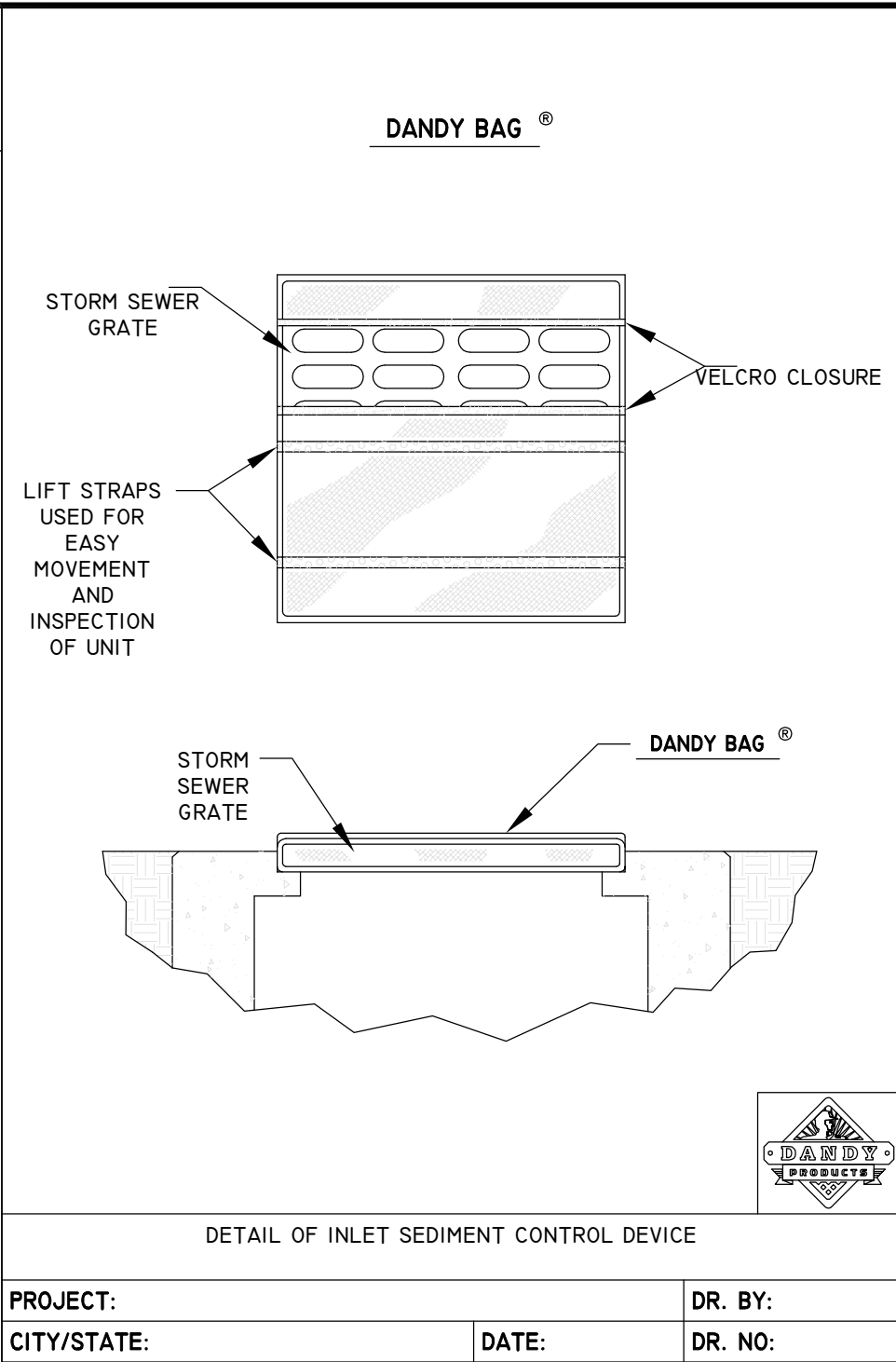
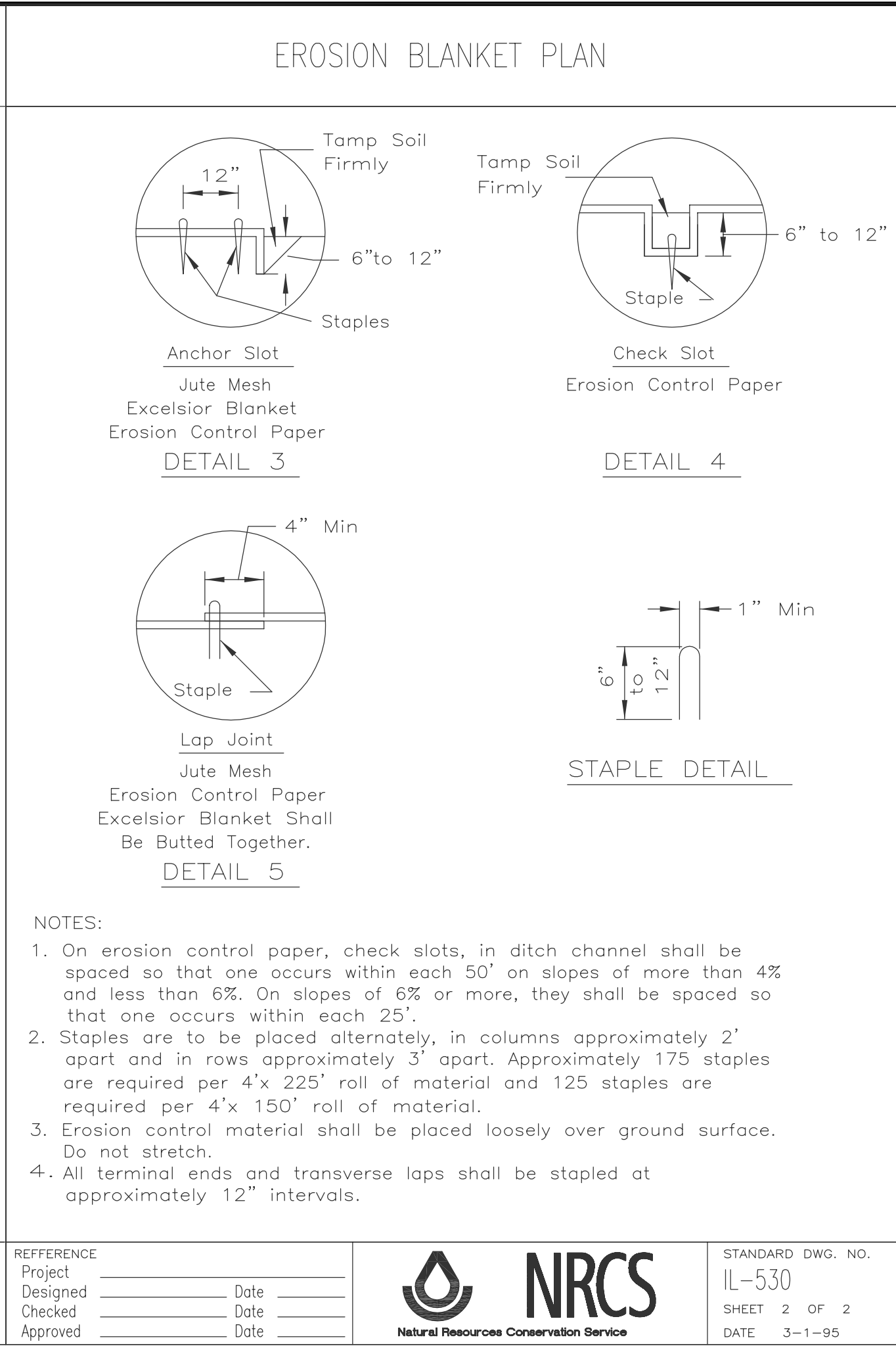
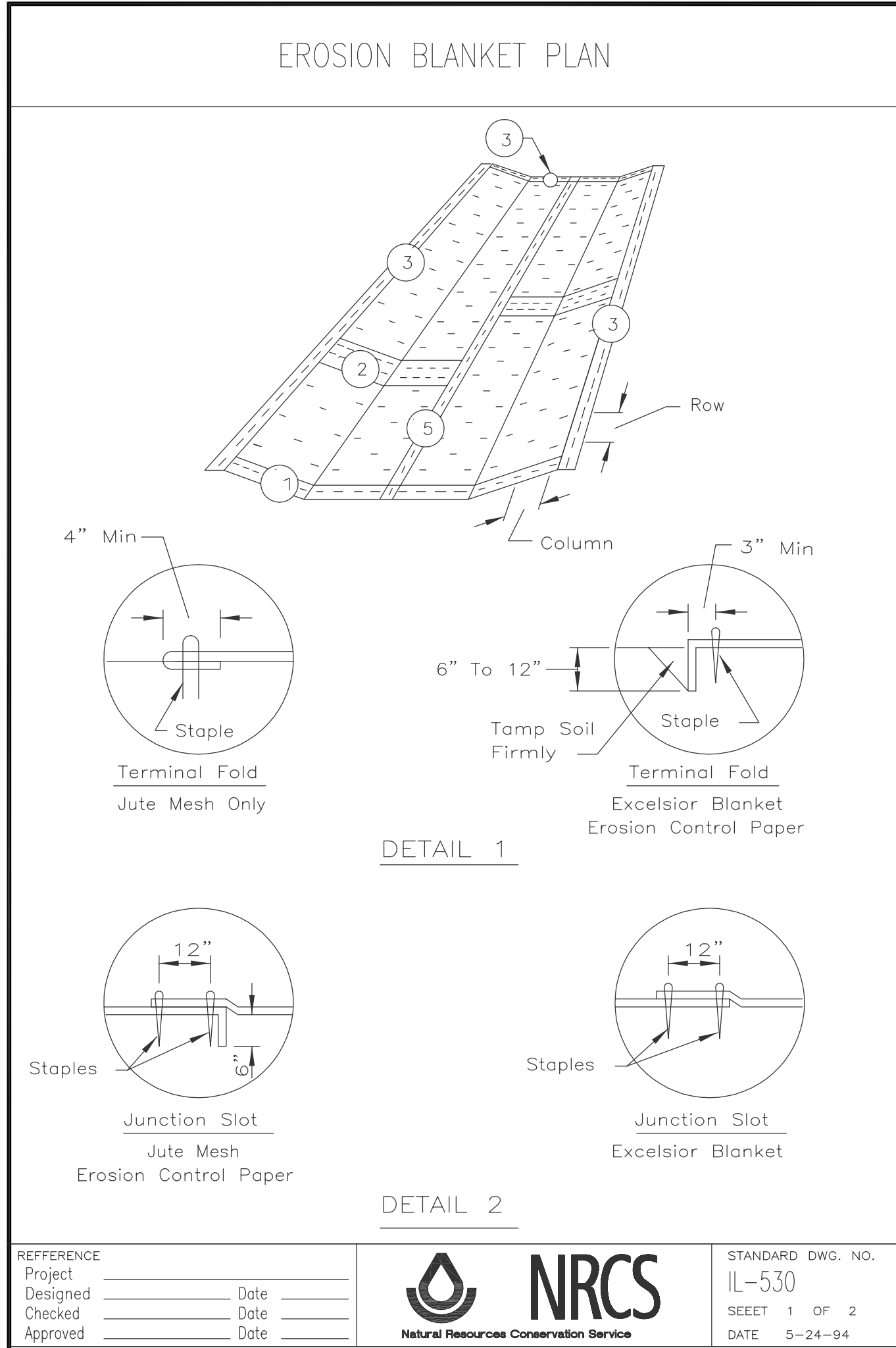
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Sheet Title:
**SOIL EROSION
AND SEDIMENT
CONTROL PLAN
SOUTHEAST**

Sheet No:

C-3.15



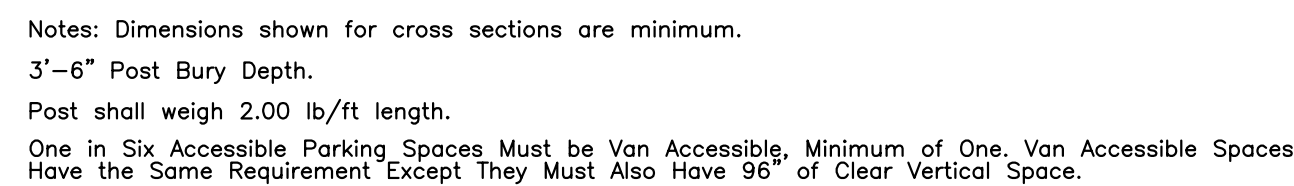


Diagram illustrating the components and dimensions of a sign post assembly:

- Sign Per Drawings**: Points to the sign panel.
- 2" OD Galvanized Post**: Points to the vertical post.
- Neenah R-4907 Base Casting (At Garage Deck Only)**: Points to the base casting.
- Ground Line**: Points to the ground level.
- Bolt Base Casting To Anchor Plate (Anchor Plate Provide By Others)**: Points to the base casting.
- 3'-6" Minimum Post Bury Depth Outside Of Garage Deck Areas**: Dimension indicating the minimum post bury depth.

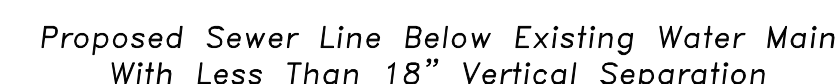
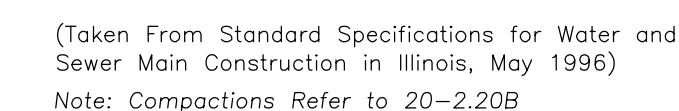
(Taken From Standard Specifications for Water and
Sewer Main Construction in Illinois, May 1996)
Note: Compactions Refer to 20-2.20B



Note: "S" is the length necessary to provide 10 feet of separation and measured perpendicular to existing sewer line.

Guidelines

1. Omit select granular embedment and granular backfill to one (1) foot over top of watermain and use select excavated material (Class IV) and compact the length of "L".
2. If select granular backfill exists, remove within width of existing sewer line trench and replace with select excavated material (Class IV) and compact.
3. Provide adequate support for existing sewer line to prevent damage due to settlement.
4. Use "L" feet of water main material for casing of proposed water main and seal ends of casing.



Note: "S" is the length necessary to provide 10 feet of separation and measured perpendicular to existing sewer line.

Criticism

1. Omit select granular embedment and granular backfill to one (1) foot over top of watermain and use select excavated material (Class IV) and compact for "S" feet on each side of water main.
- 2a. Construct "L" feet of proposed sewer or water main material and pressure test, or;
- 2b. Use "L" feet of water main material for casing of proposed sewer and seal ends of casing.
3. Provide adequate support for existing water main to prevent damage due to settlement of sewer trench.

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**3400 W Euclid Avenue
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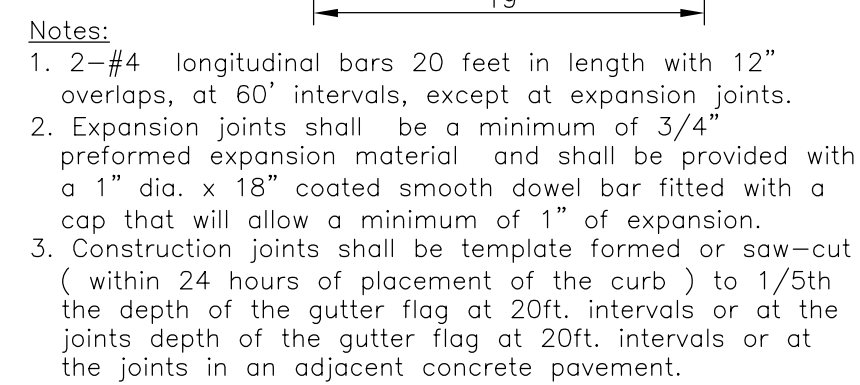
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Sheet Title:

SITE DETAILS

Sheet No:

C4.02



24"

5' MIN.

5'-0" DIA. MIN.

5'

CAST IRON FRAME & LID

CONCENTRIC CONE ONLY

CASCADE XT STAINLESS STEEL TAPPING SLEEVE OR APPROVED EQUAL

CONC. THRUST BLOCK

MORTAR

1" CHLORINATION CORPORATION STOP (AS NEEDED)

EPOXY COATED RESILIENT SEAL TAPPING VALVE 150-300 LB WP

8" x 8" x 16" CONC. MASONRY UNIT

6" PRECAST CONC. BASE (TYP.)

CONCRETE MASONRY UNIT

4" GRANULAR BEDDING

FIRE HYDRANTS SHALL MEET AWWA C-502 AND BE MUELLER OR EAST JORDAN WITH ONE 5 1/4" VALVE OPENING, TWO 2 1/2" HOSE NOZZLES AND ONE 5" PUMPER NOZZLE. THREADS SHALL CONFORM WITH NATIONAL STANDARD SPECIFICATIONS. EACH HYDRANT SHALL BE EQUIPPED WITH AN AUXILIARY RESILIENT SEAL GATE VALVE COMPLETE WITH ROADWAY BOX, TYLER 6850 SERIES, ITEM 658-S. FIRE HYDRANTS MUST HAVE THEIR DISCHARGE AT LEAST 18" BUT NOT MORE THAN 24" FROM THE SURFACE OF THE ADJACENT GROUND. HYDRANTS SHALL BE INSTALLED NO CLOSER THAN 3 FEET AND NO MORE THAN 8 FEET FROM THE BACK OF CURB OR EDGE OF PAVEMENT TO THE 5" STEAMER NUT. NO BARRIERS, TREES, BUSHES, WALLS OR OTHER OBSTACLES WHICH MAY HIDE OR IMPEDE THE USE OF A FIRE HYDRANT SHALL BE INSTALLED, MAINTAINED, CONSTRUCTED, OR ENLARGED, WITHIN 48" OF A FIRE HYDRANT.

HYDRANTS WHICH WILL BE MAINTAINED BY THE VILLAGE SHALL BE PAINTED RED, AND PRIVATELY MAINTAINED HYDRANTS SHALL BE PAINTED YELLOW. ALL NOZZLE CAPS WILL BE PAINTED A REFLECTIVE GRAY OR WHITE BY THE PUBLIC WORKS DEPT. AFTER NOTIFICATION FROM THE DEVELOPER. CONTACT THE SUPERINTENDENT OF UTILITIES FOR ADDITIONAL DETAILS AT 847-368-5800.

DRAIN FIELD SHALL CONSIST OF 1/2" WASHED STONE (1 C.Y. MIN.) AND SHALL EXTEND 4" ABOVE TOP OF HYDRANT FLANGE

THRUST BLOCK SHALL NOT BLOCK OR OBSTRUCT HYDRANT DRAIN

CONCRETE THRUST BLOCK

UNDISTURBED CLAY

3 - 8" SOLID CONCRETE BLOCKS

BREAK FLANGE 2" ABOVE FINISHED GRADE

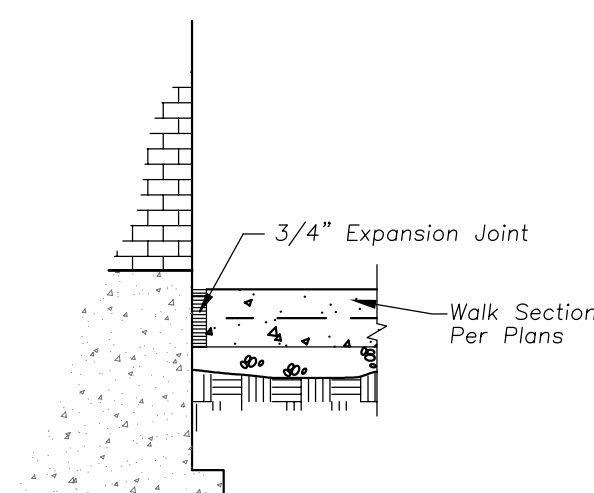
3'-8"

18"-24"

5'-6" MINIMUM

24"

Note:
All bends of 22 1/2° and greater shall be blocked with a 10" thick concrete block (poured in place) against an undisturbed vertical earth face.



The image contains two technical cross-section drawings of concrete joint details.

EXPANSION JOINT: This drawing shows a vertical expansion joint in a concrete slab. On the left, a vertical section of the slab is shown with a "Preinjected Felt Expansion Joint" at its top. The joint is filled with a material labeled "1/4\"". To the right of the joint, the slab continues. A dimension line indicates a "3/4\" Space At 40' Interval Max." between the joint and the next section. The bottom of the slab shows a series of vertical reinforcement bars (rebar) embedded in a base.

CONTROL JOINT: This drawing shows a vertical control joint in a concrete slab. The slab is labeled "1/4\" Slab Thickness". A "Tooled Joint" is indicated at the top of the joint. The joint is filled with a material labeled "5/16\"". Below the joint, a dimension line indicates a "4'-6\" Or As Shown On Plans" distance between the joint and the next section. The bottom of the slab shows a series of vertical reinforcement bars (rebar) embedded in a base.

Width As Shown On Plans

2% Cross Slope or As Shown On Plans

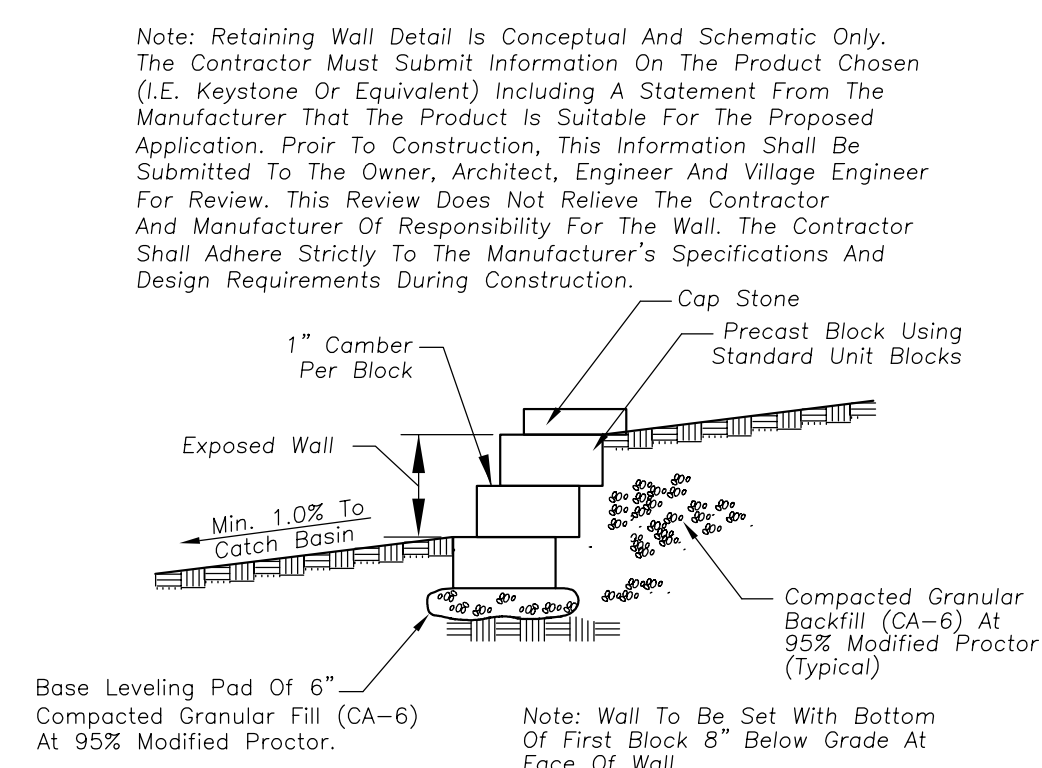
5"

2" Min

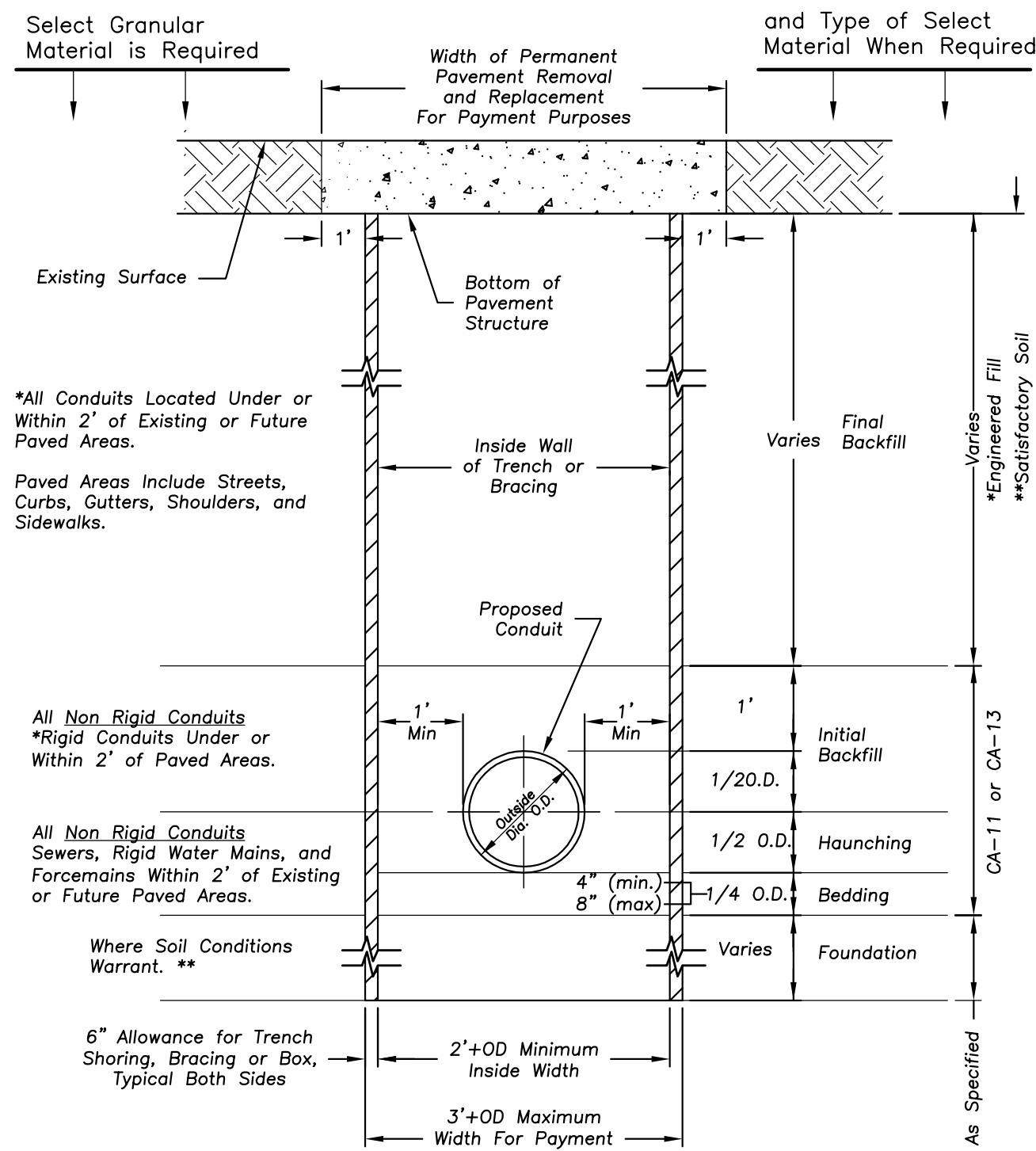
6"X6" W1.4XW1.4 WWF

5" Portland Cement Concrete, Broom Finish

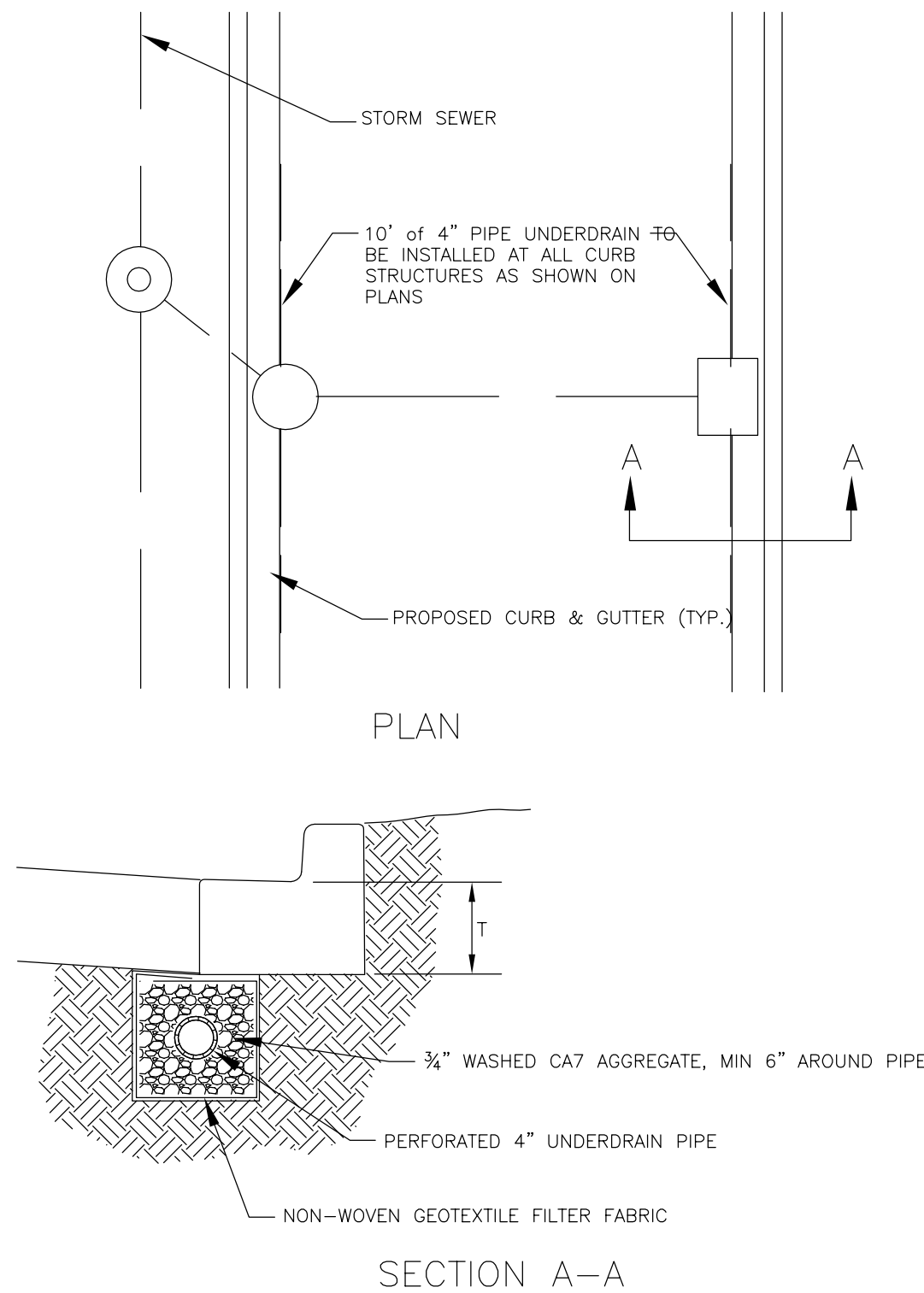
2" IDOT CA-6 Gradation Granular Sub-base, Type B



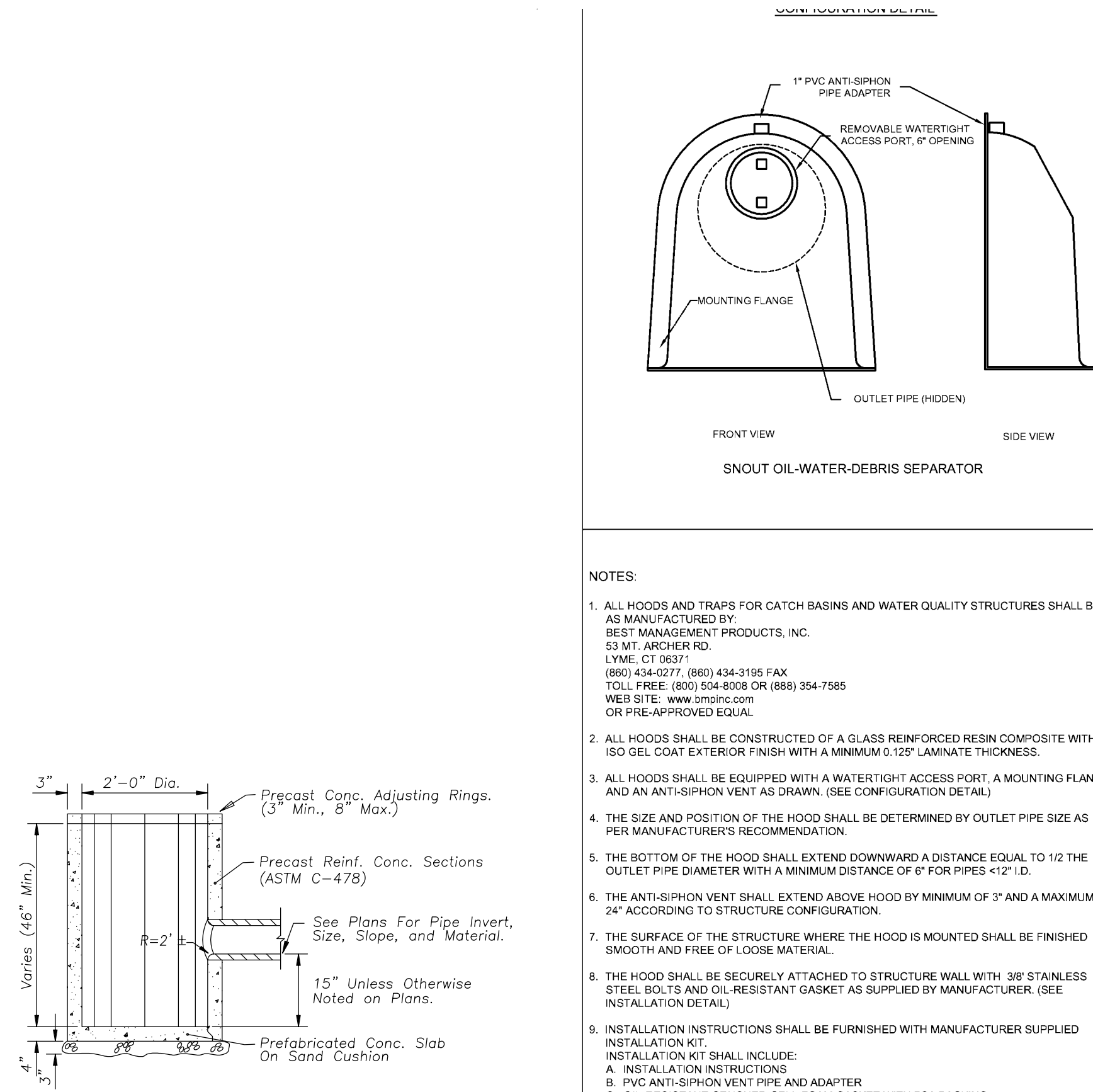
Precast Unit Retaining Wall



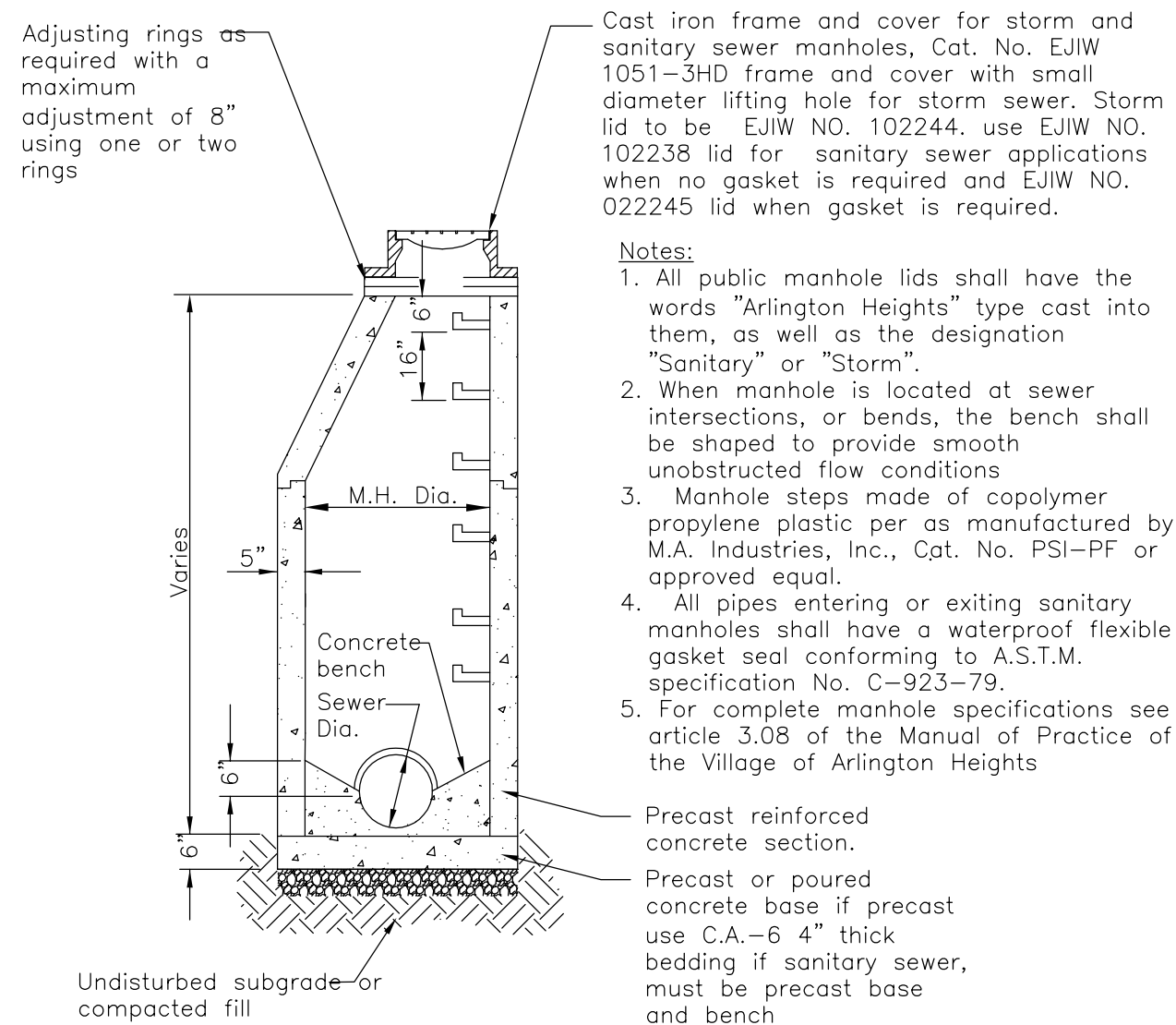
STANDARD SEWER AND WATER TRENCH SECTION



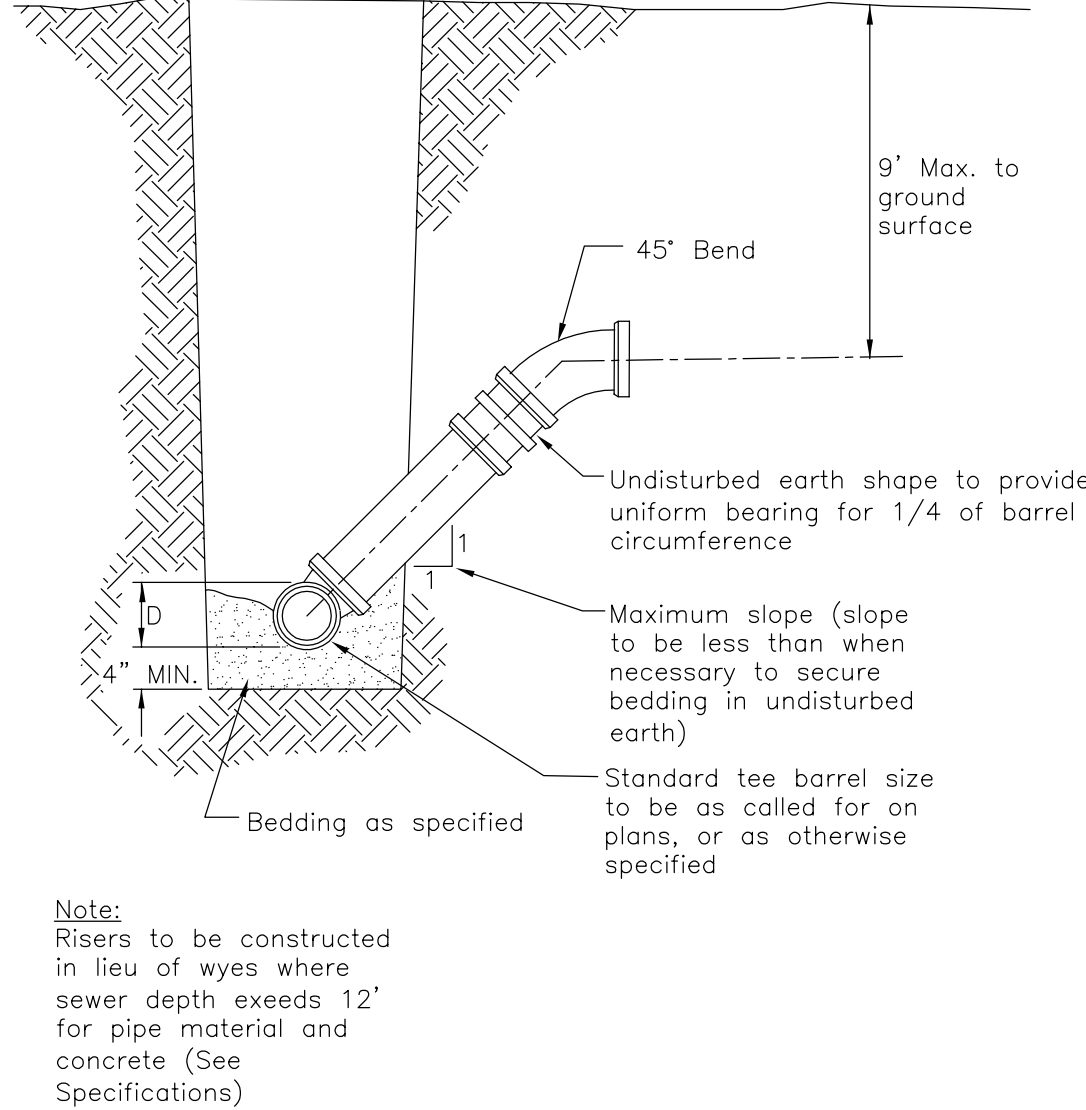
PIPE UNDERDRAIN, FABRIC LINED TRENCH, 4"



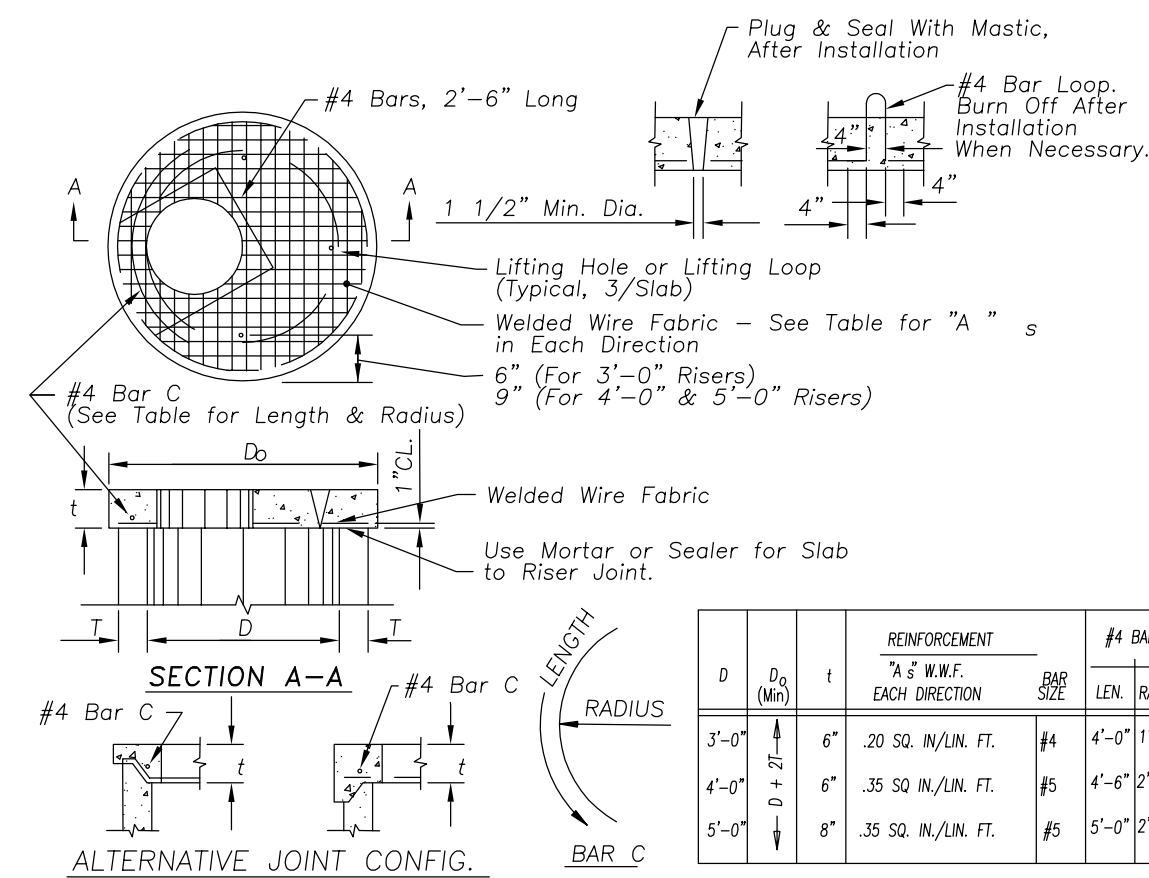
CATCH BASIN - 2' DIA.



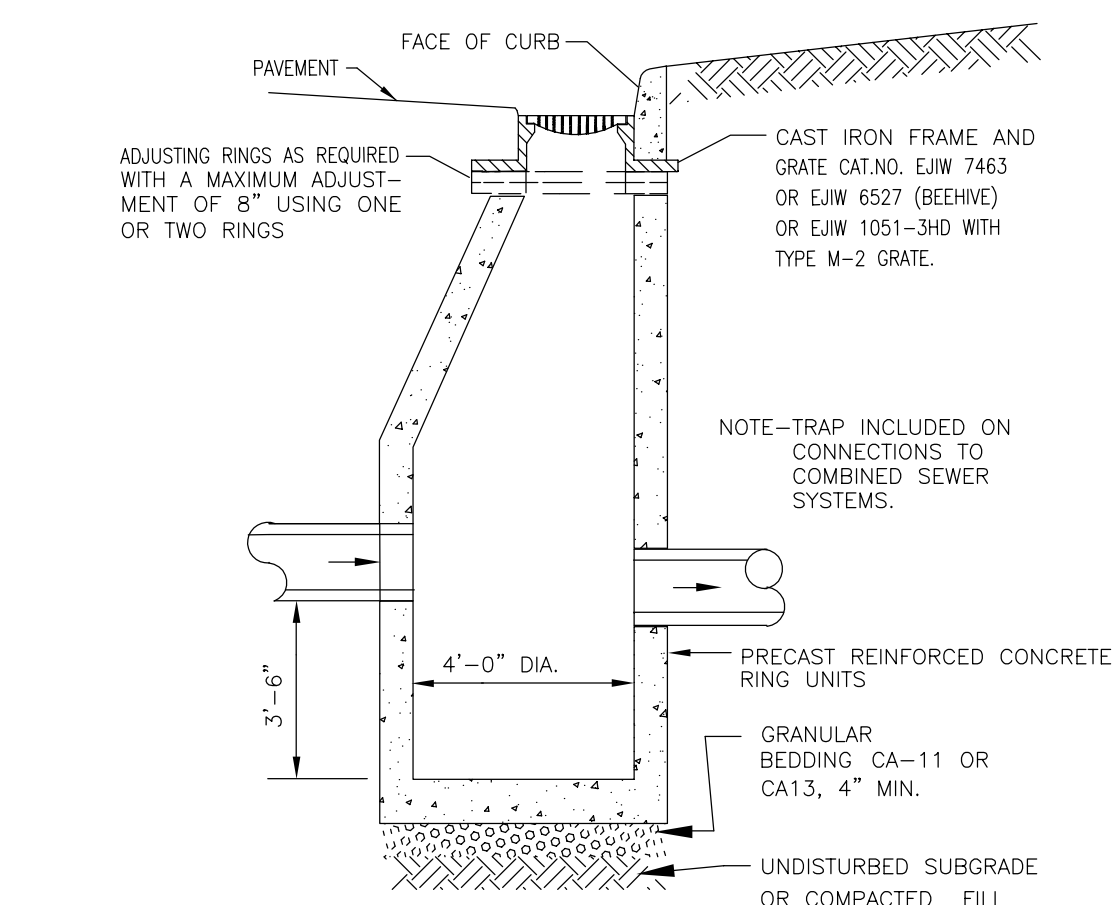
TYPE A - MANHOLE



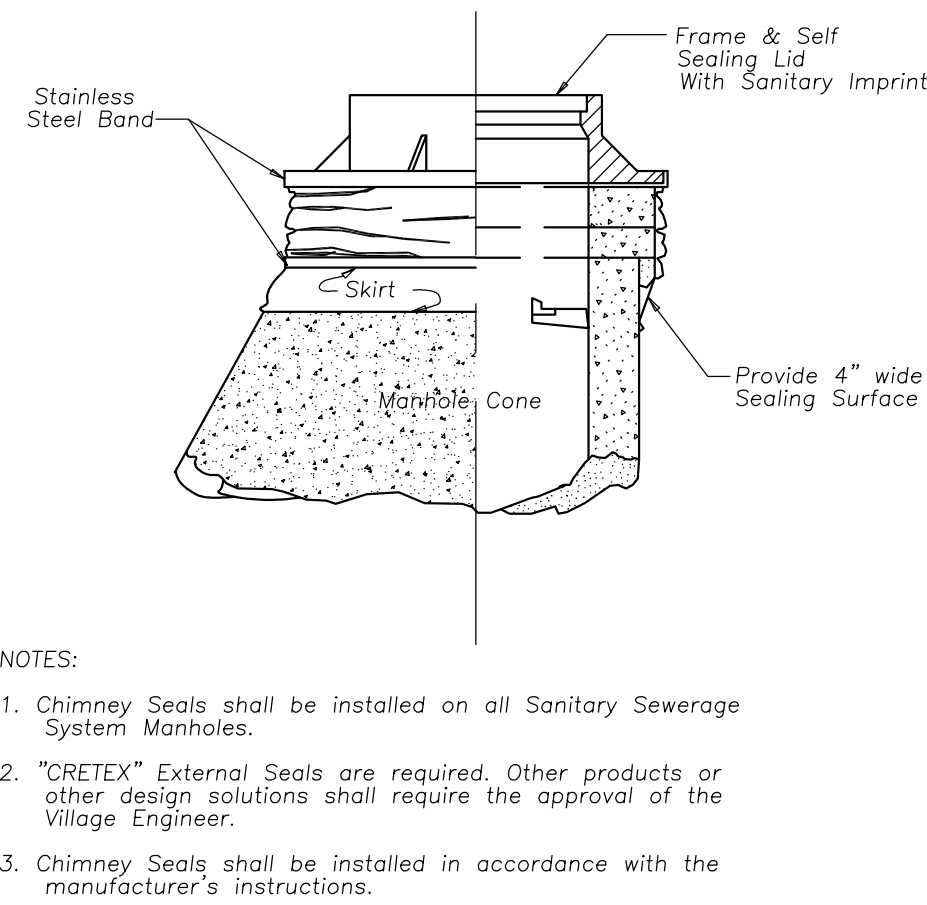
TYPICAL RISER FOR SERVICE LATERAL



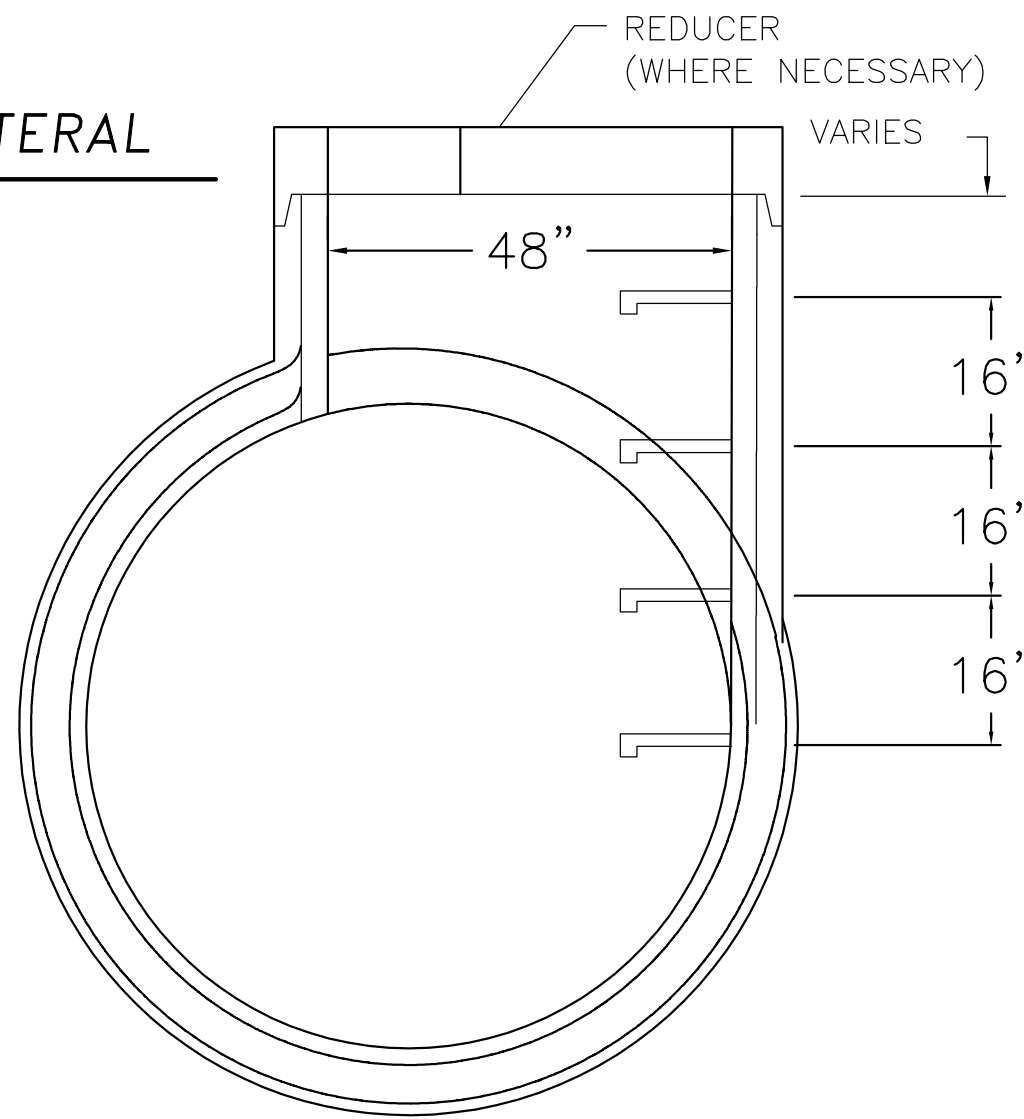
PRECAST REINF. CONC. FLAT SLAB TOP



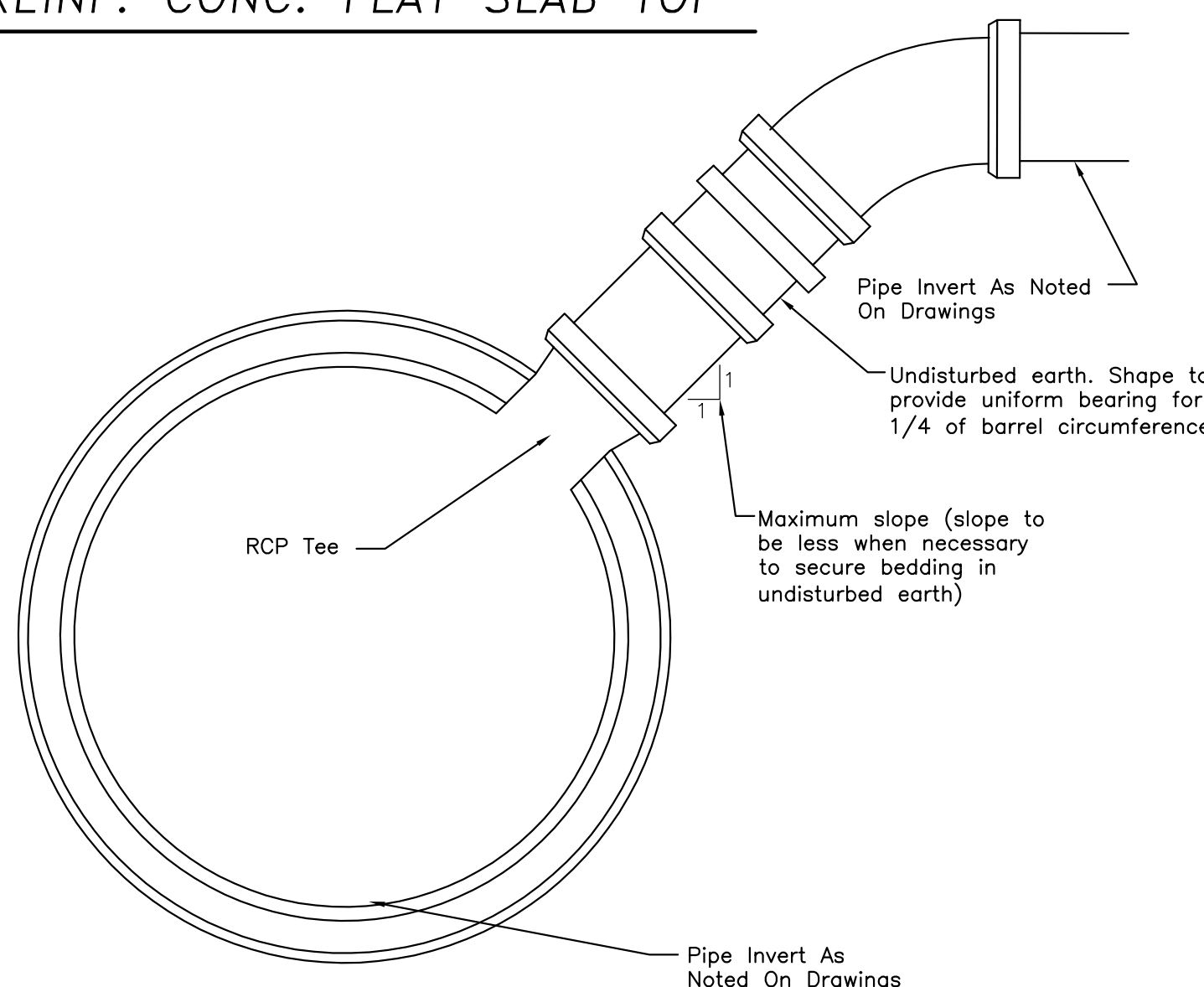
TYPE A - CATCH BASIN



SANITARY MANHOLE CHIMNEY SEAL



Manhole Tee



60" STORM SEWER RISER



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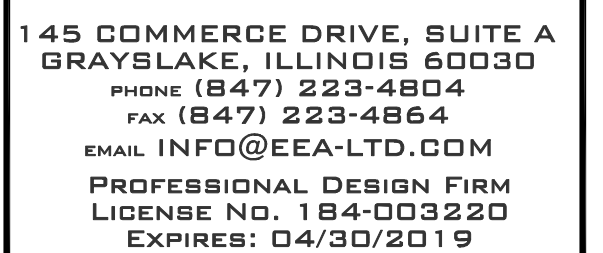
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Sheet Title:

SITE DETAILS

Sheet No:

C4.03



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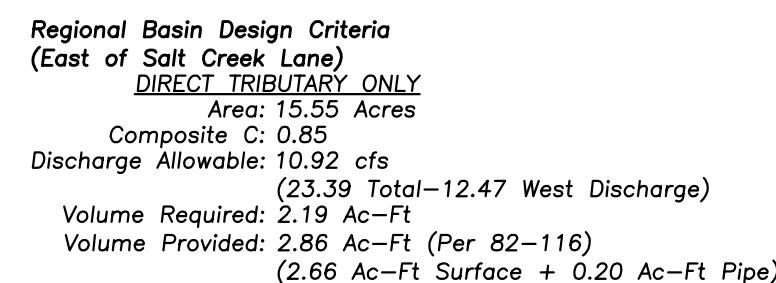
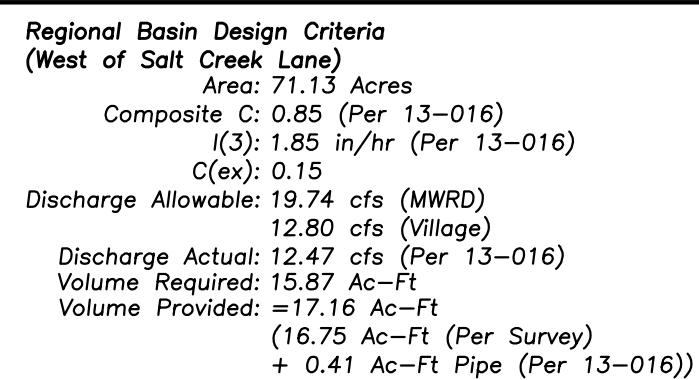
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SITE DETAILS

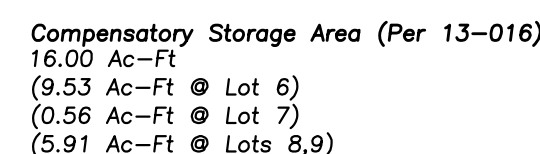
Sheet No:

C4.04

Regional Basin Design Criteria MWRD 13-016



NOTE: The Area Along Euclid Avenue Tributary To The East Basin Is Conveyed To The East Basin Through The Cook County Storm Sewer In Euclid Avenue As Lot 18 Did For The 80-040 and 82-116 Projects.



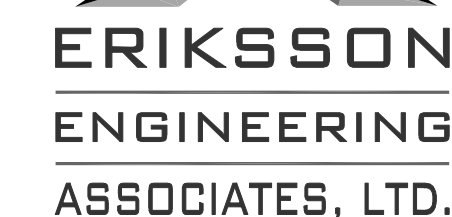
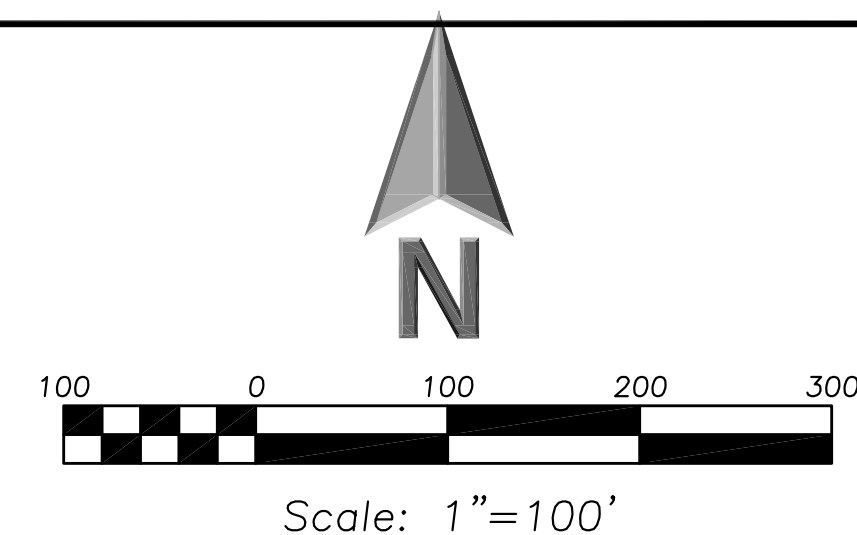
ULTIMATE CONTROL STRUCTURE

TOTAL TRIBUTARY
Area: 86.68
Tc: 50 Min
I(3): 1.85 in/hr
Discharge Allowable: 24.05 cfs (Per 13-016)
Discharge Actual: 23.39 cfs (Calculated)
Volume Required: 18.06 Ac-Ft (Per Total of East and West)
Volume Provided: 20.02 Ac-Ft

NOTES:
No Additional MWRD Storm Water Detention Storage Is Required For The Arlington Downs Property (Provided That The Composite "C" Value For The Property Remains Below 0.85).

VILLAGE REQUIREMENTS: The West Regional Detention Facility Was Originally Designed To Accommodate Village of Arlington Heights Storm Water Detention Requirements. As The Village Has Since Changed From TP40 To Bulletin 70 Rainfall Data, The Village Will Require The Arlington Downs Property To Provide The Differential Detention Volume Required To Accommodate The Village's New Storm Water Detention Requirements. Storm Water Storage Will Be Necessary To Accommodate The New Village of Arlington Heights Storm Water Detention Requirements. This Storm Water Detention Volume Will Be Additional To That Required By The MWRD. Note That This Does Not Impact The West Regional Detention Facility Release Rate As The Village Discharge Rate Has Remained At 0.18 cfs/acre.

The East Regional Detention Facility Does Not Meet Village of Arlington Heights Discharge Requirements As This Basin Discharge Is Not In The Municipal Corporate Limits Of The Village Of Arlington Heights.



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LICENSE NO. 184-003220
EXPIRES: 04/30/2019

ARLINGTON DOWNS

ADDRESS

**3400 W Euclid Avenue
Arlington Heights, Illinois**

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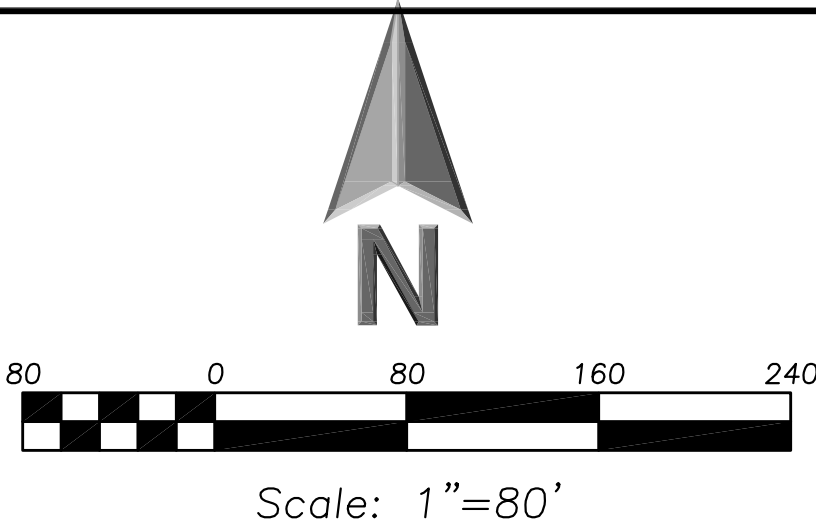
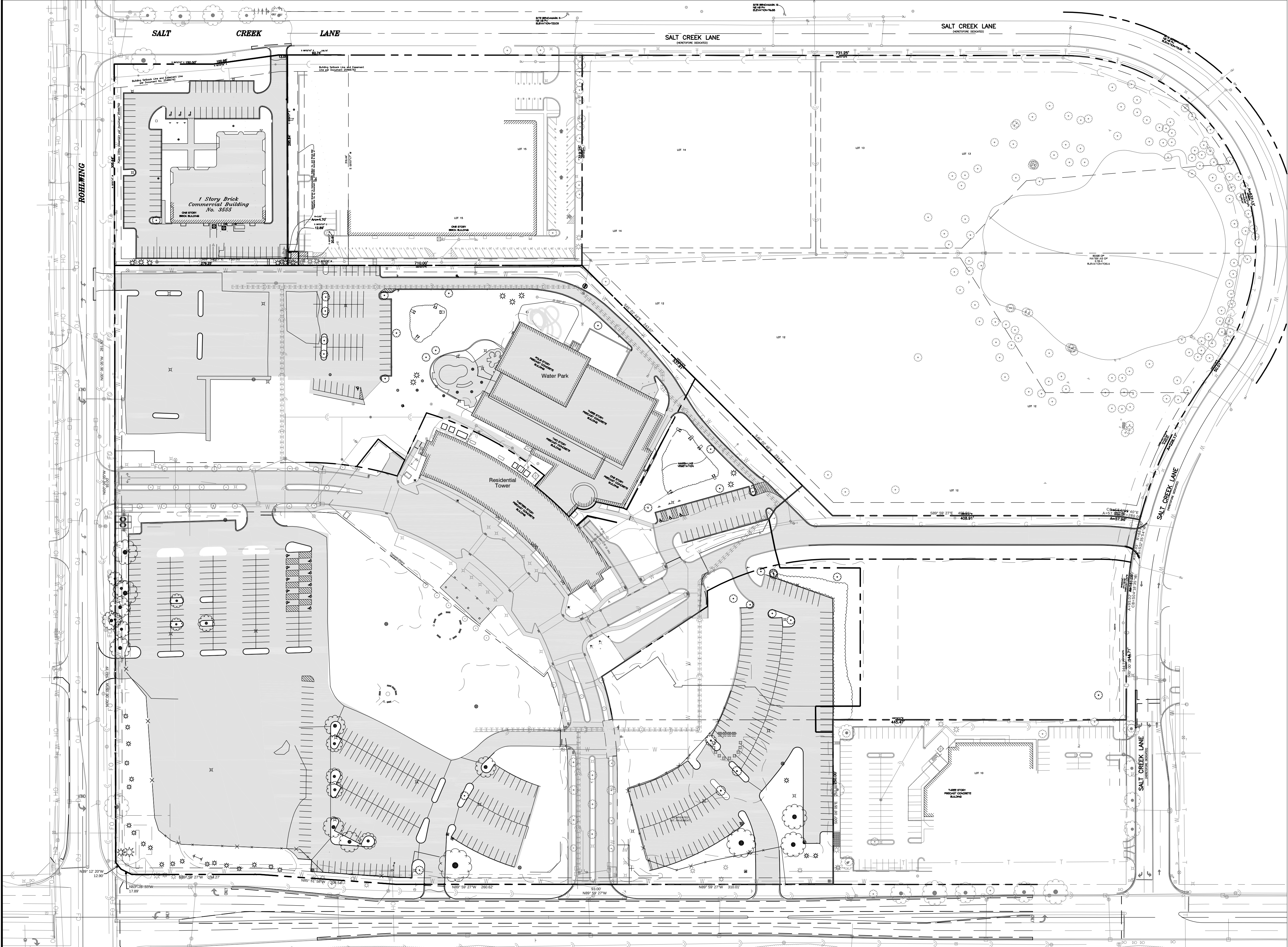
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**MWRD DRAINAGE
EXHIBIT -
REGIONAL BASIN
PER 13-016**

Sheet No:

C5.01

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Plotted: 6/21/18 @ 9:39am By: pdimmer



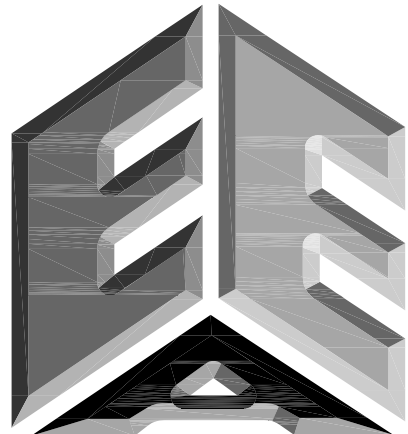
**DRAINAGE SUMMARY
MWRD REQUIREMENTS**

SITE DETENTION
Property Area: 26.81 Acres
Permitted Composite C: 0.85 (Per 13-016)
Existing Property Impervious Area: 14.48 Acres
Total Composite C: 0.69<0.85

**DRAINAGE SUMMARY
VILLAGE REQUIREMENTS**

TOTAL VILLAGE ADDITIONAL VOLUME REQUIRED
WESTERN SITE AREA
West Regional Basin Design Criteria
Disturbed Area: 23.66 Acres
Composite C: 0.85 (Regional Design)
Discharge: 0.18 cfs/acre
4.26 cfs
TP 40 Volume: 5.24 Ac-Ft
Village Criteria
Disturbed Area: 23.66 Acres
Impervious Area: 14.07 Acres
Composite C: 0.77 (Actual Phase 2)
Discharge: 0.18 cfs/acre
4.26 cfs
Bull-70 Volume: 7.03 Ac-Ft
NET VILLAGE ADDITIONAL:
Req'd Volume: 1.79 Ac-Ft
Pvd'd Volume: 2.11 Ac-Ft
VILLAGE OUTLET SIZING
Tributary Area: 23.66 Acres
Composite C: 0.79
Intermediate Rest: 16.00" Dia
Intermediate Disch: 19.32 cfs
Max Allowed Disch: 41.64 cfs (Per 1980 Design)
Volume Required
⊙ Discharge: 2.63 Ac-Ft
Volume Provided: 2.93 Ac-Ft
(1.18 Ac-Ft Pipes
+ 0.93 Surface Basins)

EASTERN SITE AREA
West Regional Basin Design Criteria
Disturbed Area: 3.15 Acres
Composite C: 0.85 (Regional Design)
Discharge: 0.18 cfs/acre
0.57 cfs
TP 40 Volume: 0.70 Ac-Ft
Village Criteria
Disturbed Area: 3.15 Acres
Impervious Area: 0.41 Acres
Composite C: 0.63 (Existing)
Discharge: 0.18 cfs/acre
0.57 cfs
Bull-70 Volume: 0.57 Ac-Ft
NET VILLAGE ADDITIONAL:
Req'd Volume: N/A Ac-Ft
Pvd'd Volume: N/A Ac-Ft



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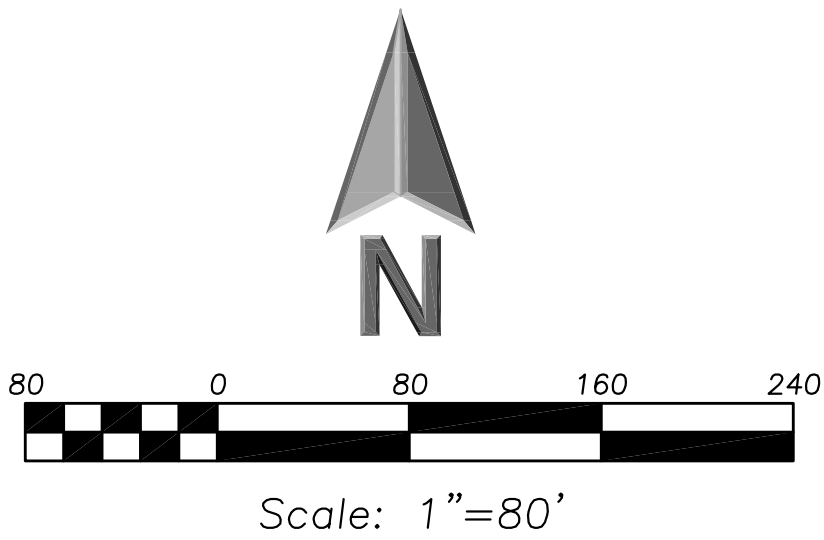
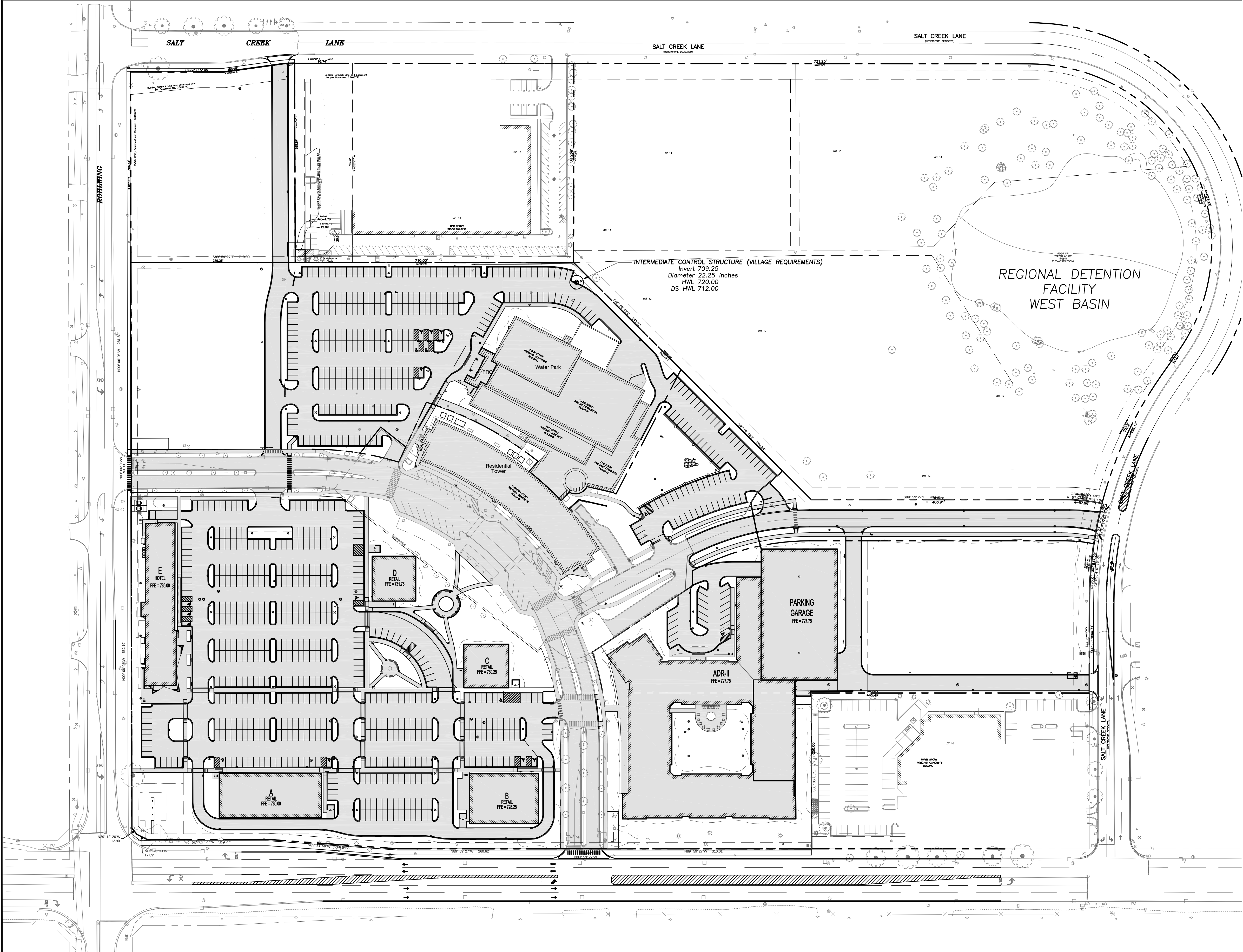
Design By:	PD	Date:	04/04/18
Approved By:		Project No.	

Sheet Title:
**MWRD DRAINAGE
EXHIBIT -
EXISTING SITE
CONDITIONS**

Sheet No:

C5.02

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Plotted: 6/21/18 @ 9:40am By: pdimmer



DRAINAGE SUMMARY MWRD REQUIREMENTS

SITE DETENTION
Property Area: 26.81 Acres
Permitted Composite C: 0.85 (Per 13-016)
Total Property Impervious Area: 18.55 Acres
Total Composite C: 0.72<0.85
NO ADDITIONAL MWRD VOLUME REQUIRED

VOLUME CONTROL
New Impervious Area: 12.67 Acres
Required Volume Control: 1" Per SF
1.05 Ac-Ft
Provided Volume Control: 1.25 Ac-Ft

DRAINAGE SUMMARY VILLAGE REQUIREMENTS

TOTAL VILLAGE ADDITIONAL VOLUME REQUIRED
WESTERN SITE AREA
West Regional Basin Design Criteria
Disturbed Area: 23.66 Acres
Composite C: 0.85 (Regional Design)
Discharge: 0.18 cfs/acre
TP 40 Volume: 5.24 Ac-Ft

Village Criteria
Disturbed Area: 23.66 Acres
Impervious Area: 15.40 Acres
Composite C: 0.79 (Actual Phase 2)
Discharge: 0.18 cfs/acre
4.26 cfs
Bull-70 Volume: 7.32 Ac-Ft

NET VILLAGE ADDITIONAL:
Req'd Volume: 2.08 Ac-Ft
Pvd'd Volume: 2.93 Ac-Ft

VILLAGE OUTLET SIZING
Tributary Area: 23.66 Acres
Composite C: 0.79
Intermediate Rest: 22.25" Dia
Intermediate Disch: 41.41 cfs
Max Allowed Disch: 41.64 cfs (Per 1980 Design)
Volume Required
● Discharge: 2.63 Ac-Ft
Volume Provided: 2.93 Ac-Ft
(1.18 Ac-Ft Pipes
+ 1.25 Ac-Ft Volume Control
+ 0.50 Ac-Ft Above VC)

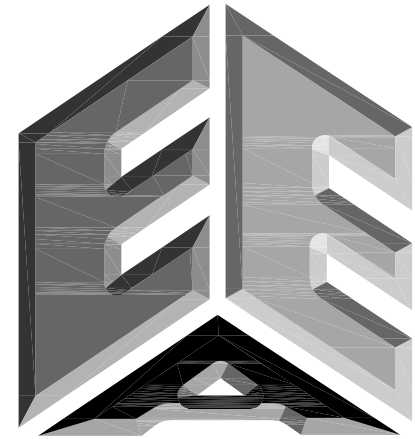
EASTERN SITE AREA
West Regional Basin Design Criteria
Disturbed Area: 3.15 Acres
Composite C: 0.85 (Regional Design)
Discharge: 0.18 cfs/acre
0.57 cfs
TP 40 Volume: 0.70 Ac-Ft

Village Criteria
Disturbed Area: 3.15 Acres
Impervious Area: 0.90 Acres
Composite C: 0.63 (Actual Phase 2)
Discharge: 0.18 cfs/acre
0.57 cfs
Bull-70 Volume: 0.66 Ac-Ft

NET VILLAGE ADDITIONAL:
Req'd Volume: N/A Ac-Ft
Pvd'd Volume: 0.25 Ac-Ft

VILLAGE OUTLET SIZING
Tributary Area: 3.15 Acres
Composite C: 0.63
Intermediate Rest: 11.50" Dia
Intermediate Disch: 6.18 cfs
Max Allowed Disch: 9.32 cfs (Per 1980 Design)
Volume Required
● Discharge: 0.22 Ac-Ft
Volume Provided: 0.22 Ac-Ft
(0.13 Ac-Ft Volume Control
+ 0.09 Ac-Ft Above VC)

--- Tributary Area
Impervious Areas



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ARLINGTON DOWNS PHASE 2 CONSTRUCTION

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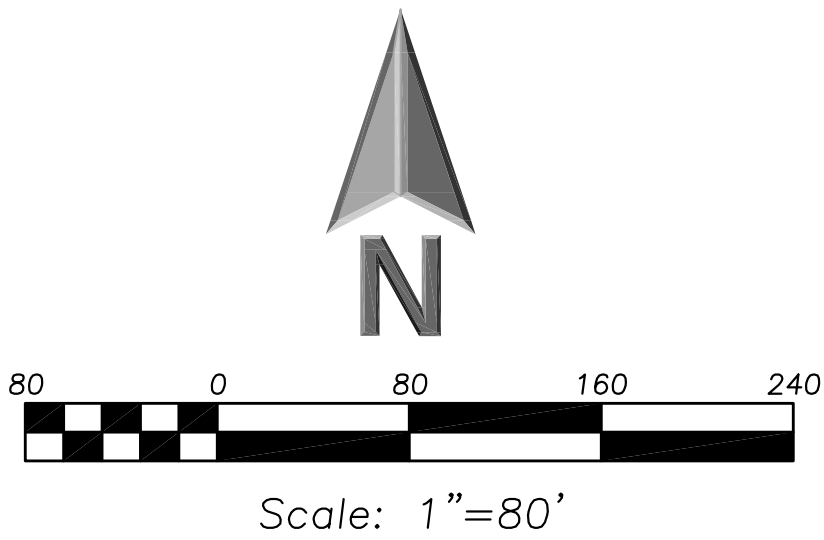
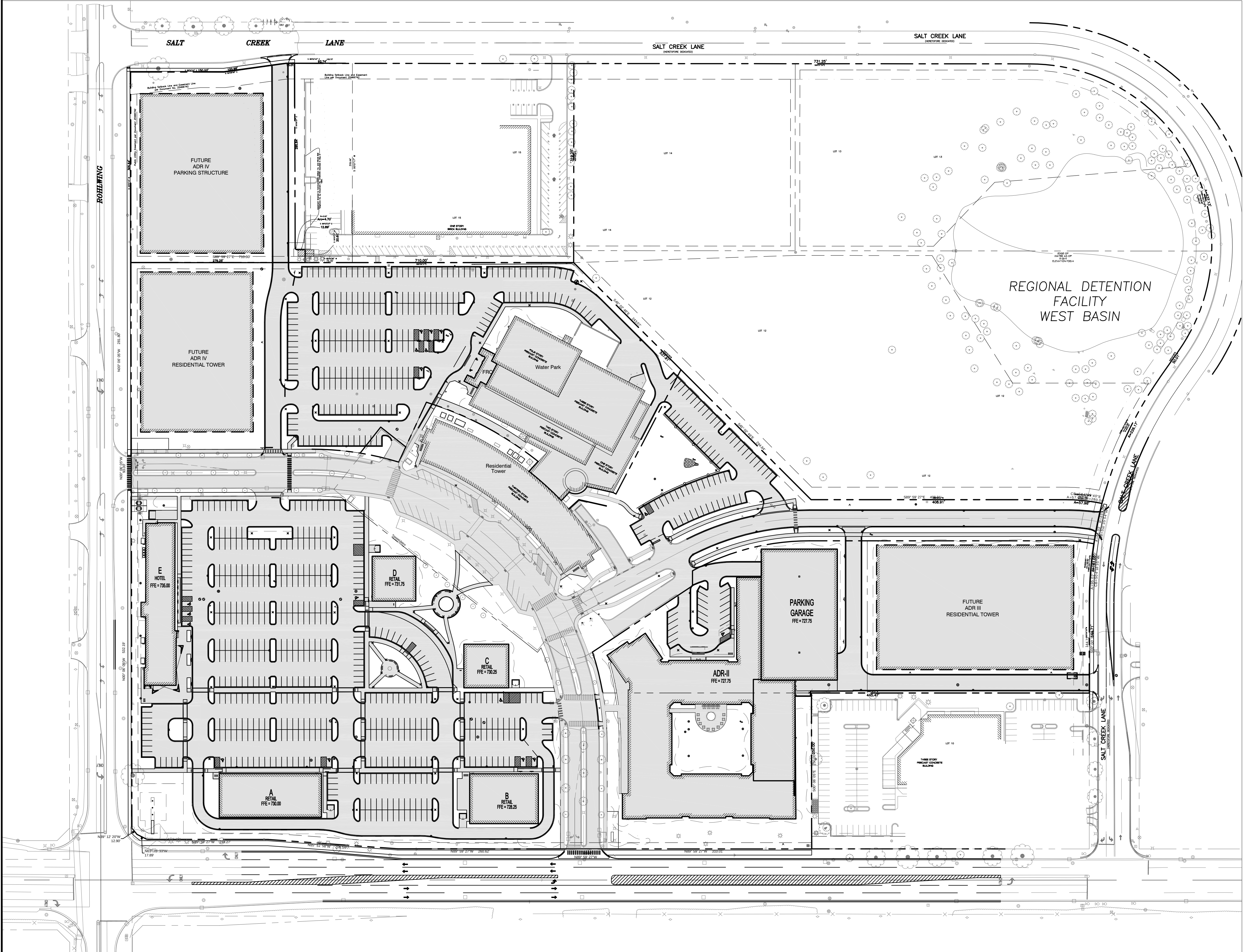
Design By:	PD	Date:	04/04/18
Approved By:		Project No.	

Sheet Title:
**VILLAGE DRAINAGE
EXHIBIT - PHASE 2
SITE CONDITIONS**

Sheet No:

C5.03

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Plotted: 6/21/18 @ 9:41am By: pdmmer



**DRAINAGE SUMMARY
MWRD REQUIREMENTS**

SITE DETENTION Property Area: 26.81 Acres
Permitted Composite C: 0.85 (Per 13-016)
Total Property Impervious Area: 22.29 Acres
Total Composite C: 0.82<0.85
NO ADDITIONAL MWRD VOLUME REQUIRED

VOLUME CONTROL New Impervious Area: 16.41 Acres
Required Volume Control: 1" Per SF
Provided Volume Control: 1.40 Ac-Ft

**DRAINAGE SUMMARY
VILLAGE REQUIREMENTS**

TOTAL VILLAGE ADDITIONAL VOLUME REQUIRED

WESTERN SITE AREA

West Regional Basin Design Criteria
Disturbed Area: 23.66 Acres
Composite C: 0.85 (Regional Design)
Discharge: 0.18 cfs/acre
TP 40 Volume: 5.24 Ac-Ft

Village Criteria
Disturbed Area: 23.66 Acres
Impervious Area: 17.70 Acres
Composite C: 0.84 (Actual Phase 2)
Discharge: 0.18 cfs/acre
Bull-70 Volume: 7.82 Ac-Ft

NET VILLAGE ADDITIONAL:
Req'd Volume: 2.58 Ac-Ft
Pvd'd Volume: 2.93 Ac-Ft

VILLAGE OUTLET SIZING
Tributary Area: 23.66 Acres
Composite C: 0.84
Intermediate Rest: 22.25" Dia
Intermediate Disch: 41.41 cfs
Max Allowed Disch: 41.64 cfs (Per 1980 Design)
Volume Required
● Discharge: 2.87 Ac-Ft
Volume Provided: 2.93 Ac-Ft
(1.18 Ac-Ft Pipes
+ 1.25 Ac-Ft Volume Control
+ 0.50 Ac-Ft Above VC)

EASTERN SITE AREA

West Regional Basin Design Criteria
Disturbed Area: 3.15 Acres
Composite C: 0.85 (Regional Design)
Discharge: 0.18 cfs/acre
TP 40 Volume: 0.70 Ac-Ft

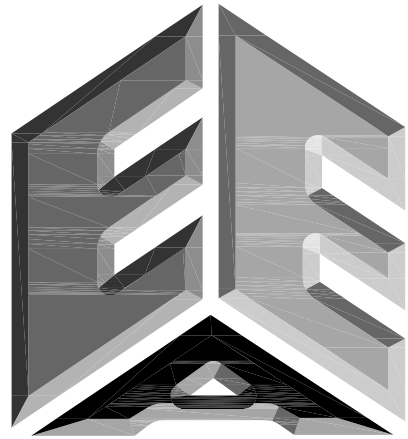
Village Criteria
Disturbed Area: 3.15 Acres
Impervious Area: 2.35 Acres
Composite C: 0.84 (Actual Phase 2)
Discharge: 0.18 cfs/acre
Bull-70 Volume: 0.97 Ac-Ft

NET VILLAGE ADDITIONAL:
Req'd Volume: 0.27 Ac-Ft
Pvd'd Volume: 0.45 Ac-Ft

VILLAGE OUTLET SIZING
Tributary Area: 3.15 Acres
Composite C: 0.84
Intermediate Rest: 14.25" Dia
Intermediate Disch: 9.32 cfs
Max Allowed Disch: 9.32 cfs (Per 1980 Design)
Volume Required
● Discharge: 0.28 Ac-Ft
Volume Provided: 0.45 Ac-Ft
(0.30 Ac-Ft Volume Control
+ 0.15 Ac-Ft Above VC)

--- Tributary Area

Impervious Areas



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ARLINGTON DOWNS

ADR II
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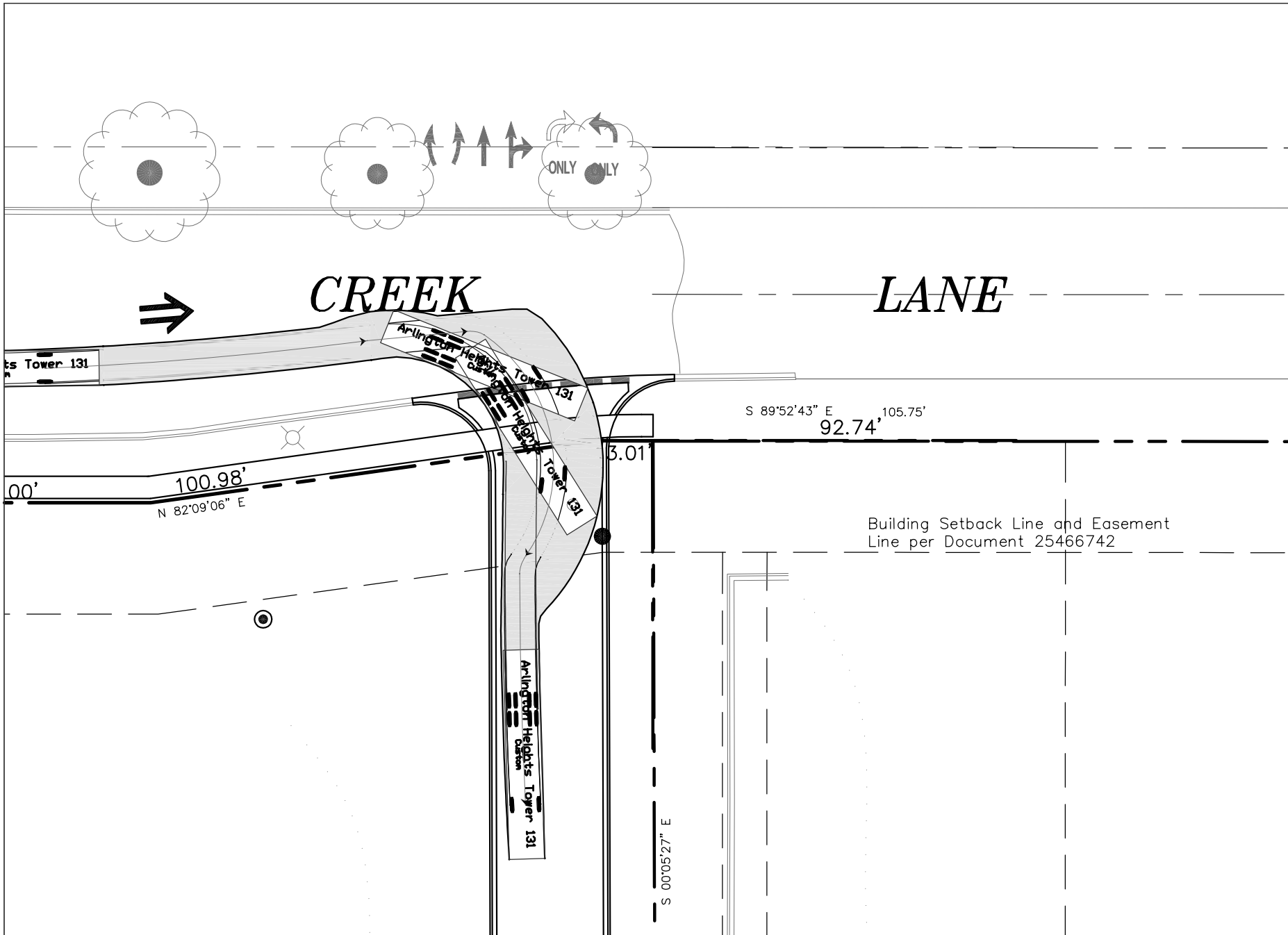
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**DRAINAGE EXHIBIT
FUTURE SITE
CONDITIONS**

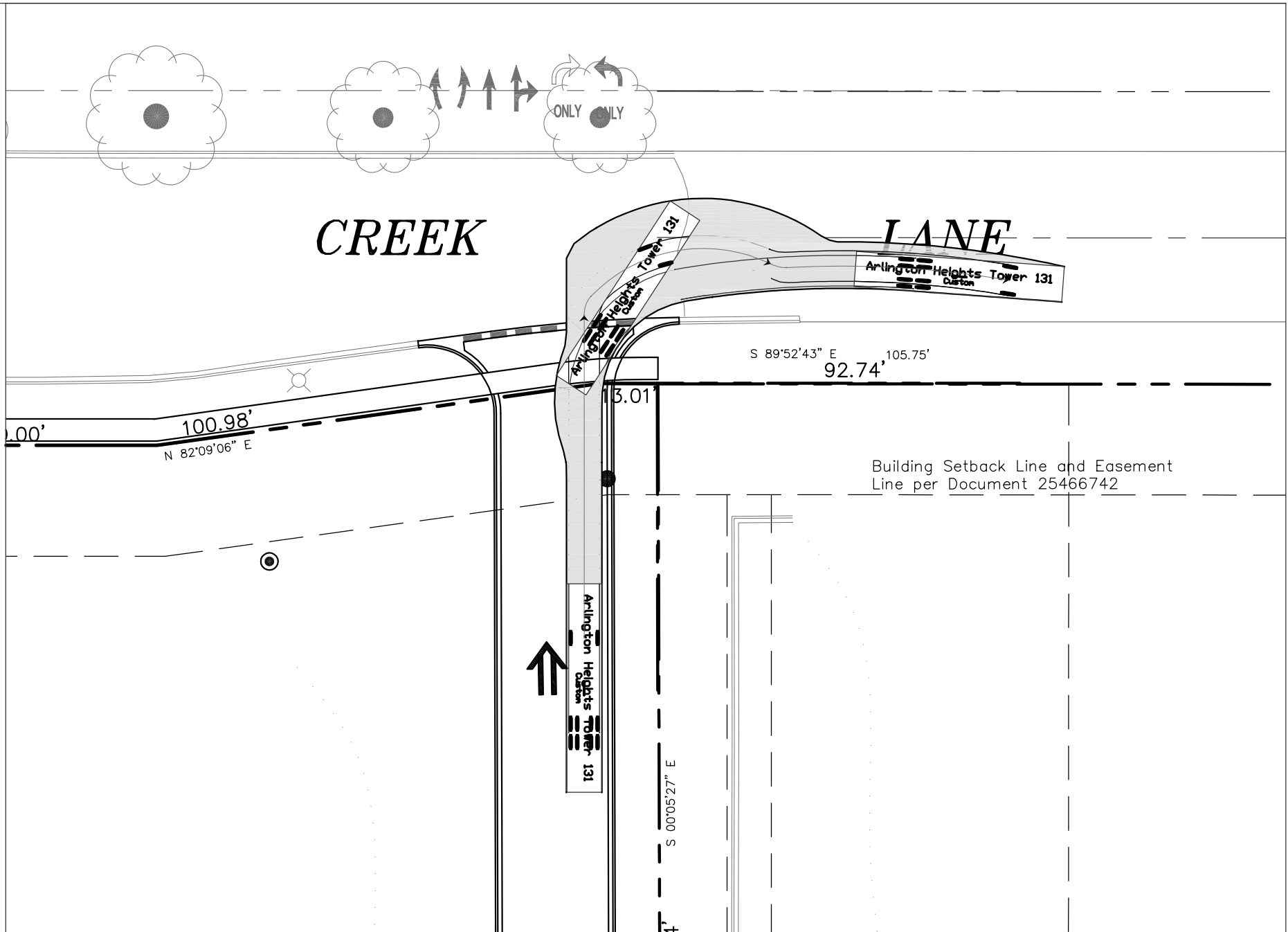
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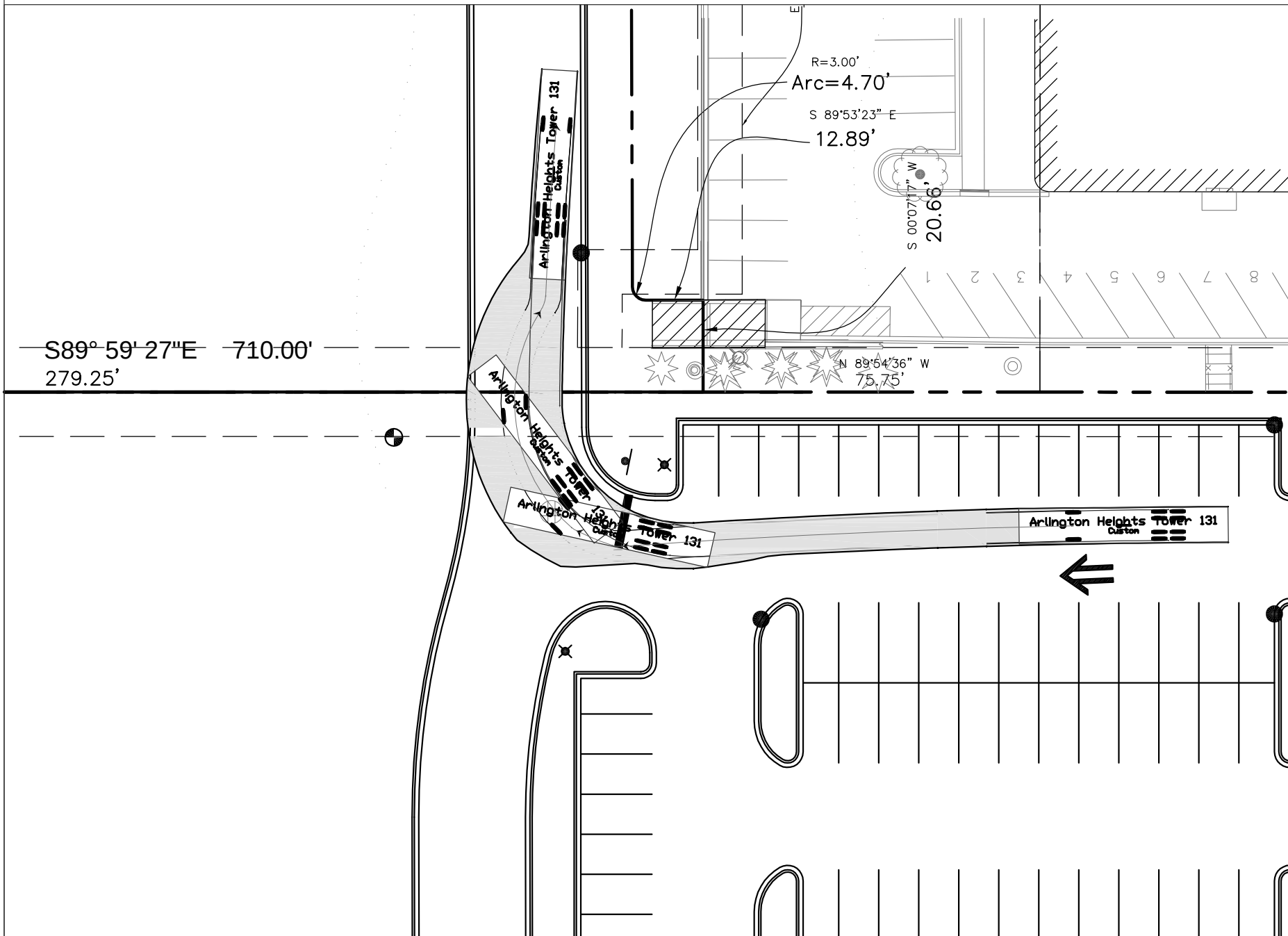
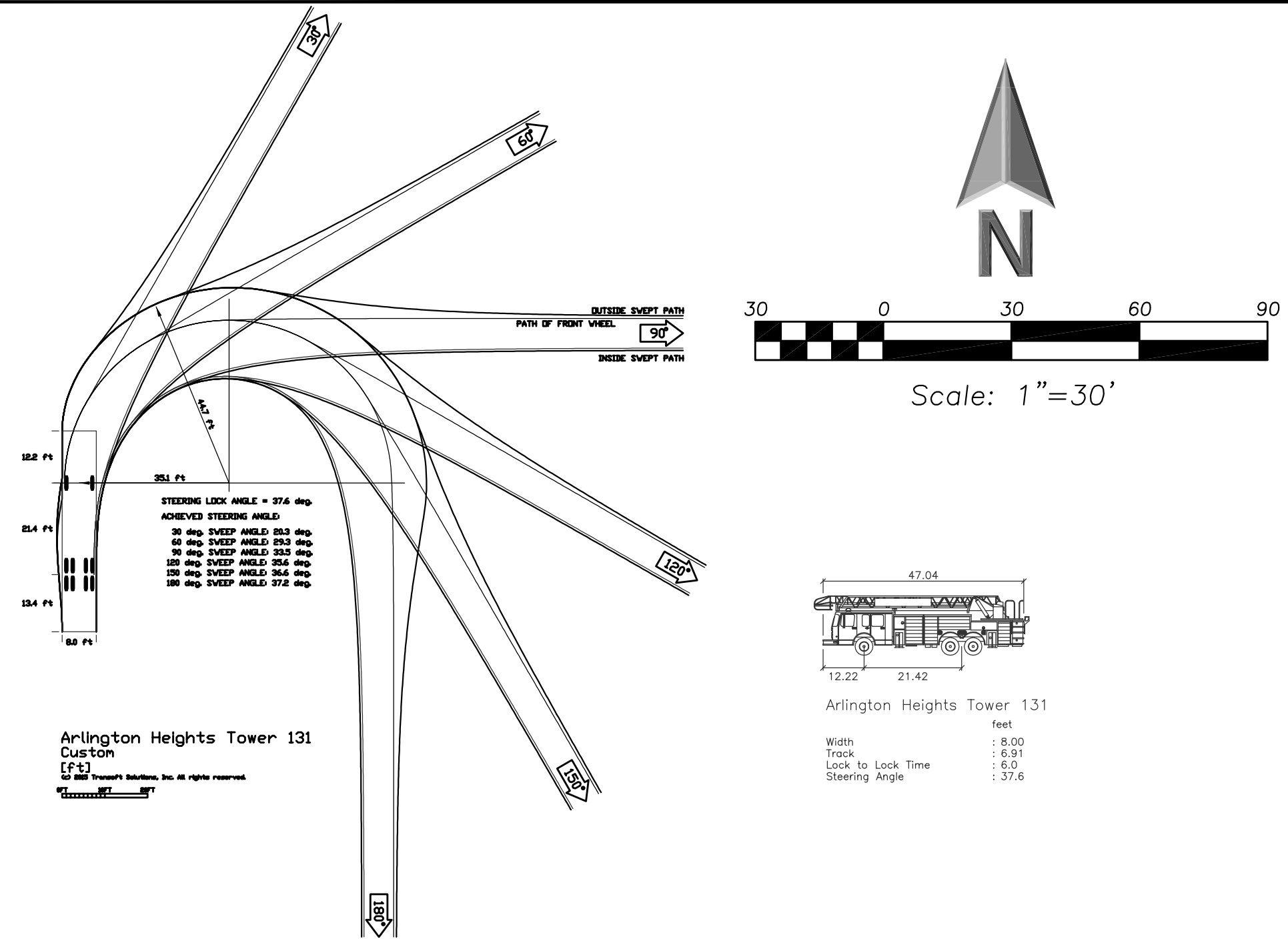
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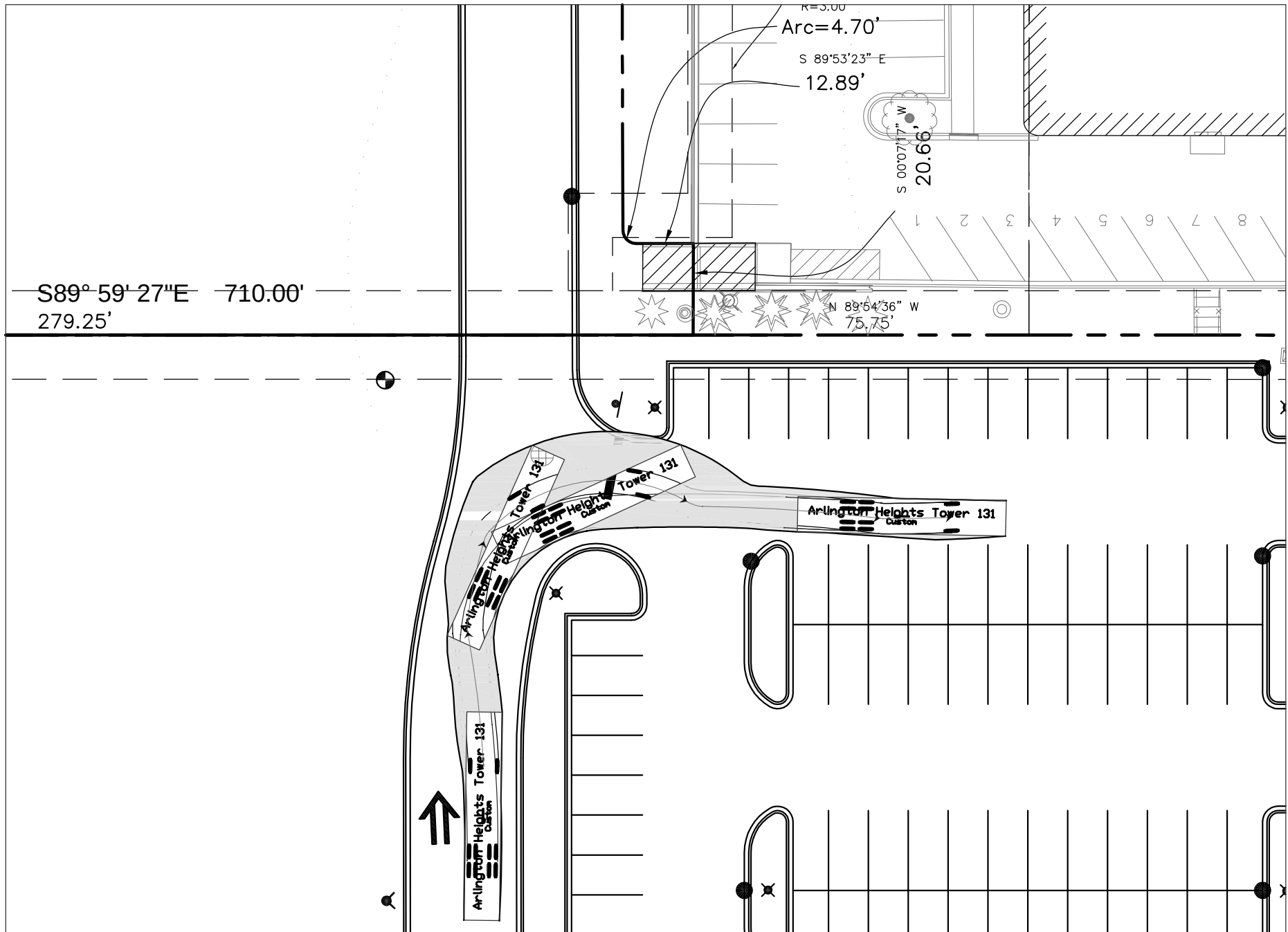
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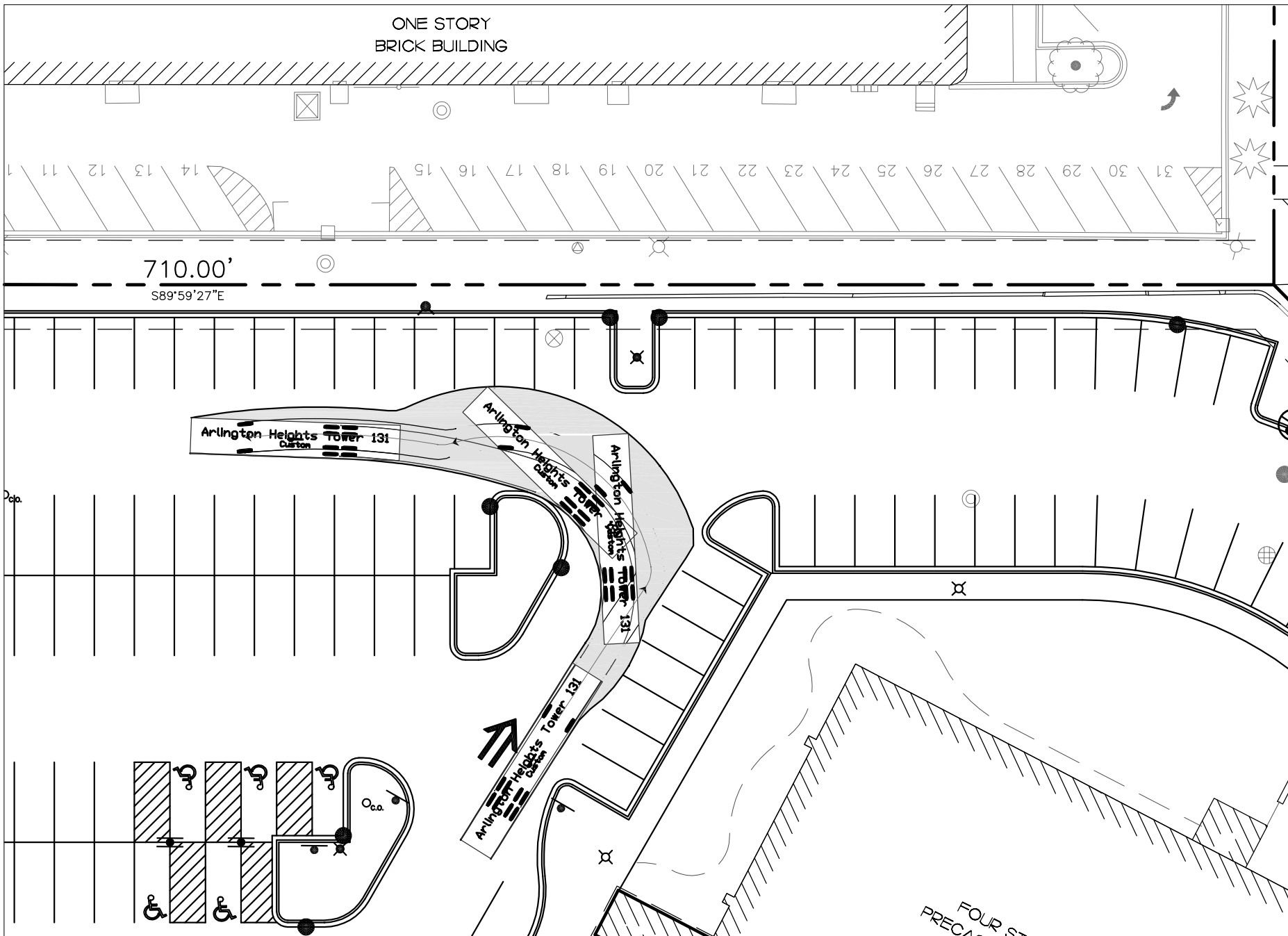
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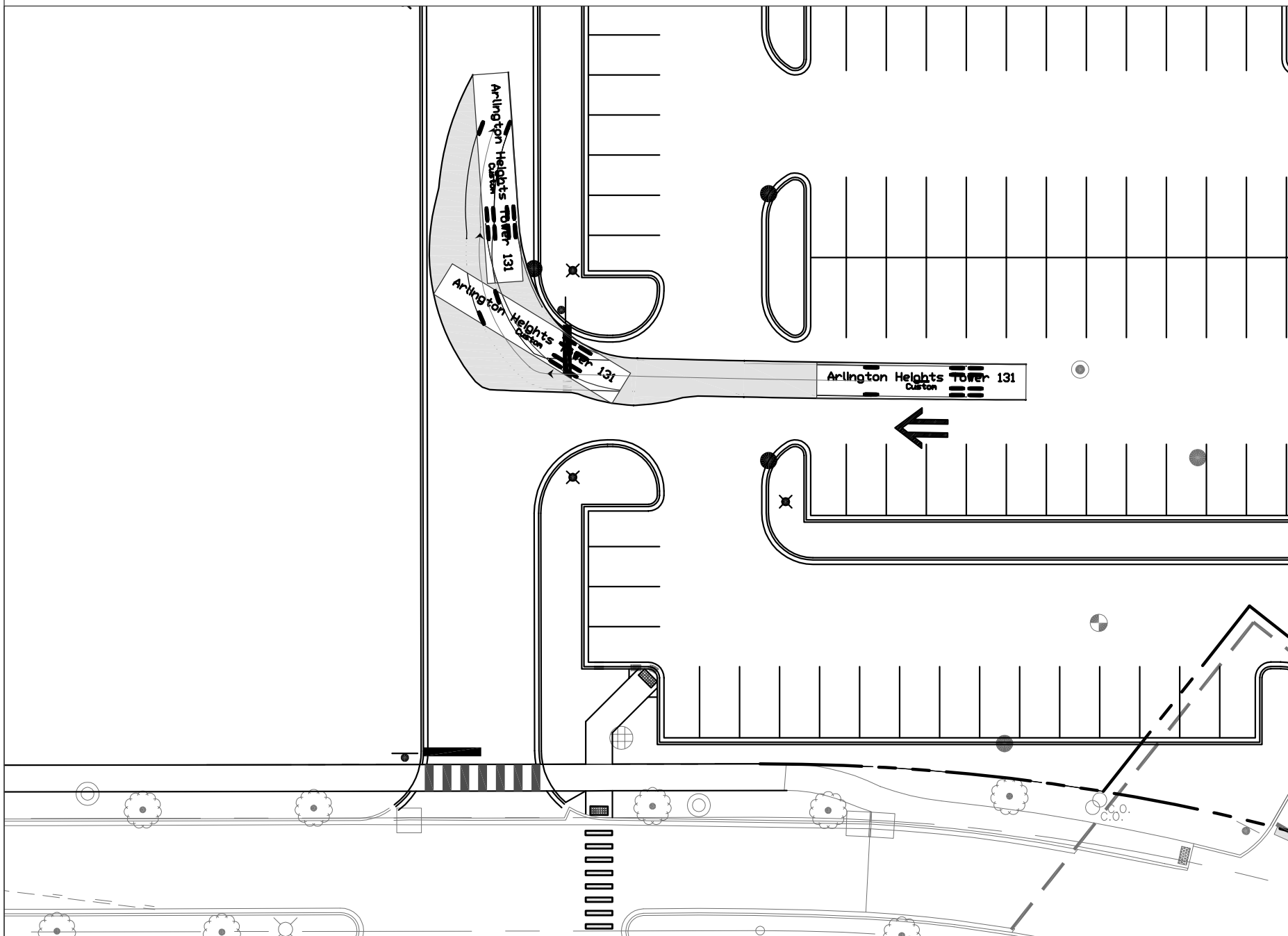
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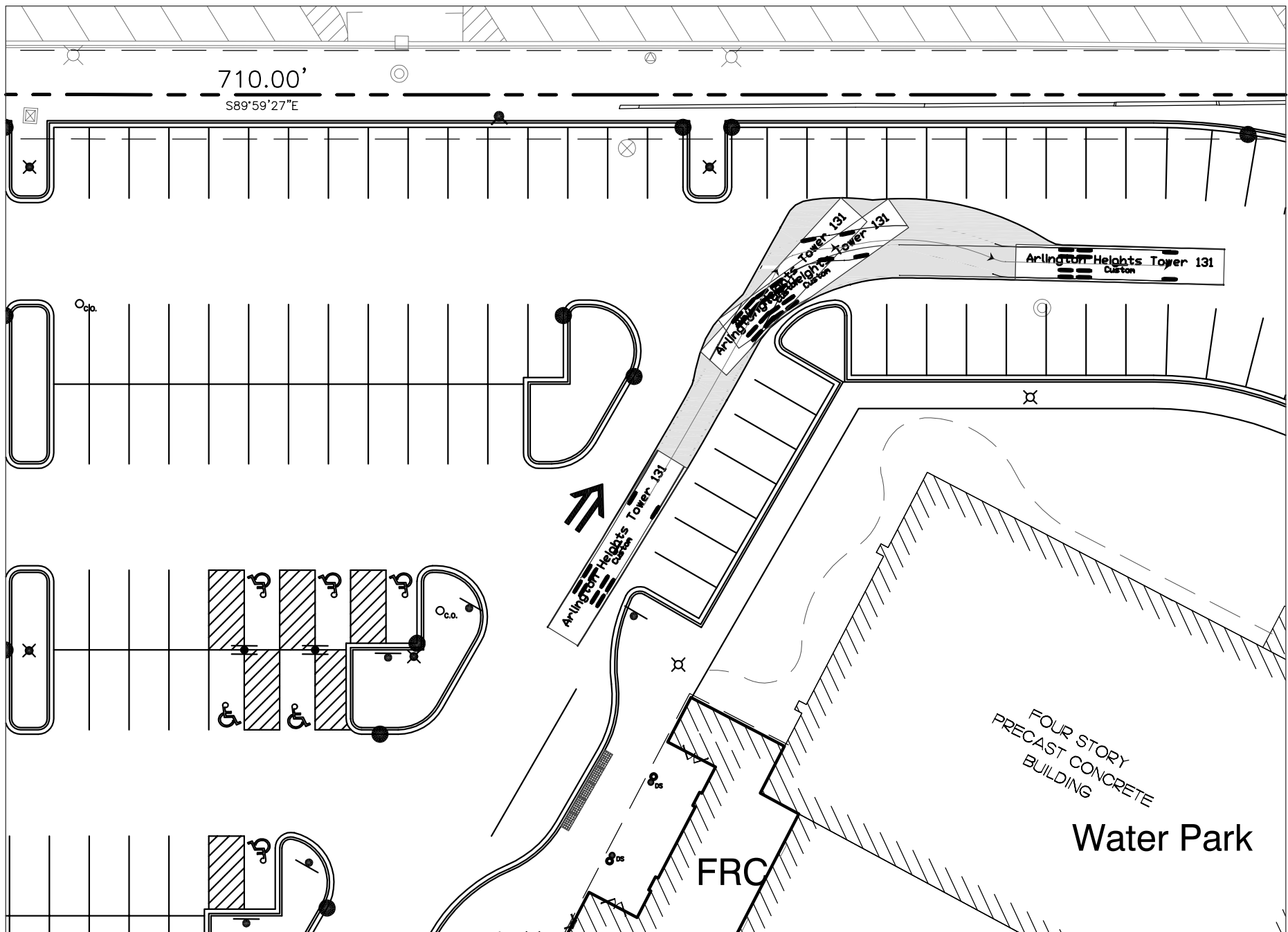
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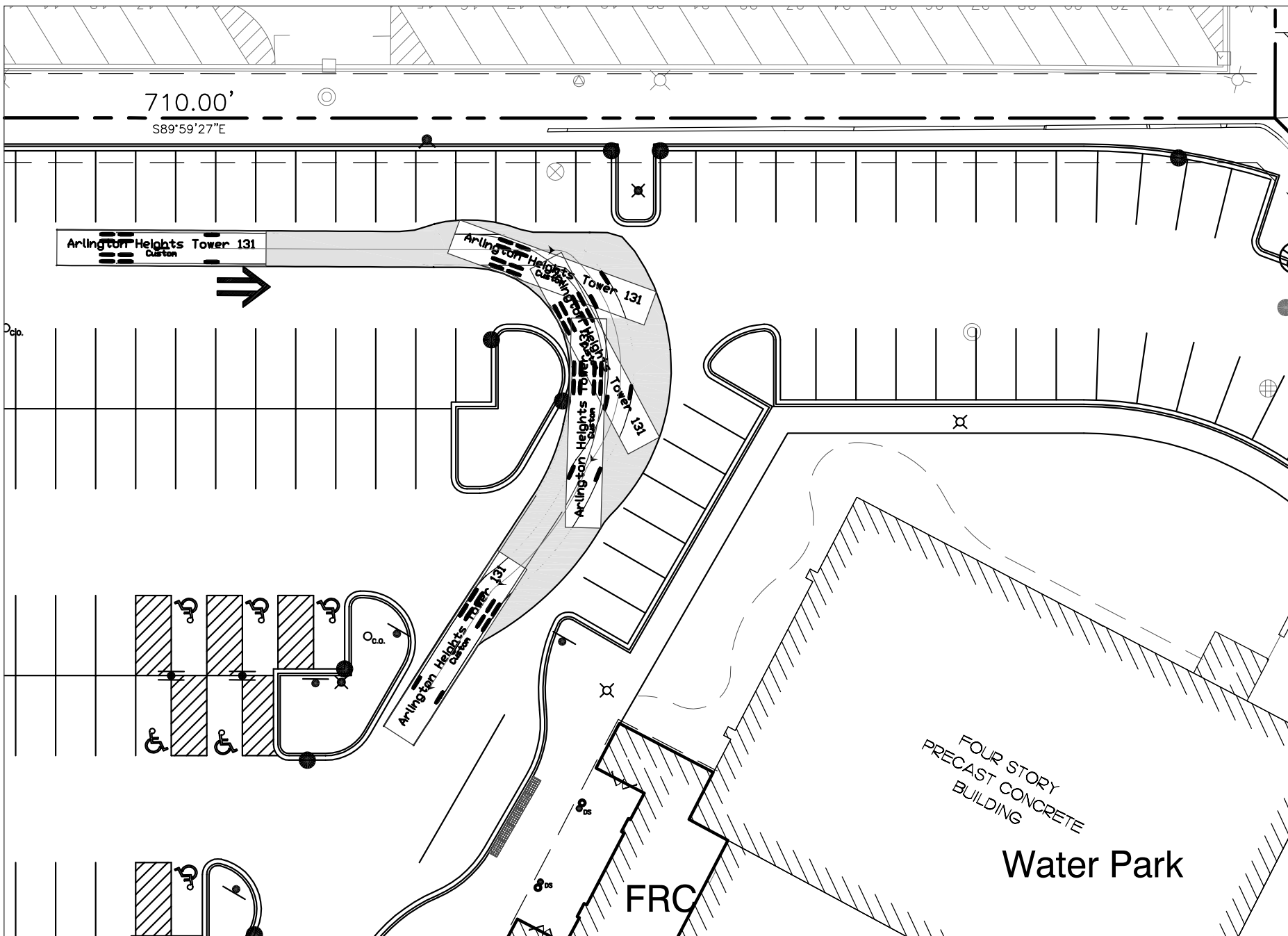
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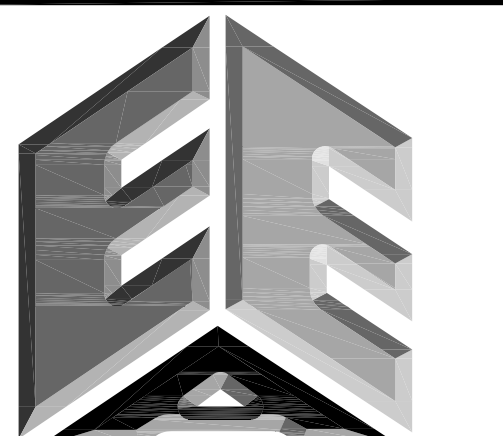
ARLINGTON HEIGHTS TOWER 131 - ZONE B - SOUTHWEST



ARLINGTON HEIGHTS TOWER 131 - ZONE B - NORTHEAST



ARLINGTON HEIGHTS TOWER 131 - ZONE B - NORTHEAST



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ARLINGTON DOWNS
PHASE 2 CONSTRUCTION
3400 W Euclid Avenue
Arlington Heights, Illinois

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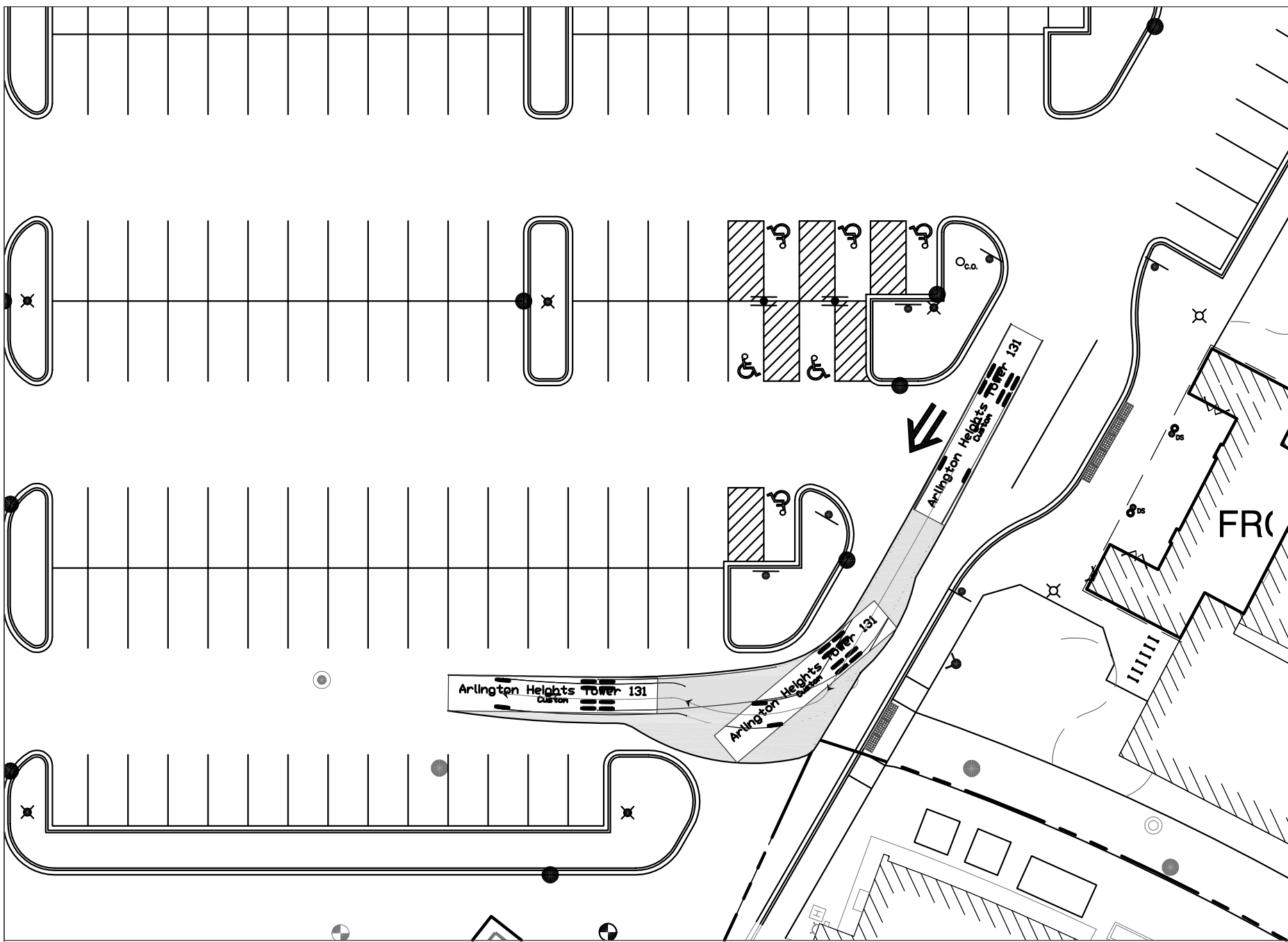
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**AUTOTURN EXHIBIT
FIRE TRUCK**

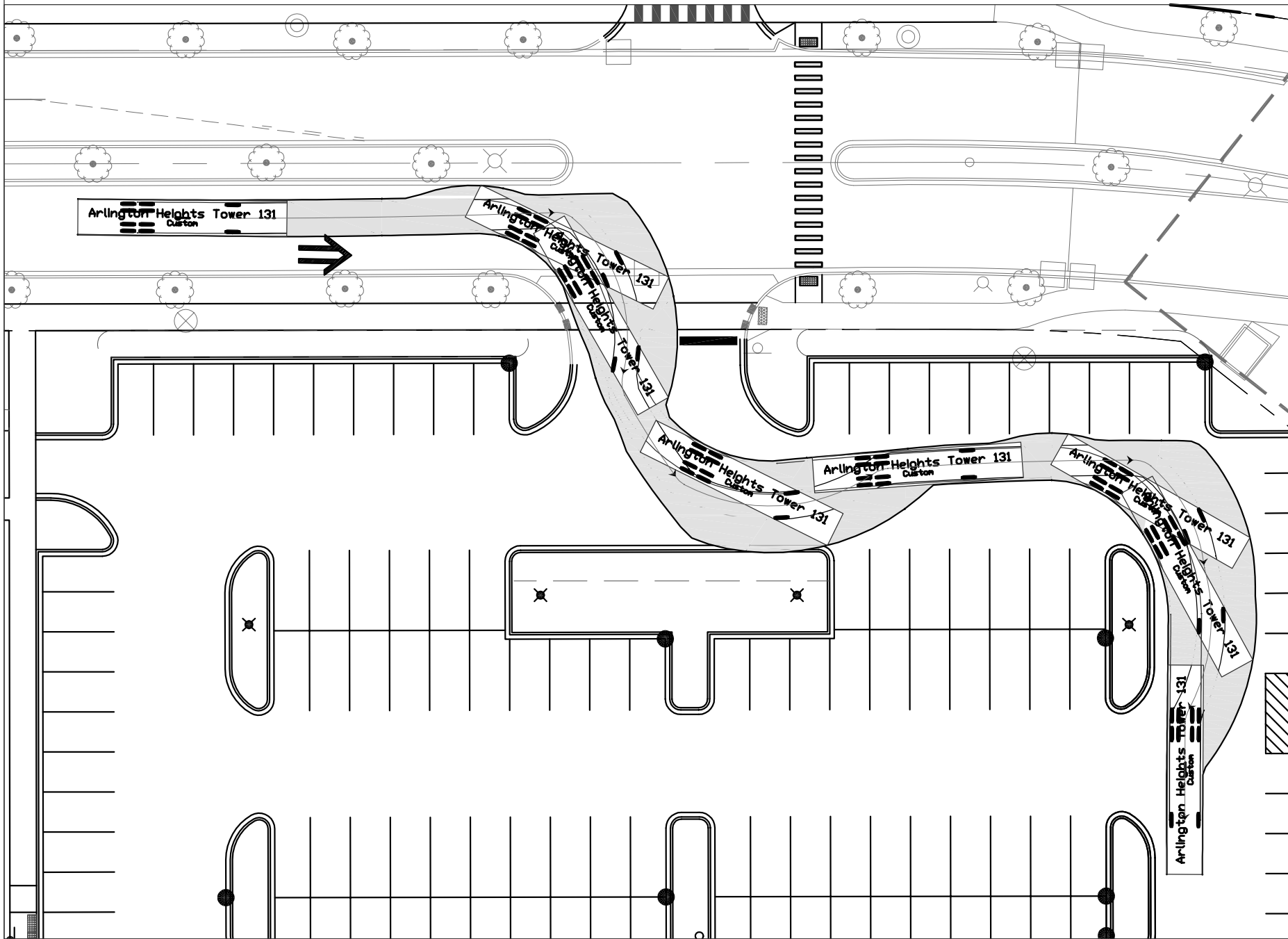
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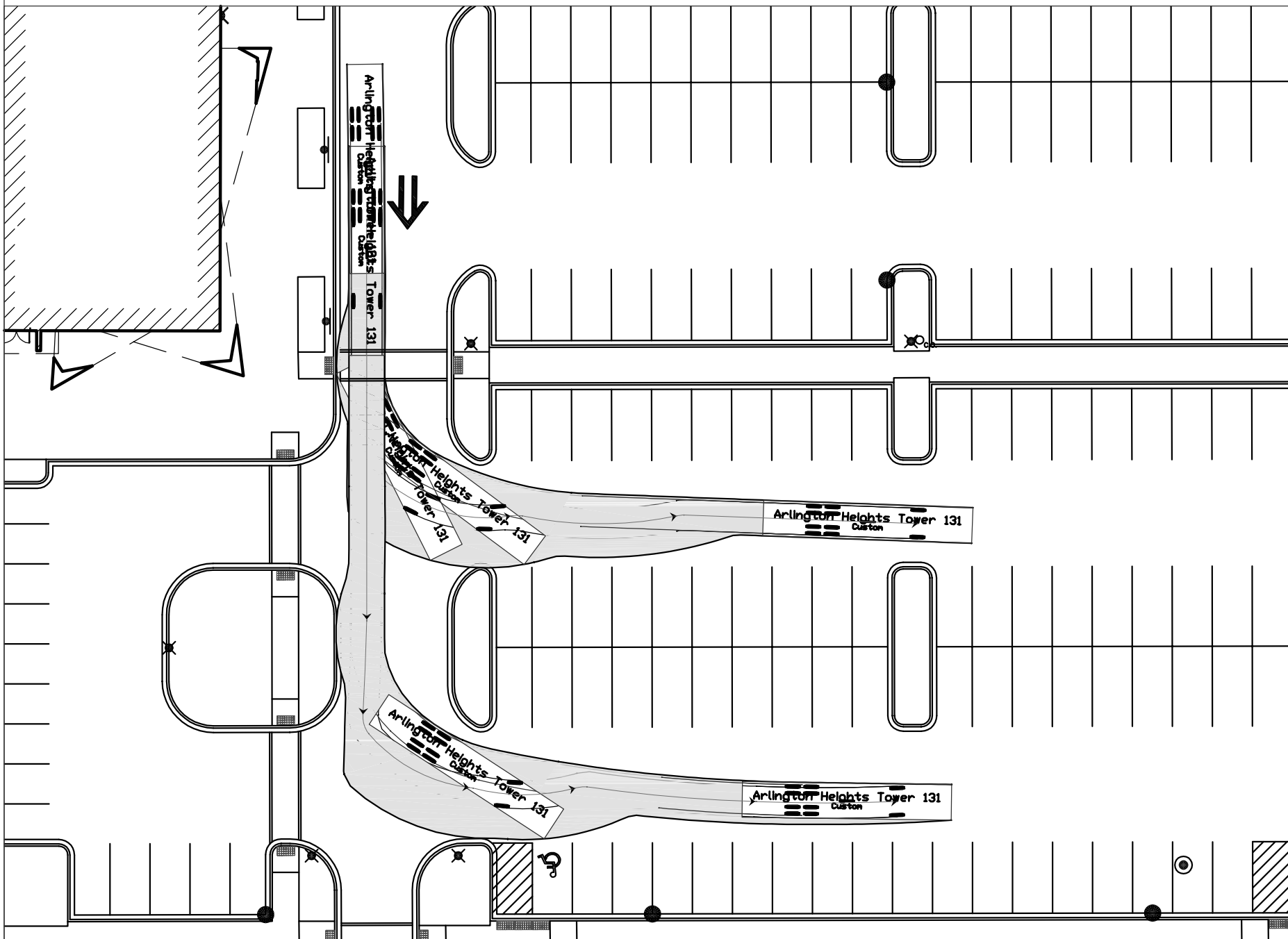
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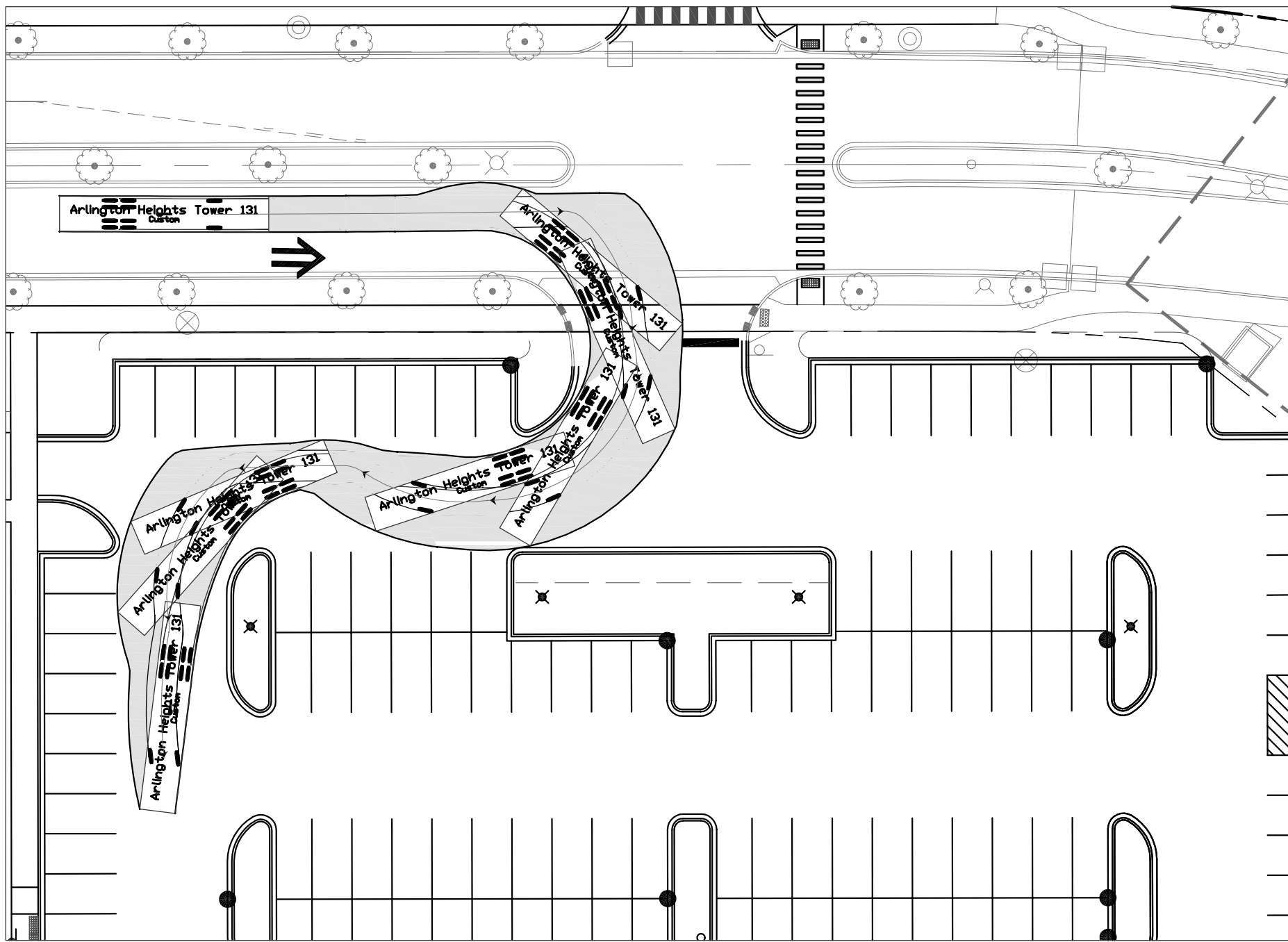
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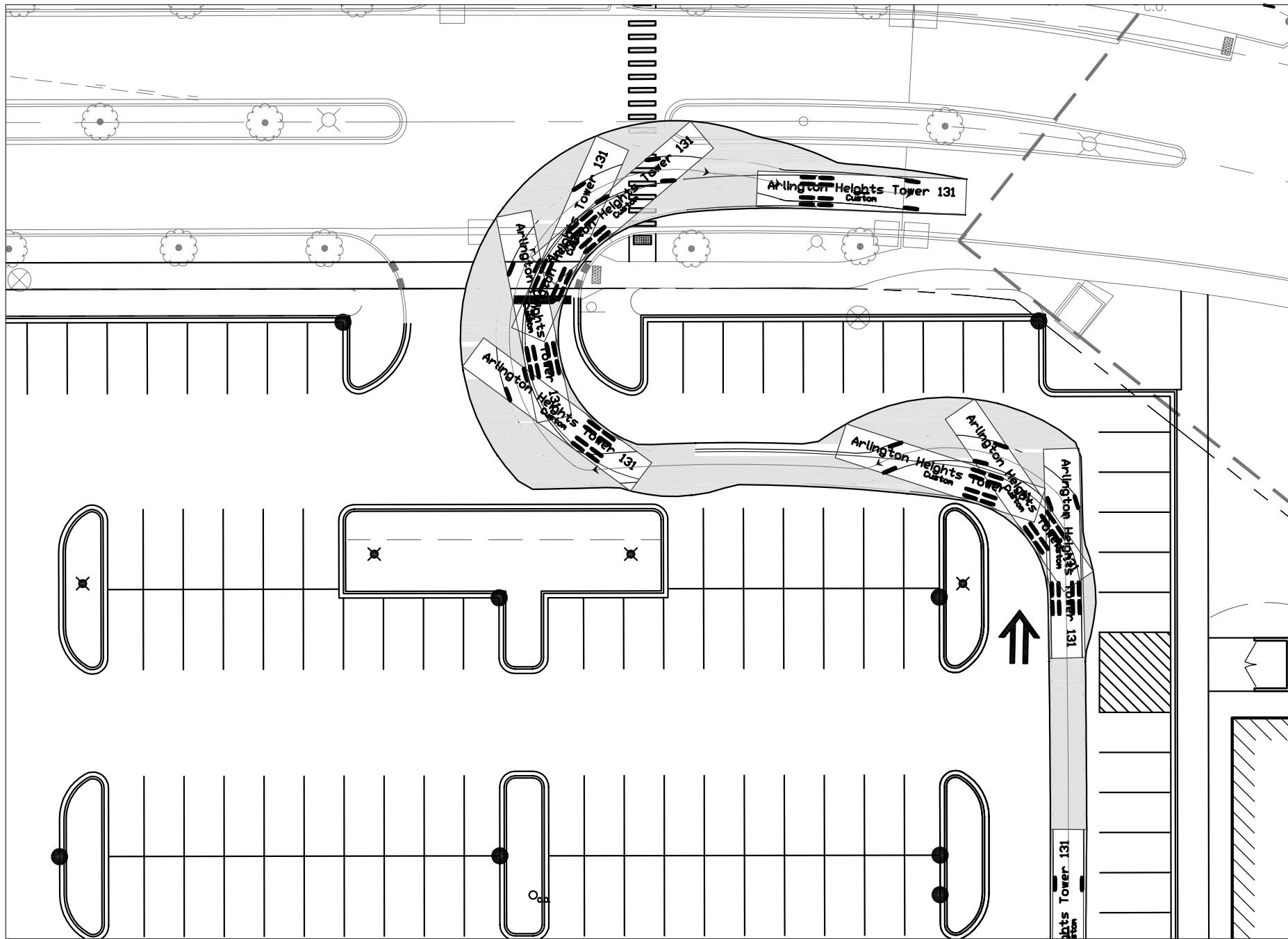
ARLINGTON HEIGHTS TOWER 131 - ZONE D - NORTH ACCESS



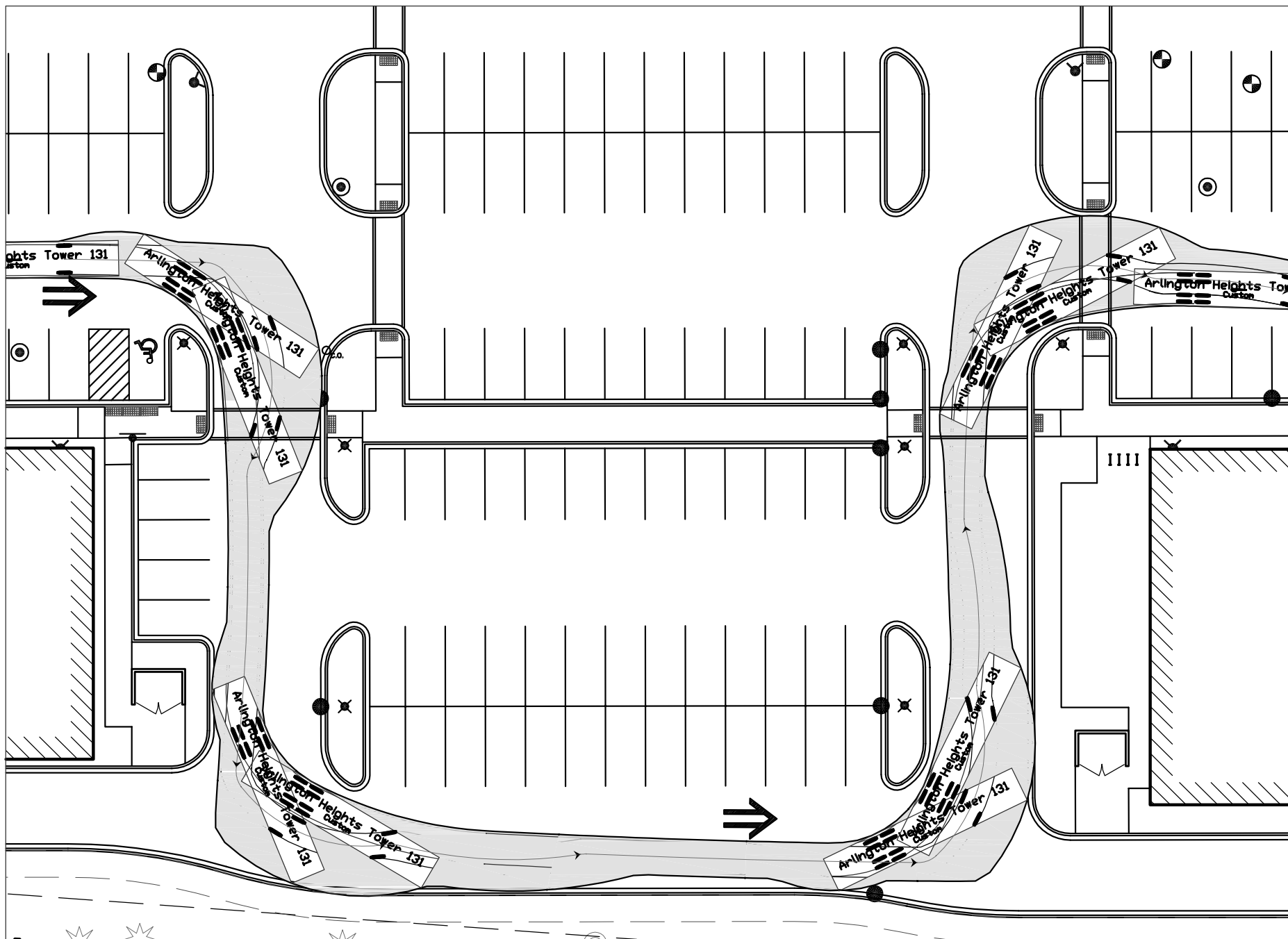
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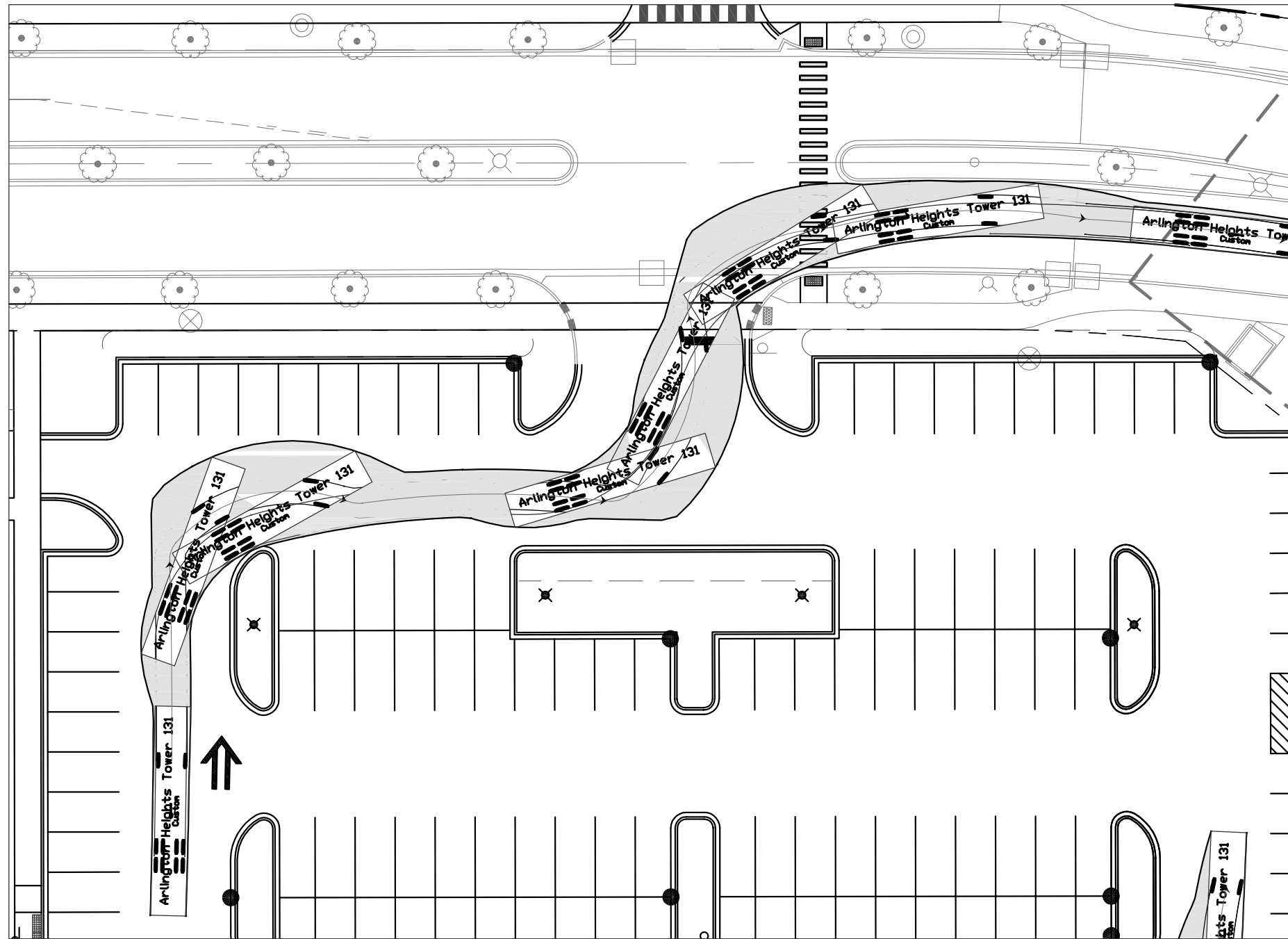
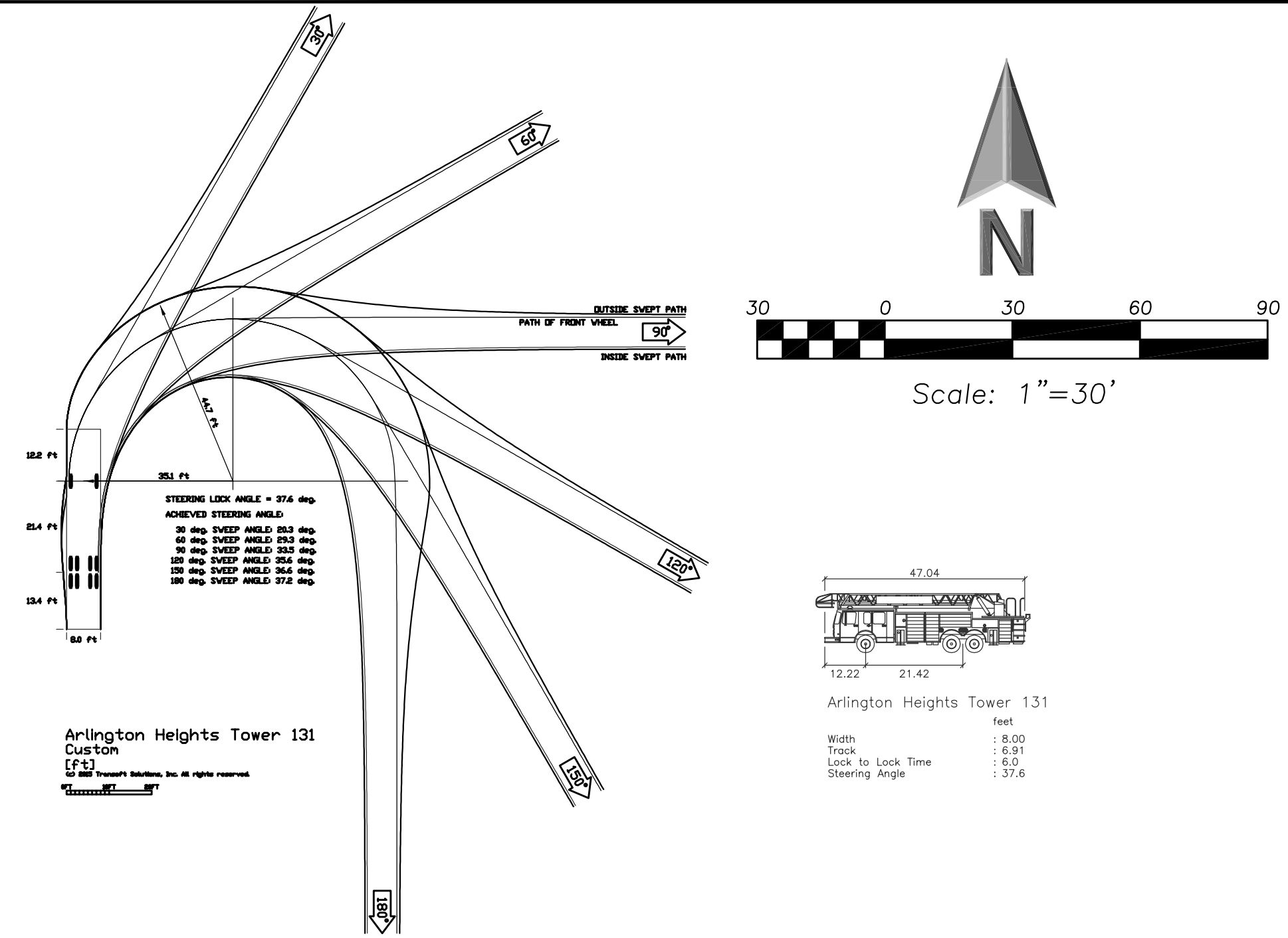
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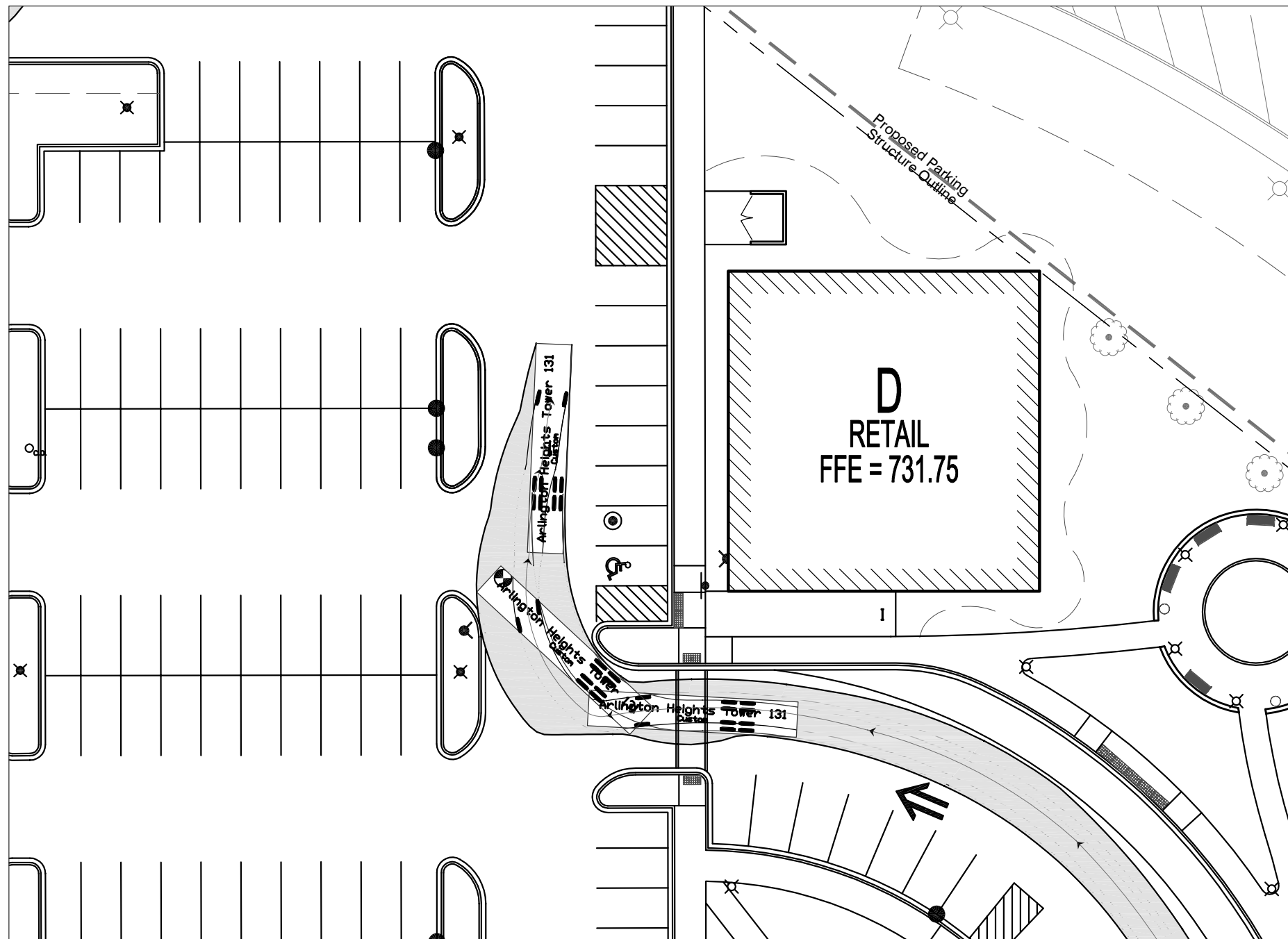
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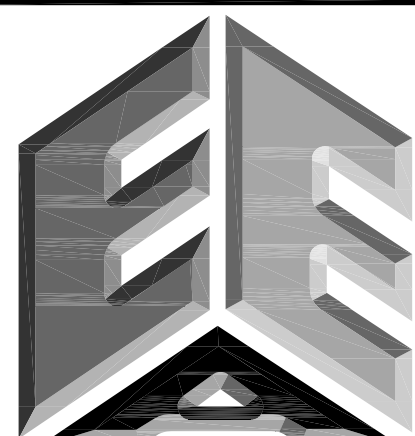
ARLINGTON HEIGHTS TOWER 131 - ZONE D - SOUTH CENTRAL



ARLINGTON HEIGHTS TOWER 131 - ZONE D - NORTH ACCESS



ARLINGTON HEIGHTS TOWER 131 - ZONE D - CENTRAL



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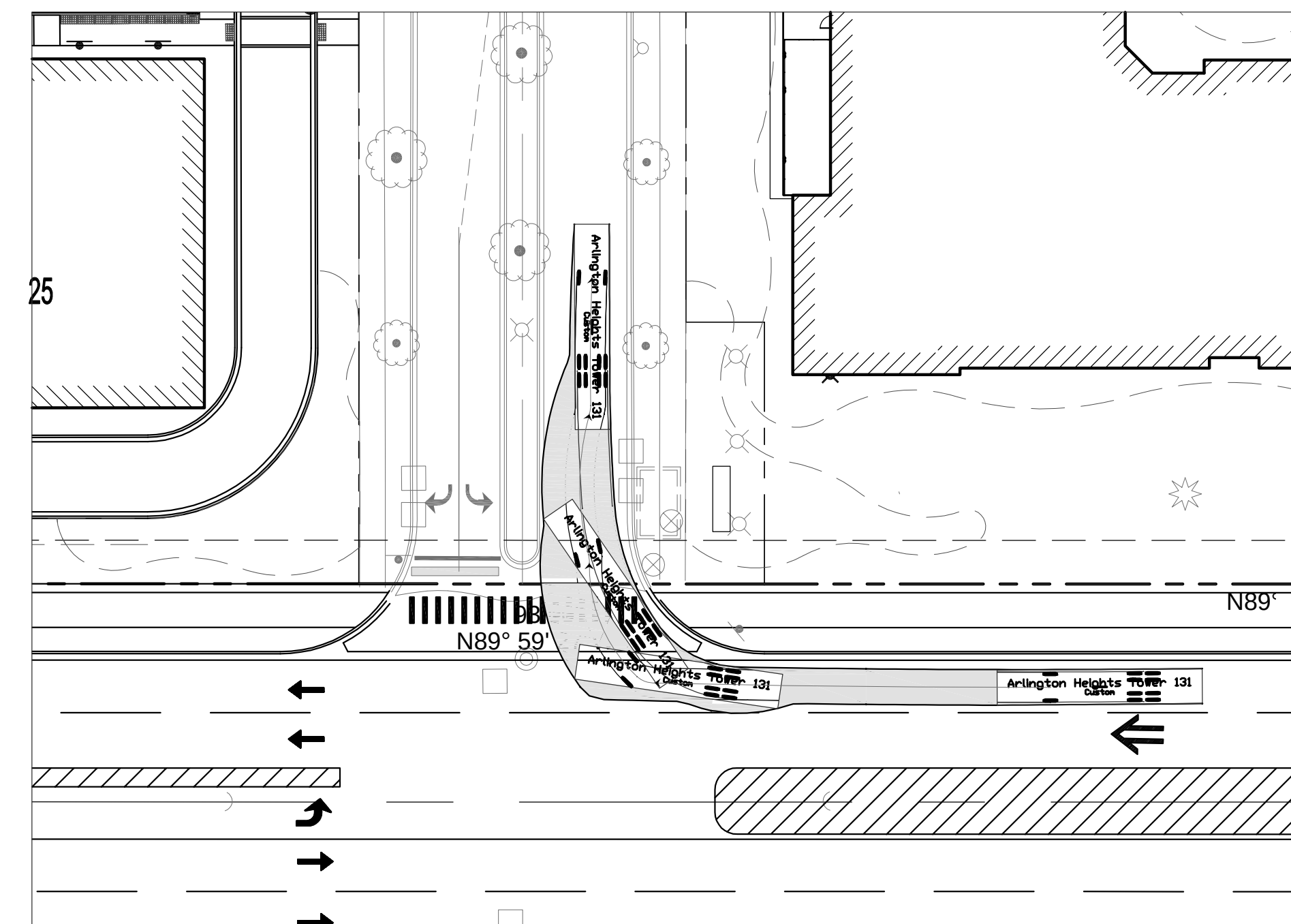
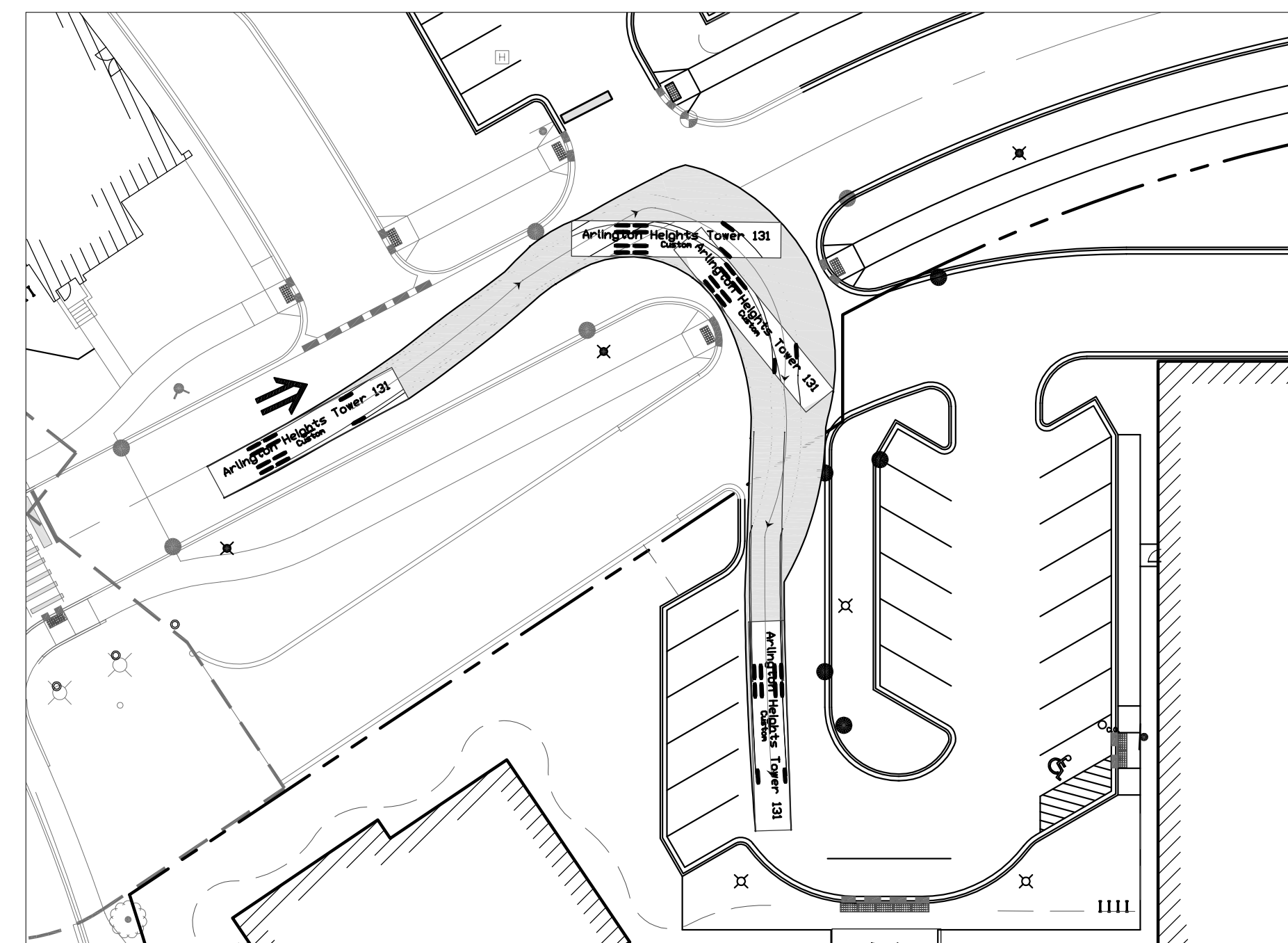
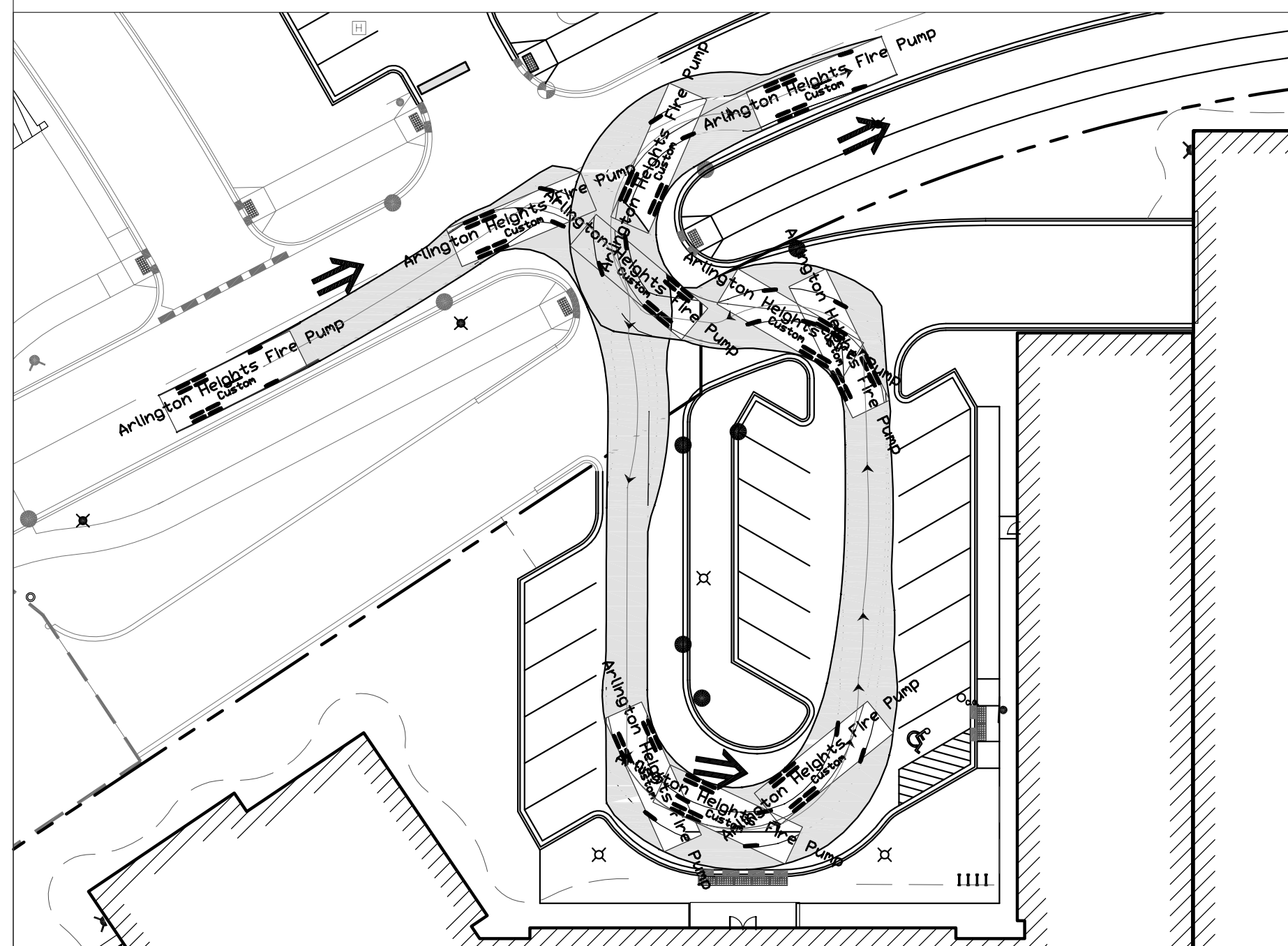
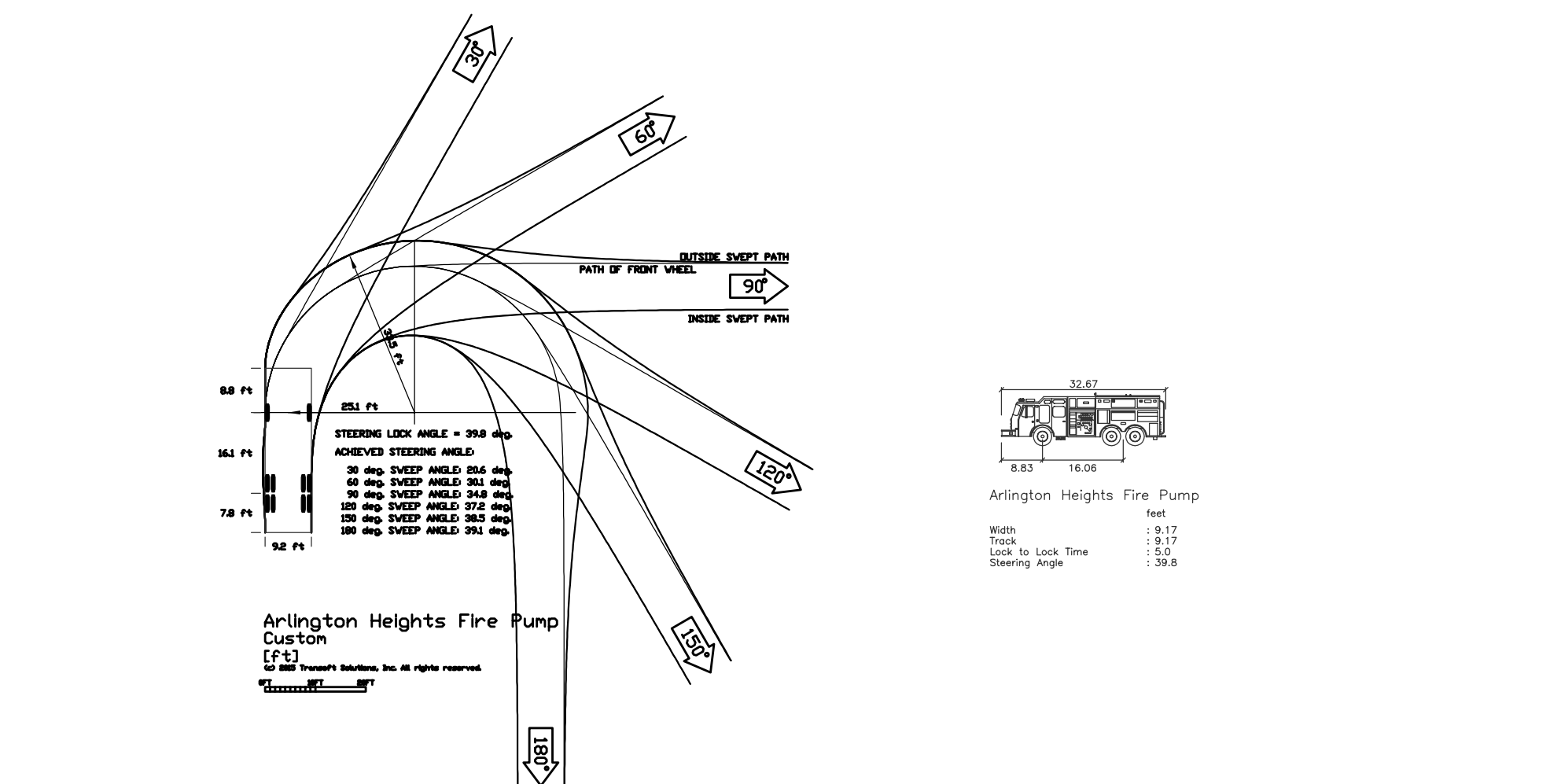
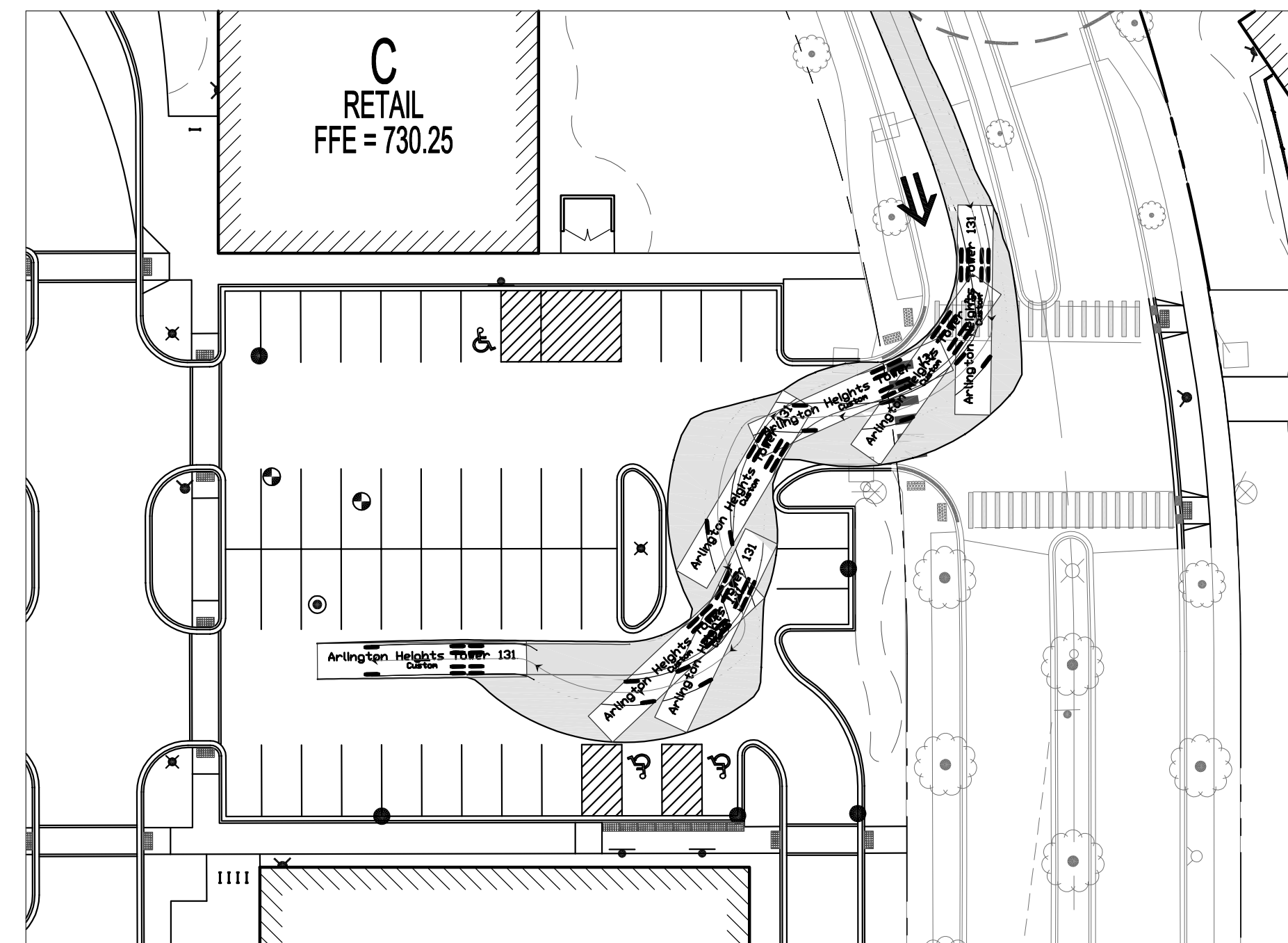
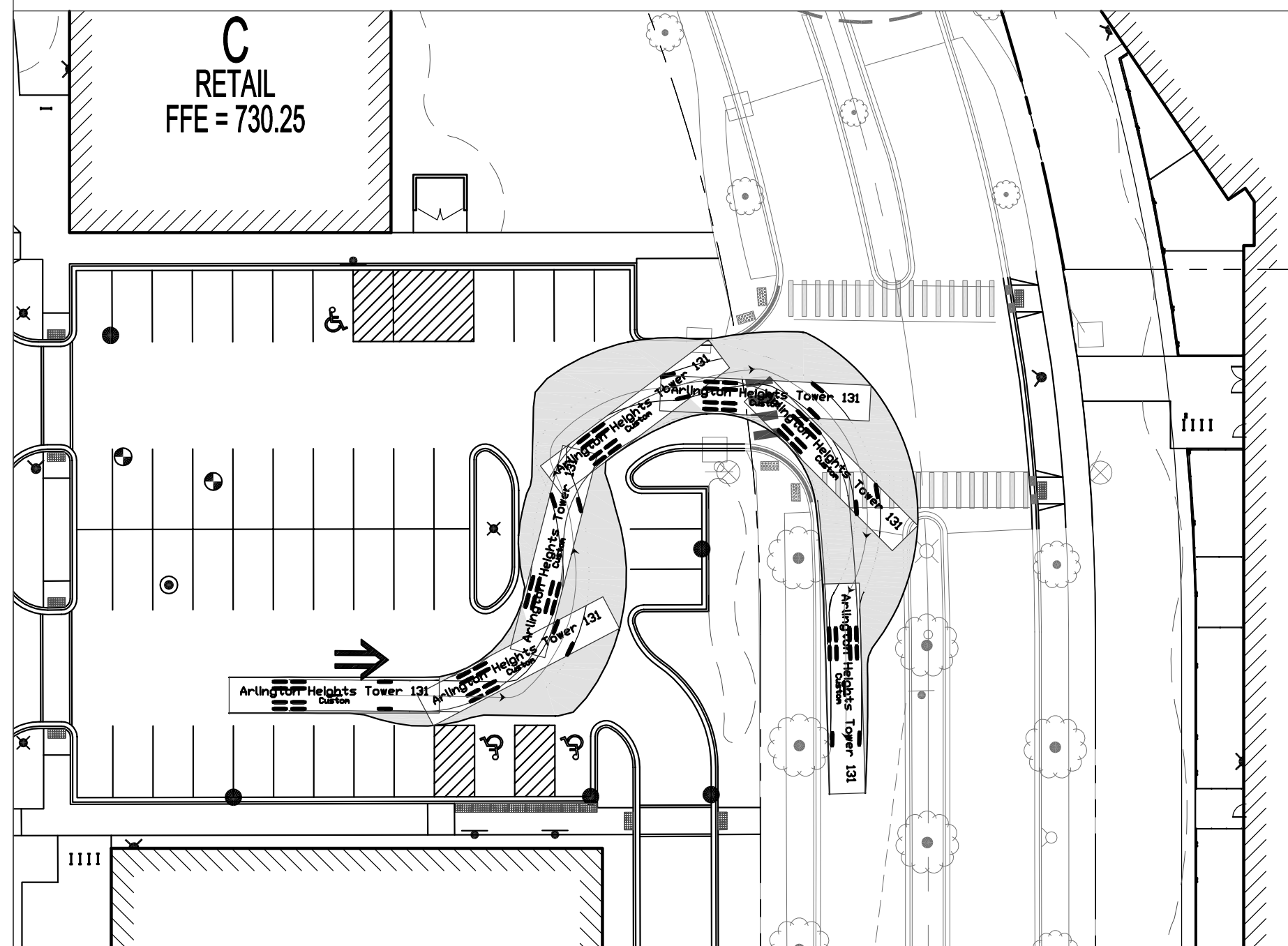
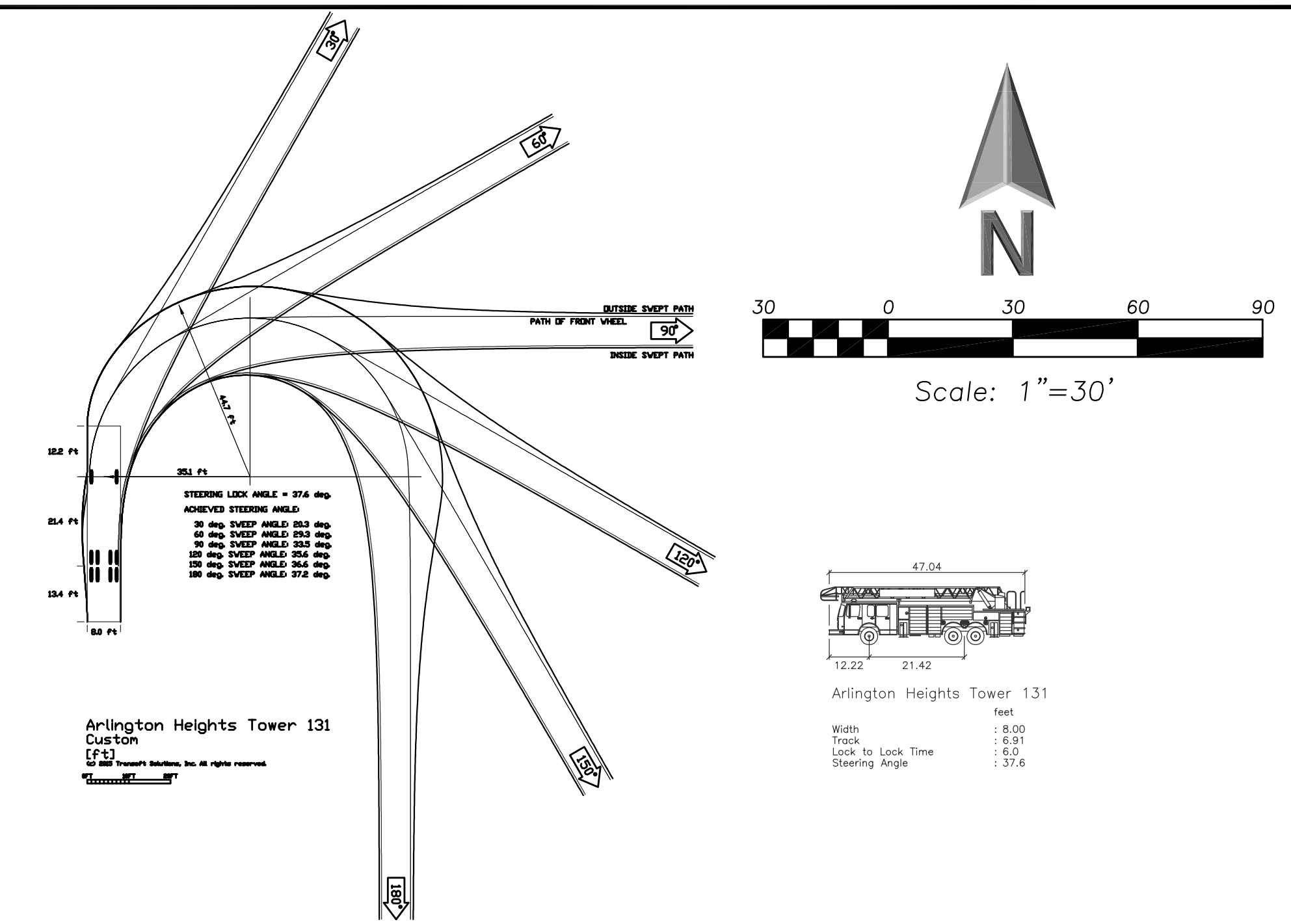
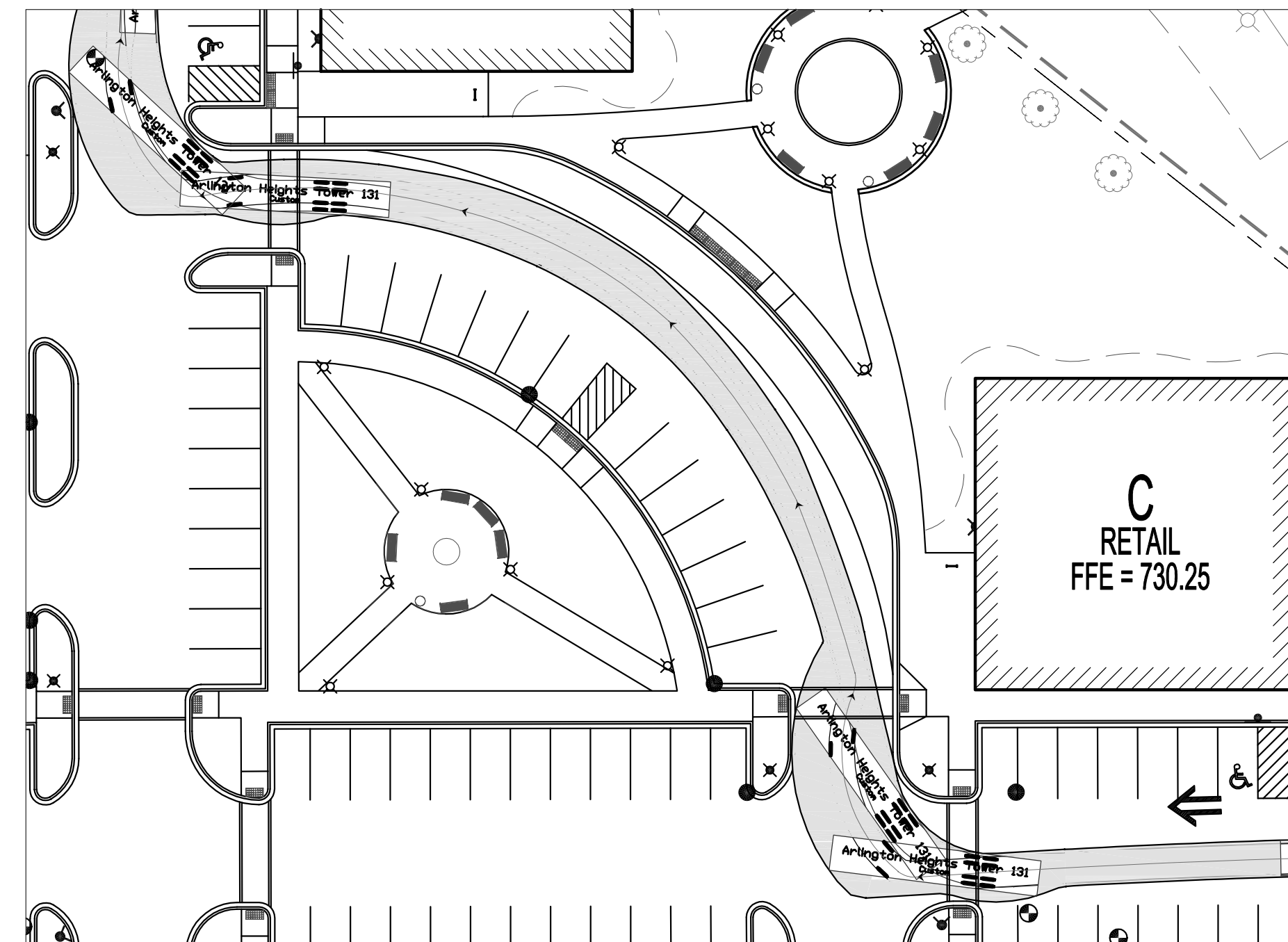
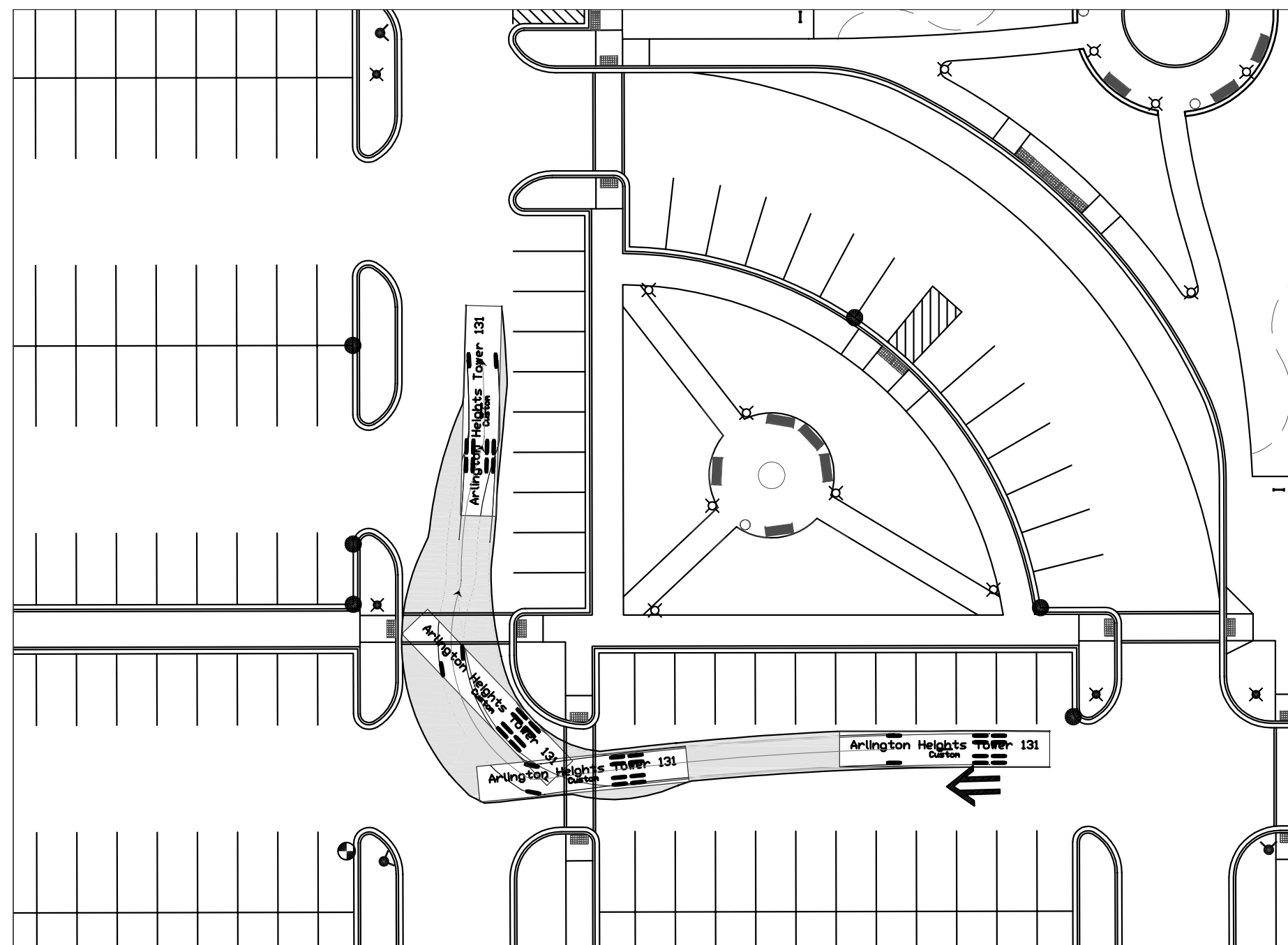
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Sheet Title:
**AUTOTURN EXHIBIT
FIRE TRUCK**

Sheet No:

C6.02



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EMAIL INFO@EEA-LTD.COM

PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2019

ARLINGTON DOWNS
PHASE 2 CONSTRUCTION
3400 W Euclid Avenue
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: 11/19

No.	Date	Description
	04/04/18	Issued For PUD Amendment
	05/08/18	Revised Per Village
	06/22/18	Revised Per Village

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CONCEPT OF EXISTING ENGINEERING ASSOCIATES, LTD. Design By:		Date:
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Design By:	Date:
PD	04/04/18
Approved By:	Project No.

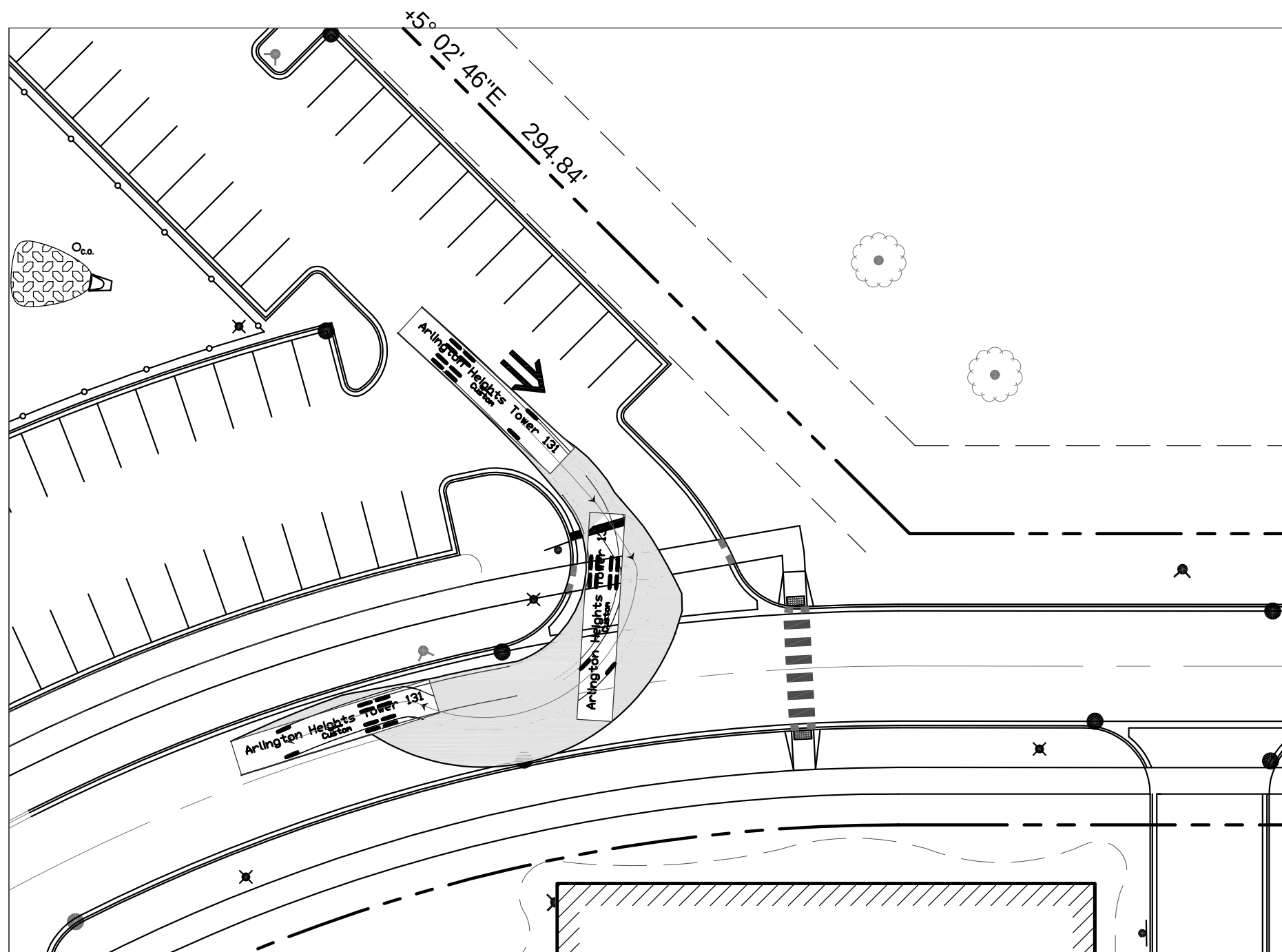
Approved By:	Project No.
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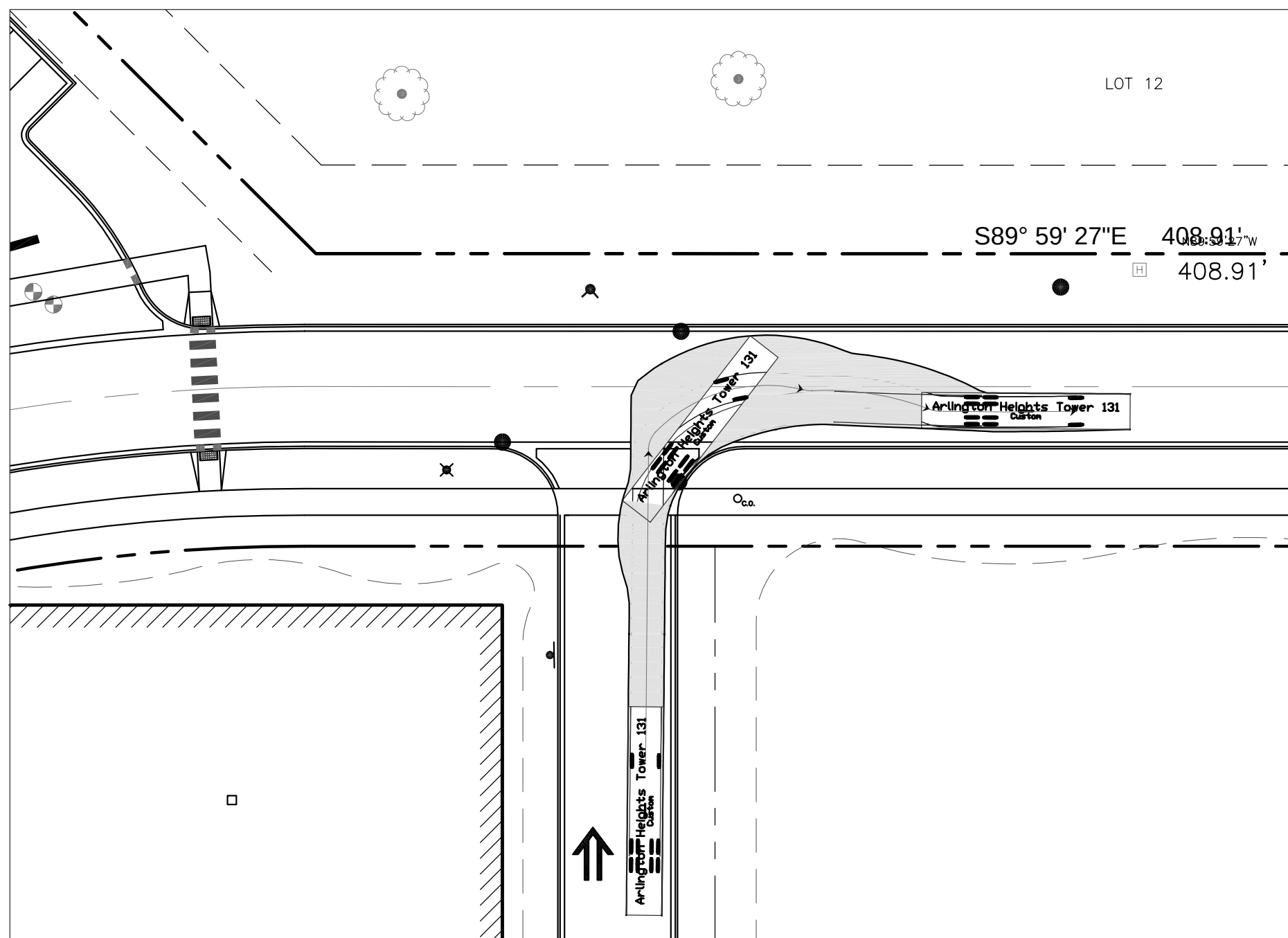
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FIRE TRUCK

Sheet No:

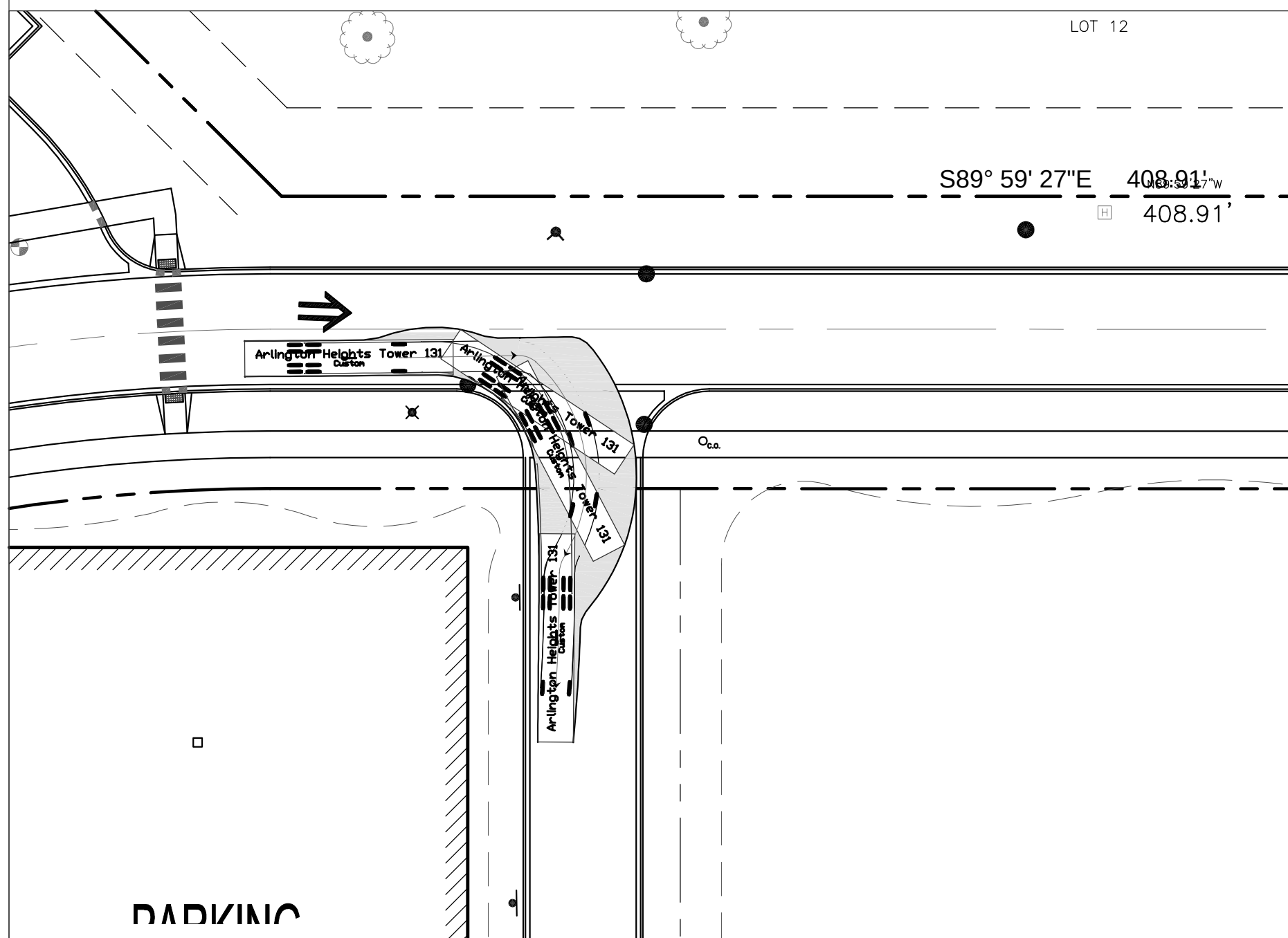
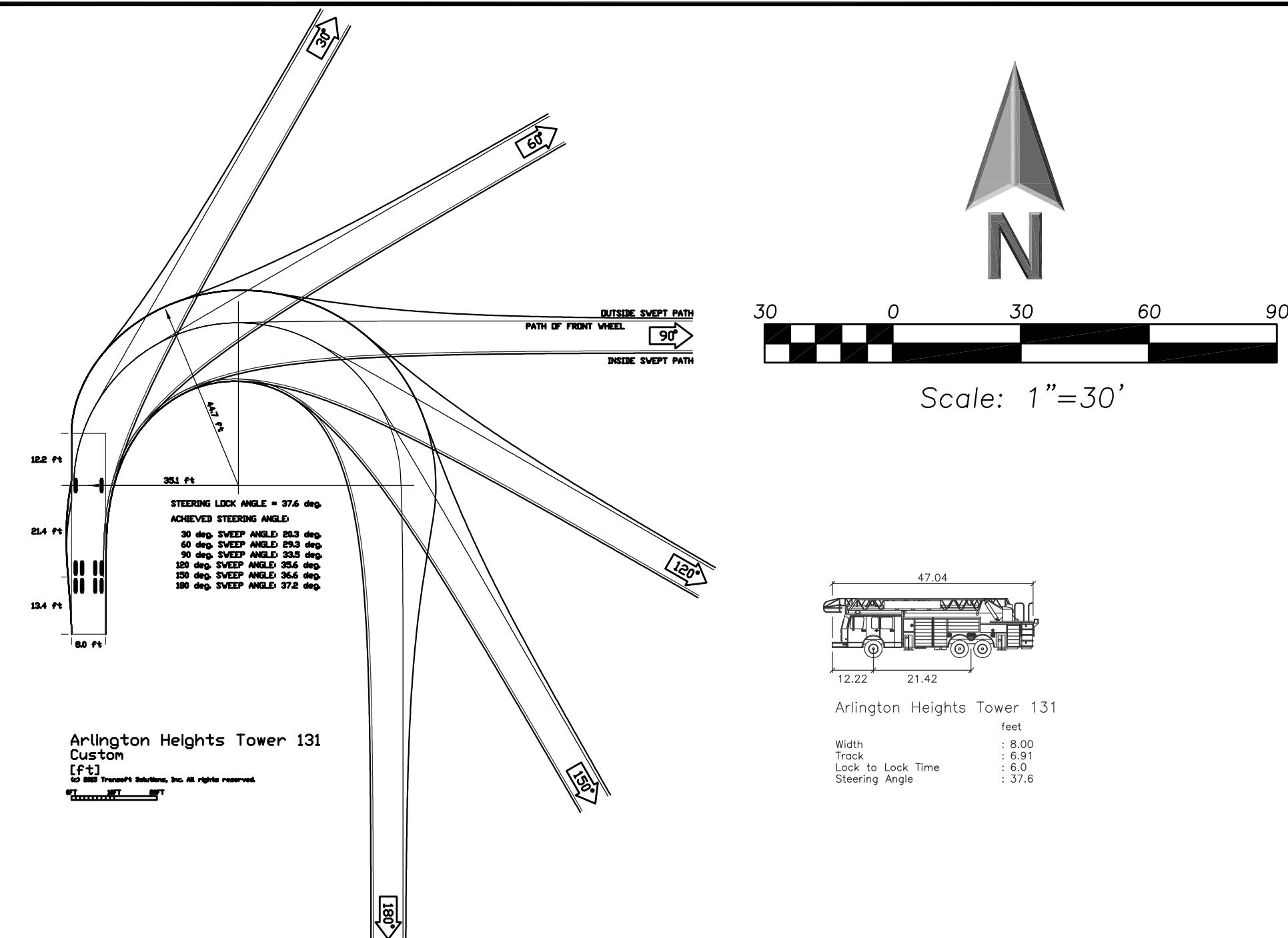
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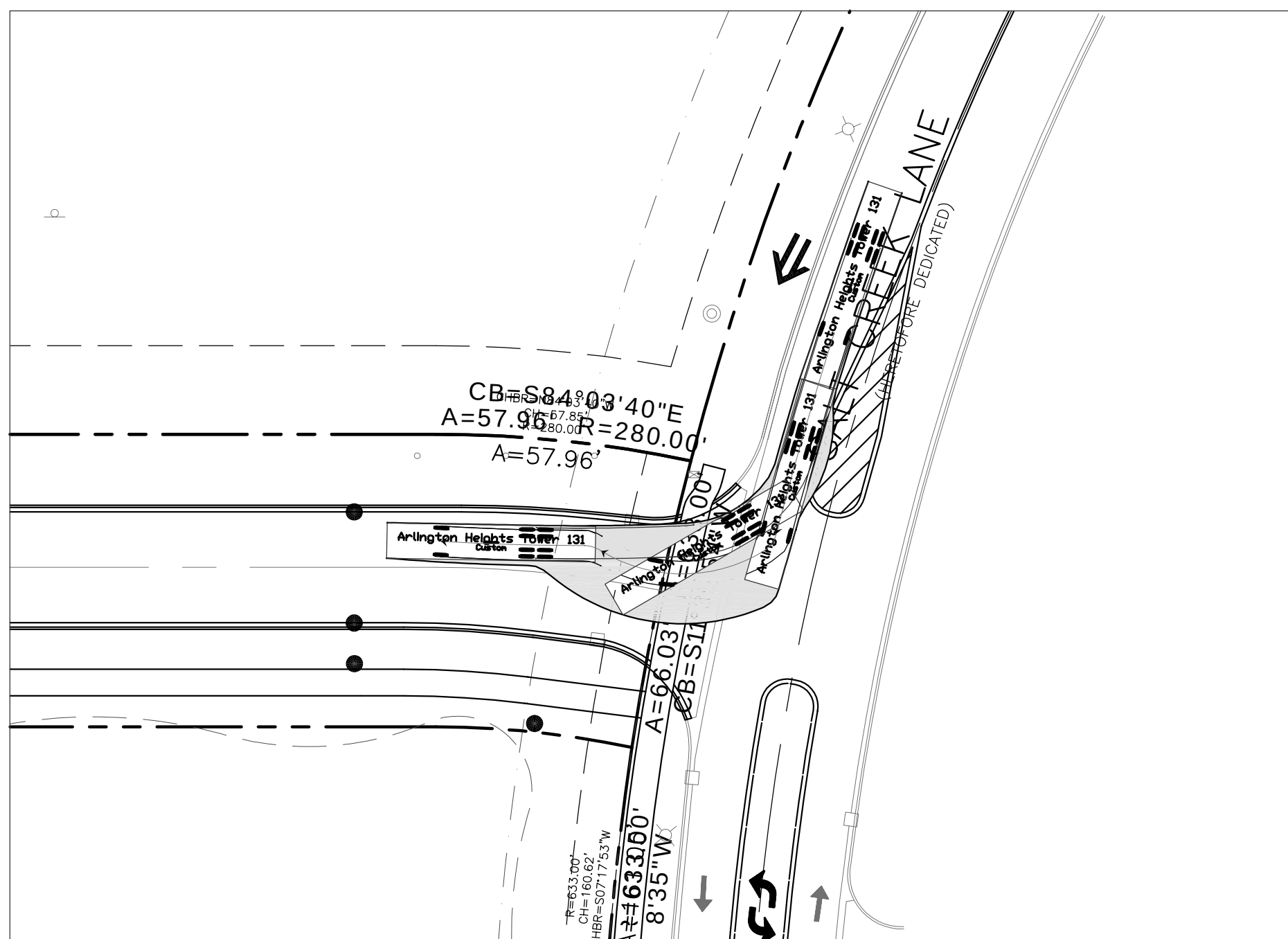
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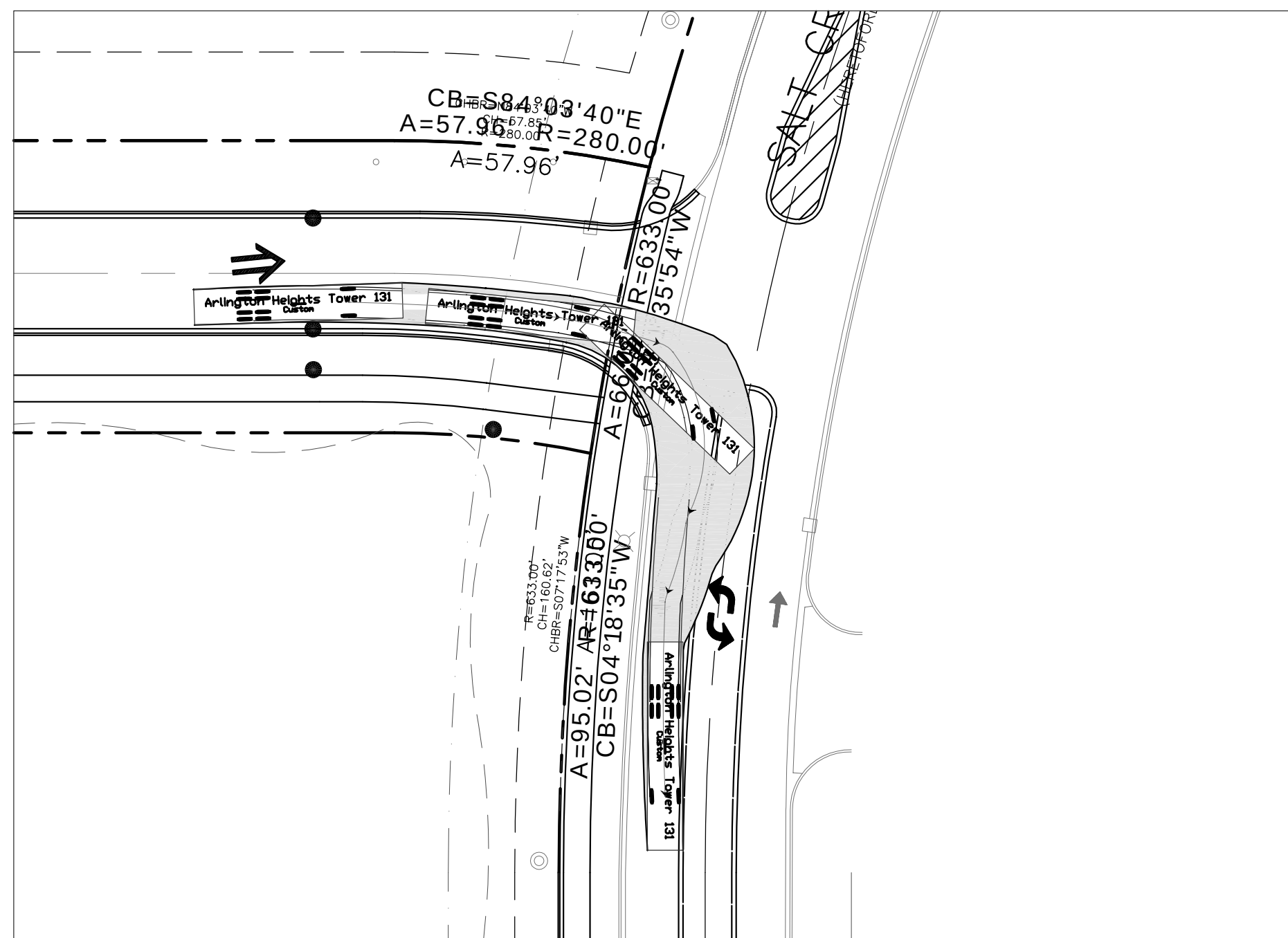
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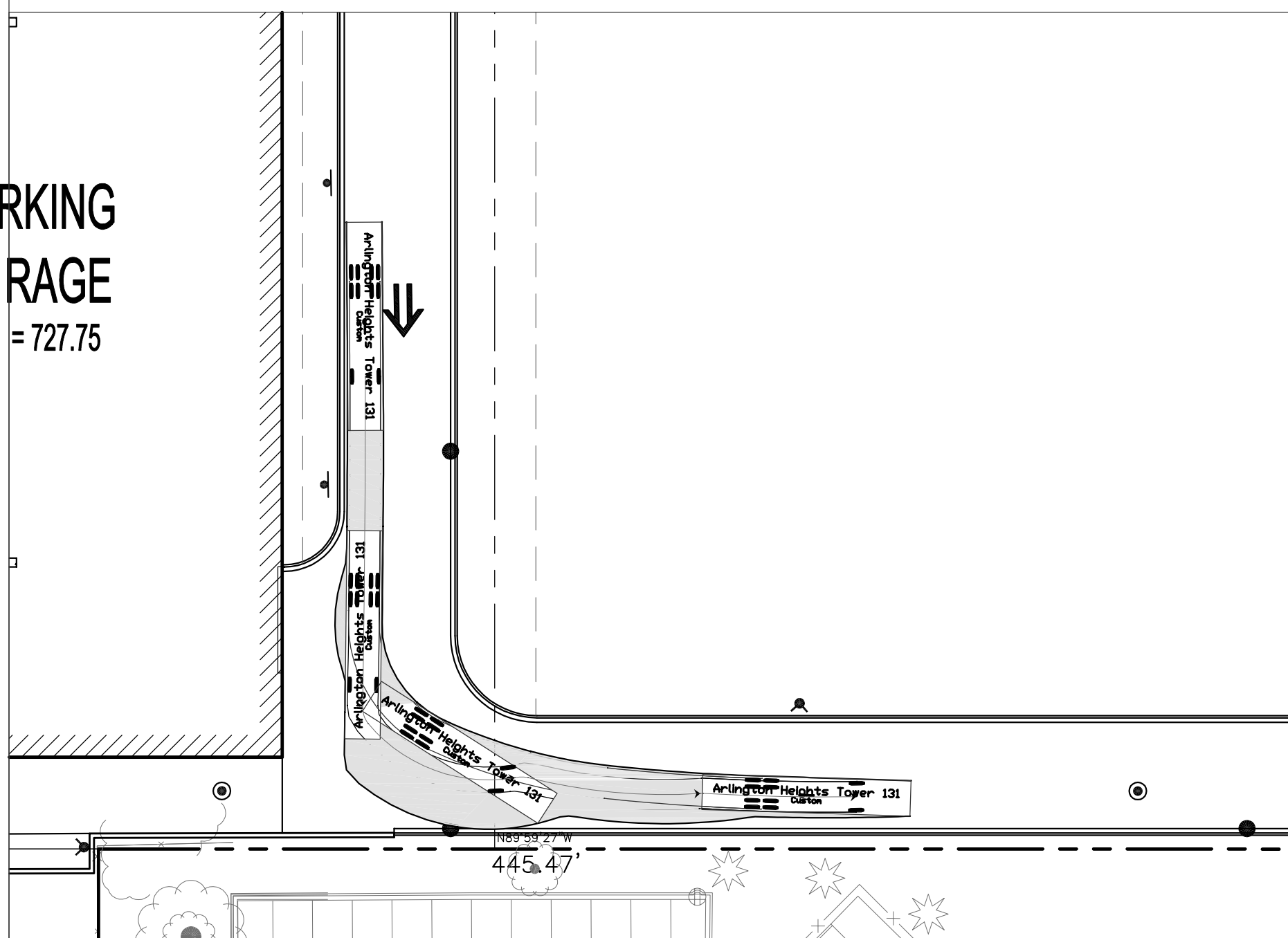
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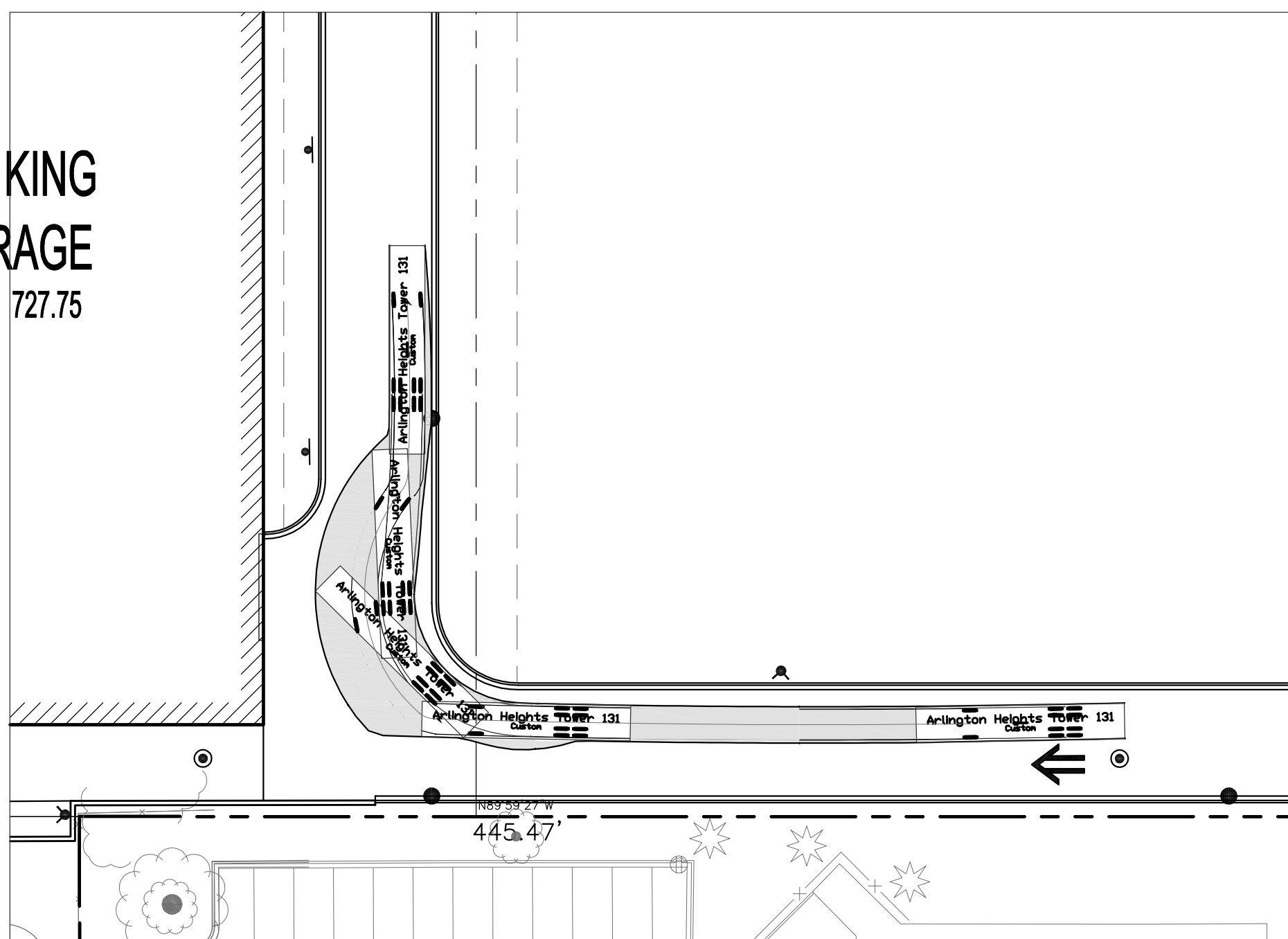
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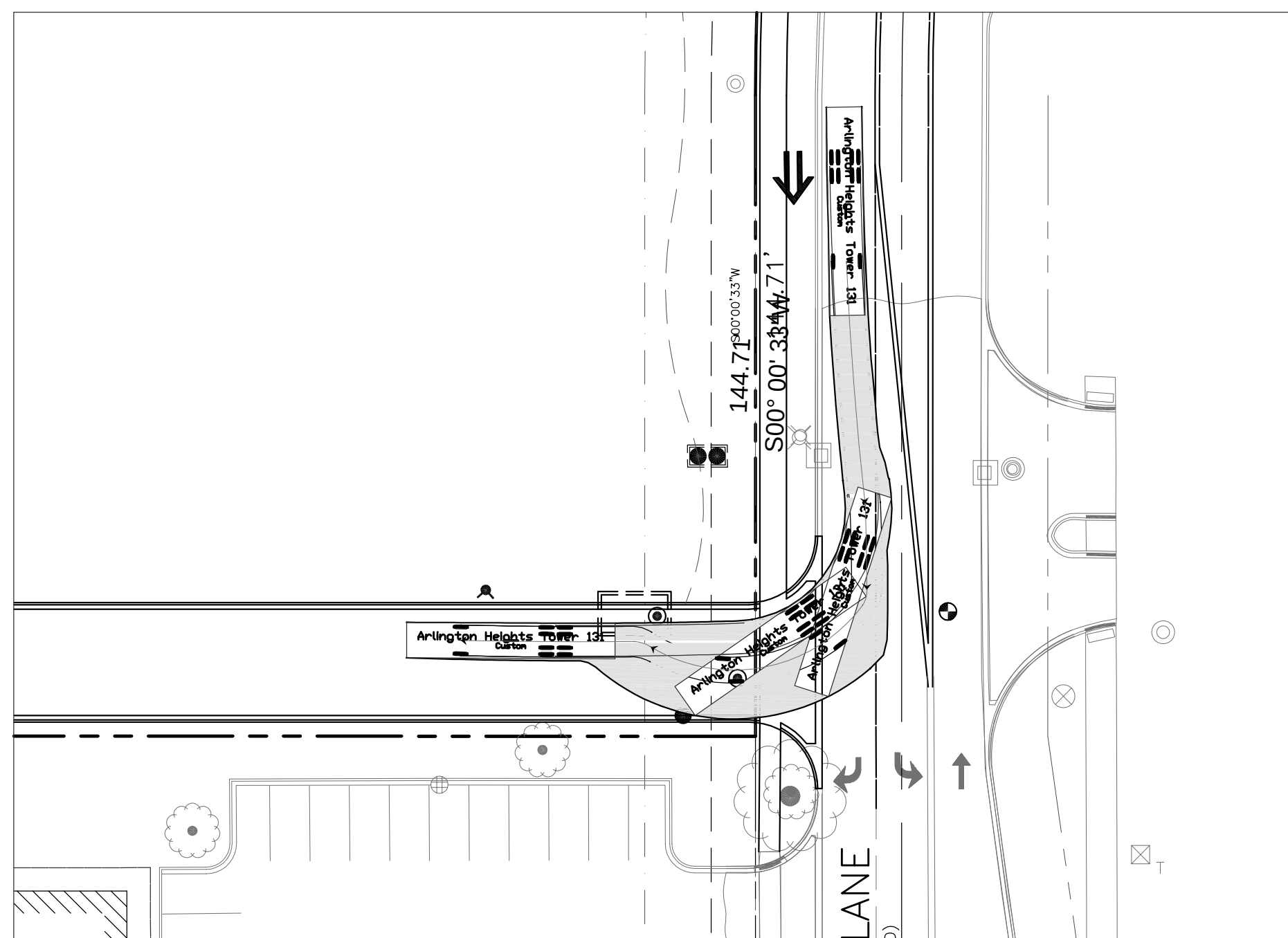
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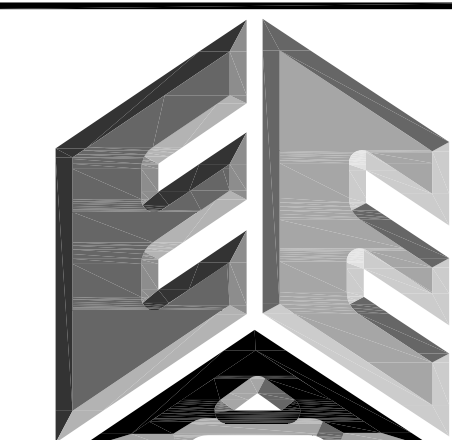
ARLINGTON HEIGHTS TOWER 131 - ZONE C FIRE LANE



ARLINGTON HEIGHTS TOWER 131 - ZONE C FIRE LANE



ARLINGTON HEIGHTS TOWER 131 - ZONE C FIRE LANE



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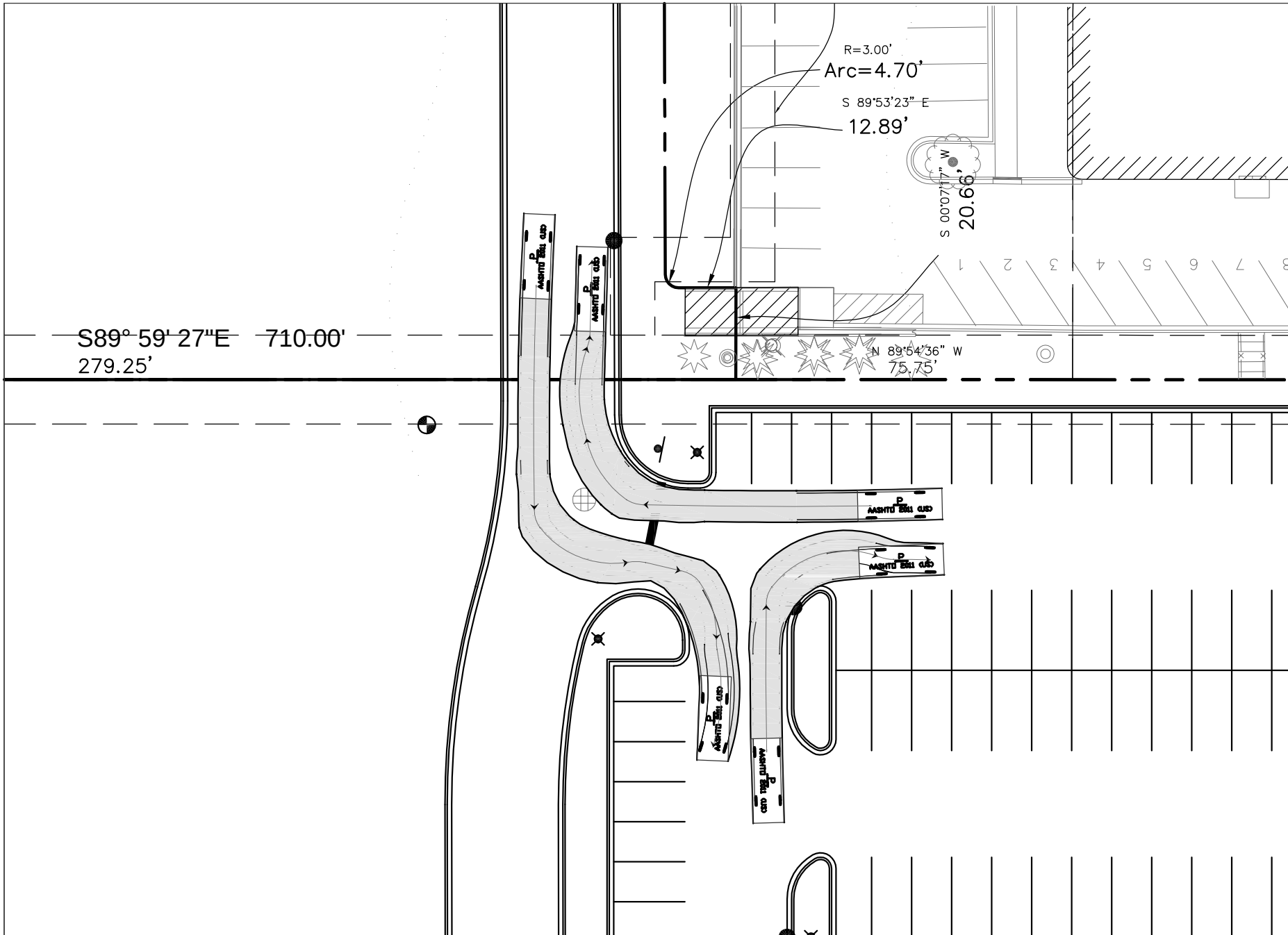
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Approved By:	Project No.

Sheet Title:
**AUTOTURN EXHIBIT
FIRE TRUCK**

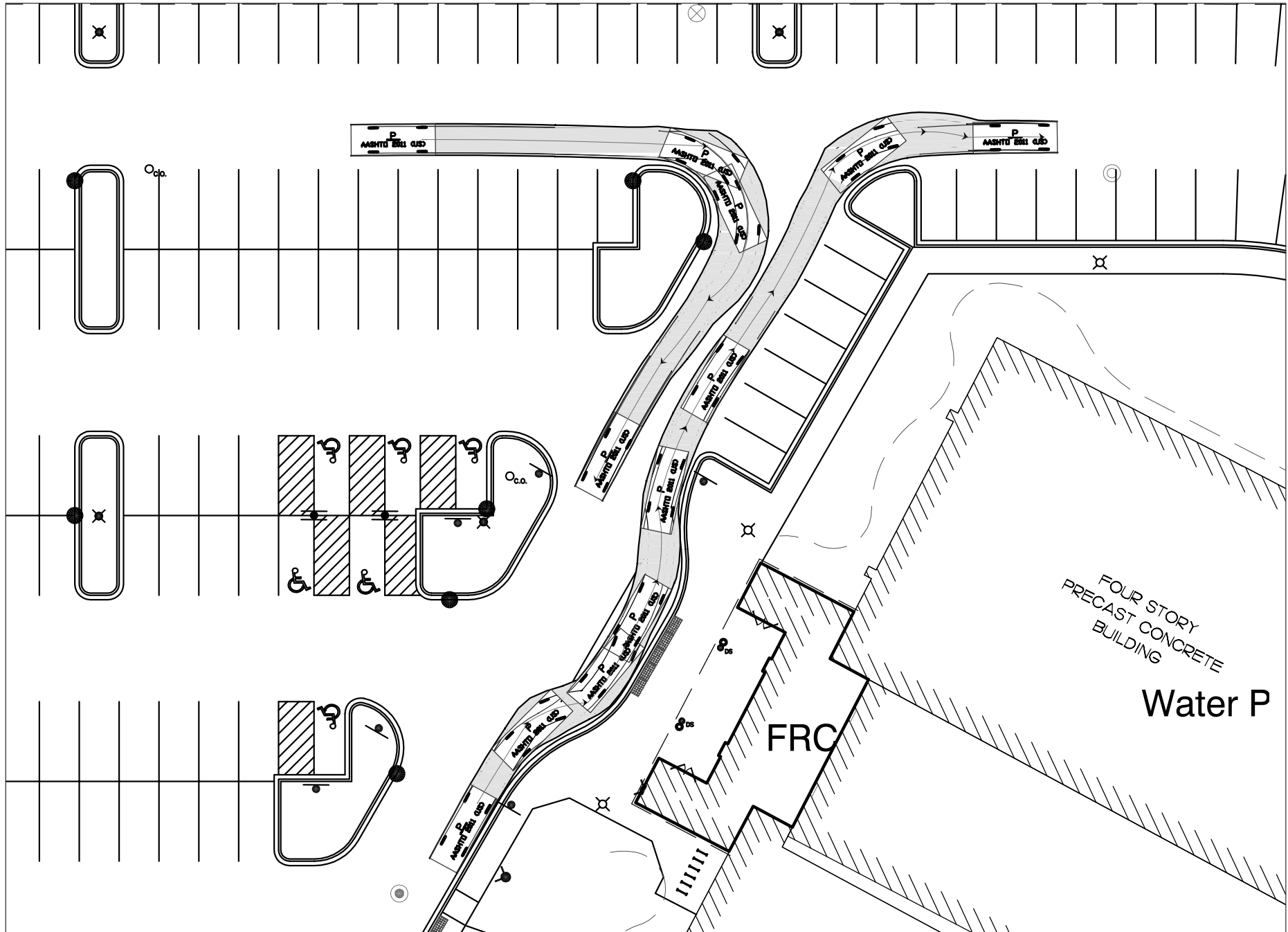
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C6.04

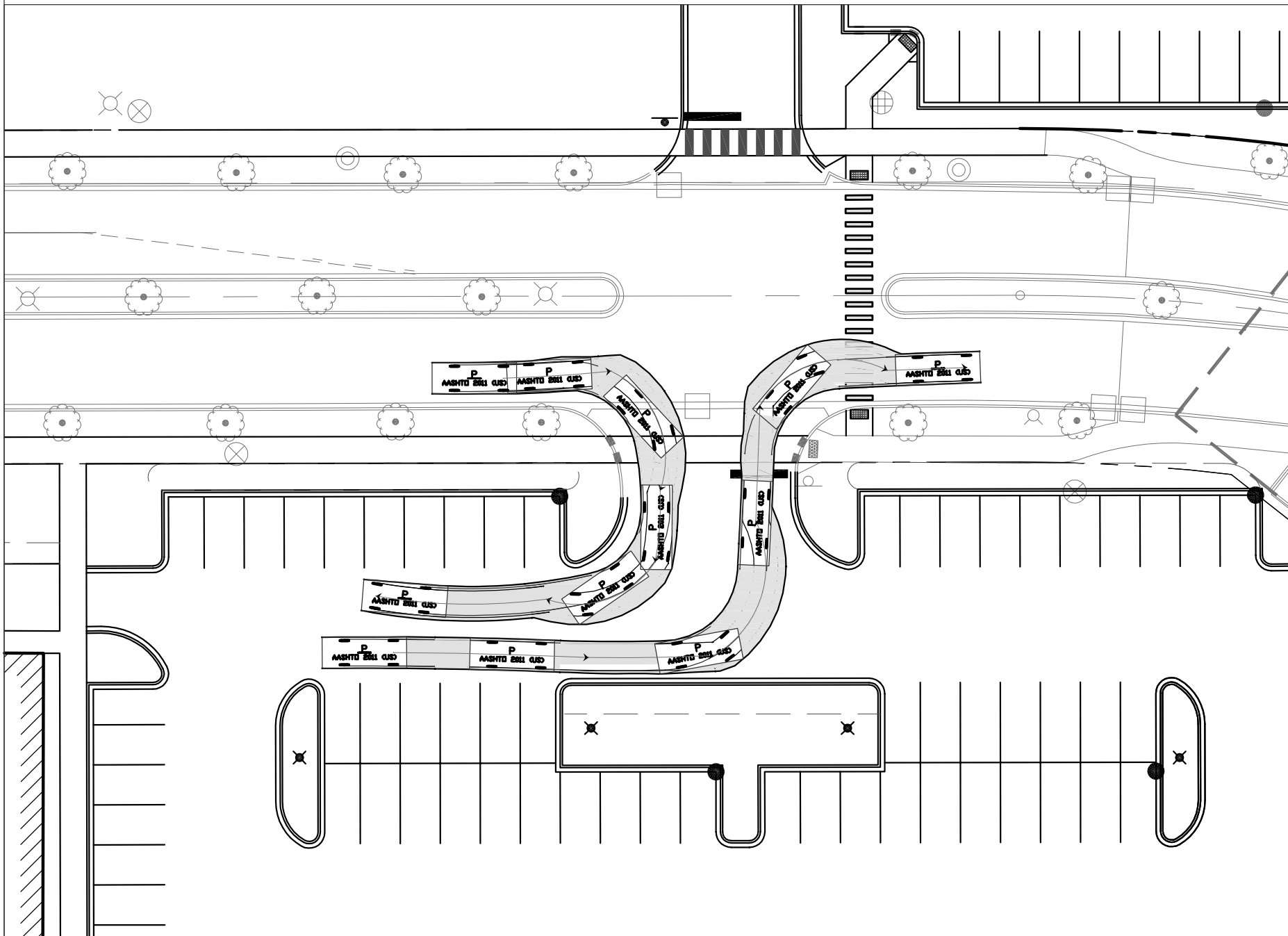
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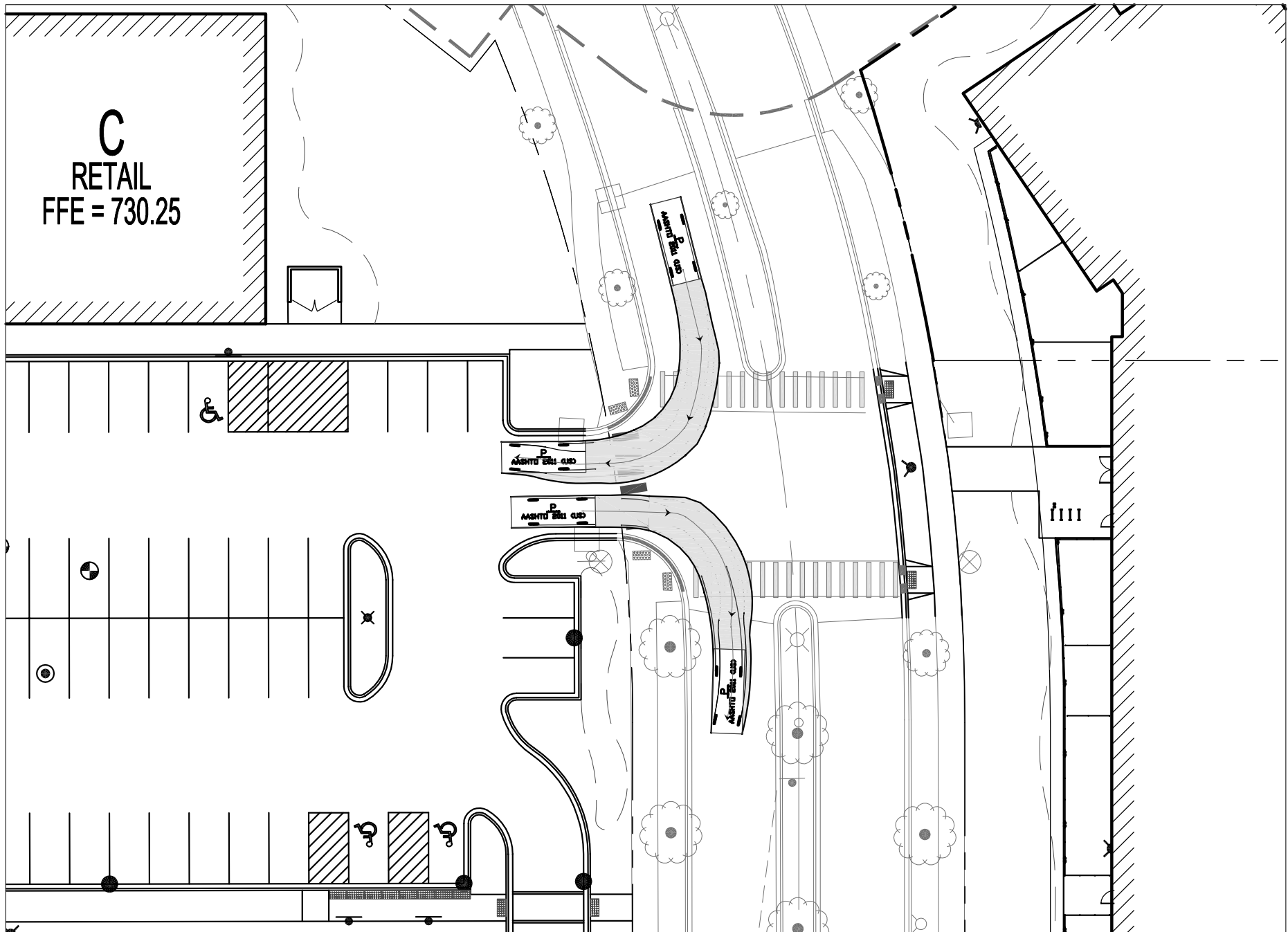
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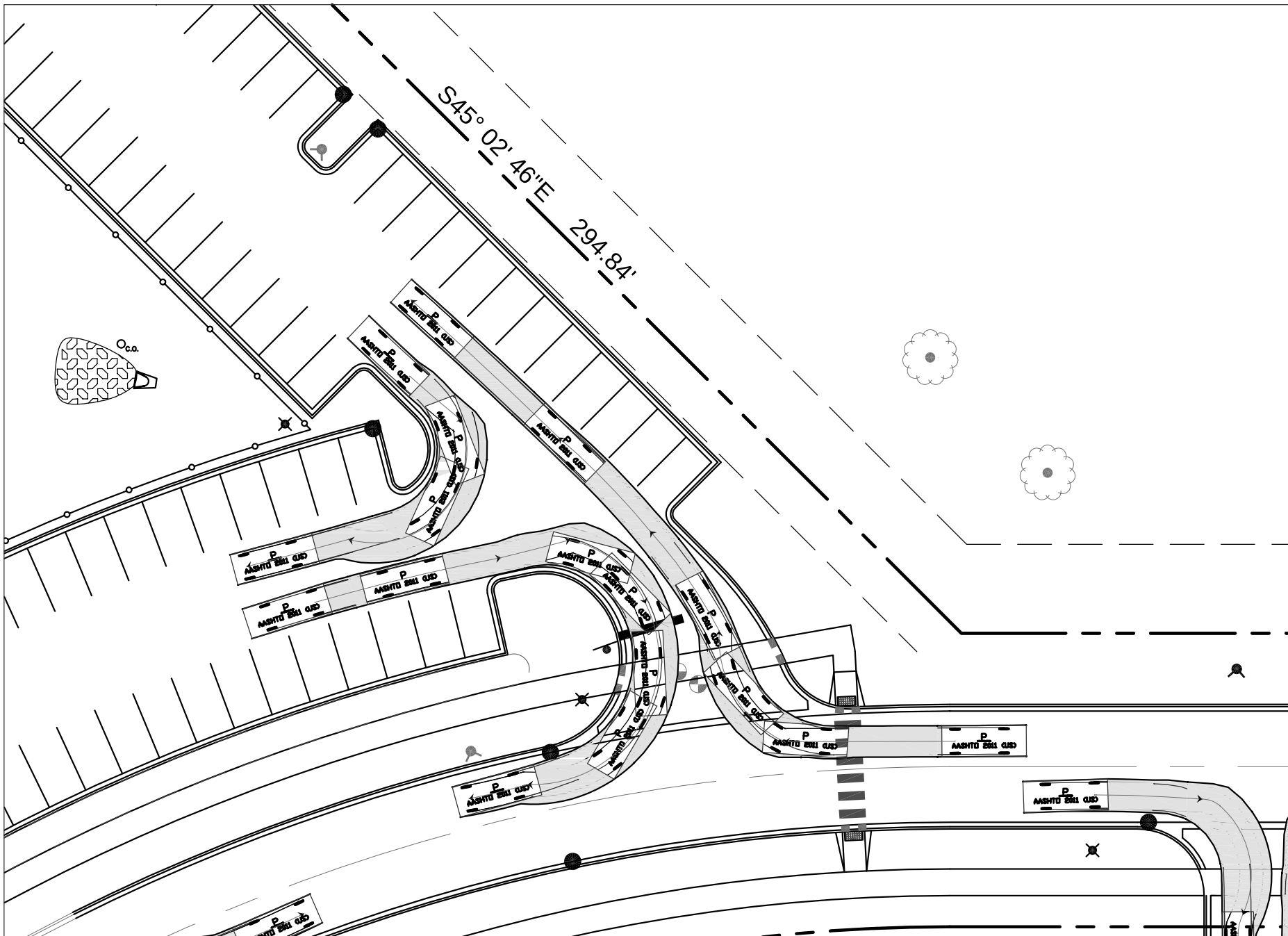
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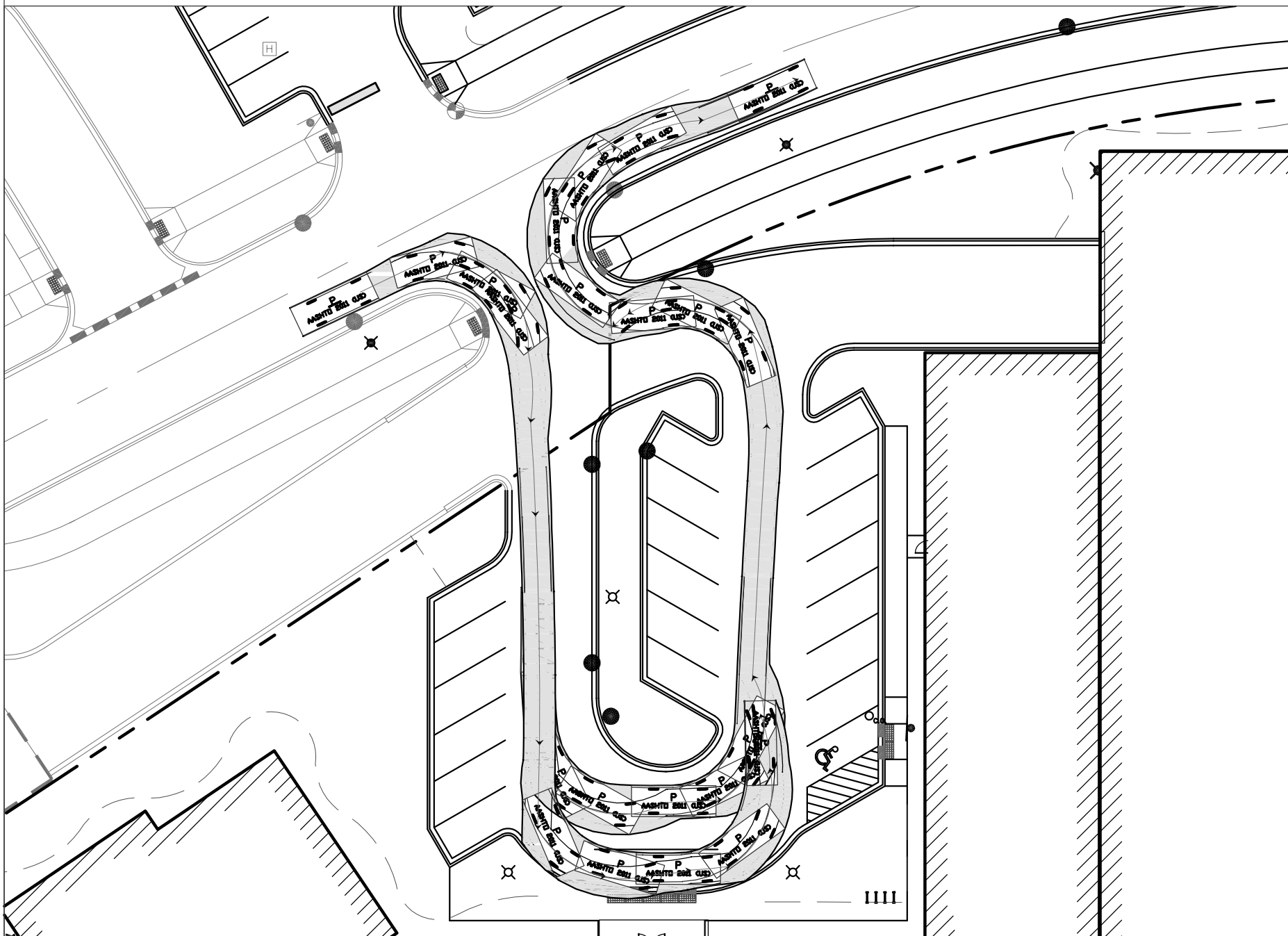
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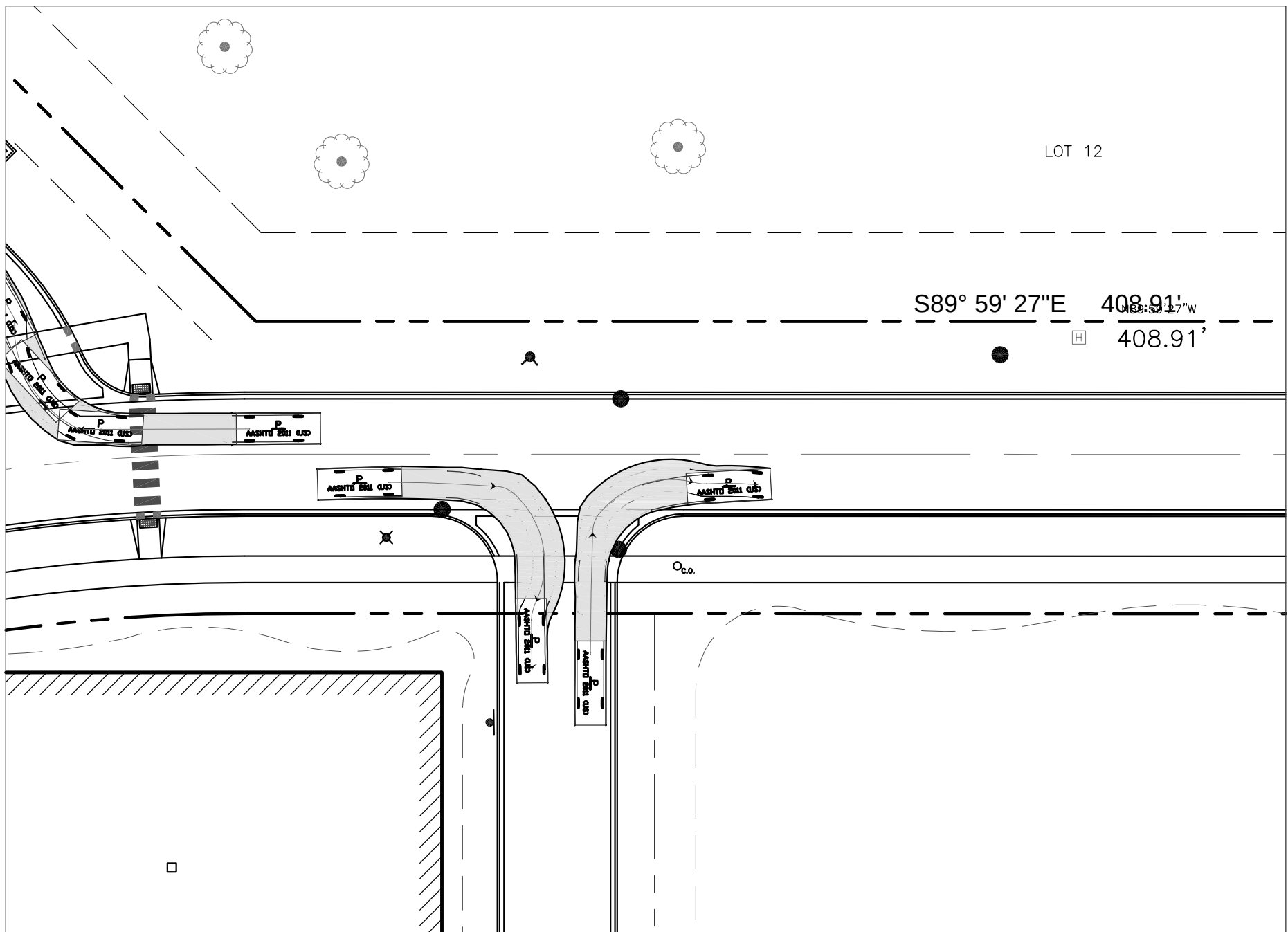
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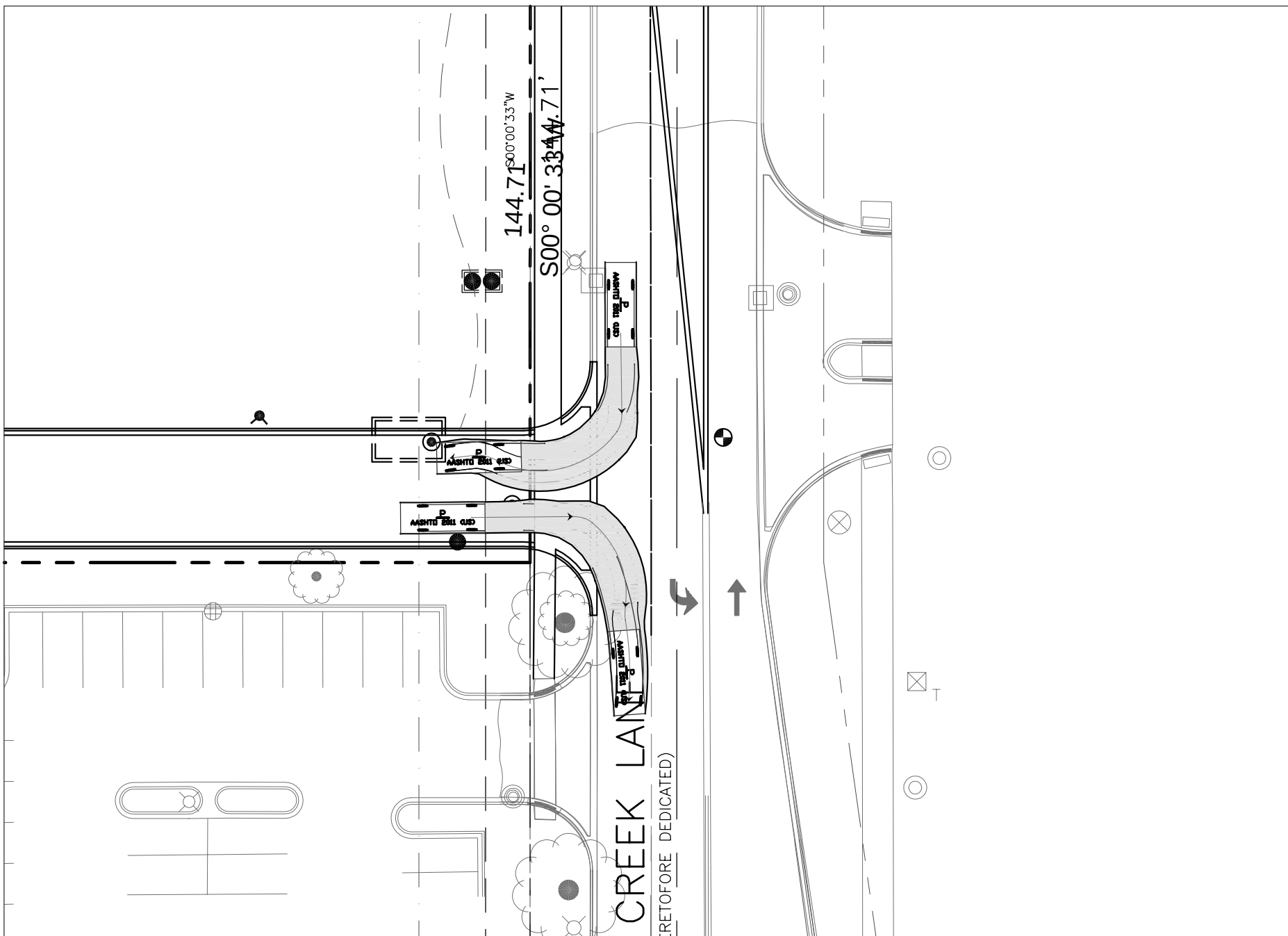
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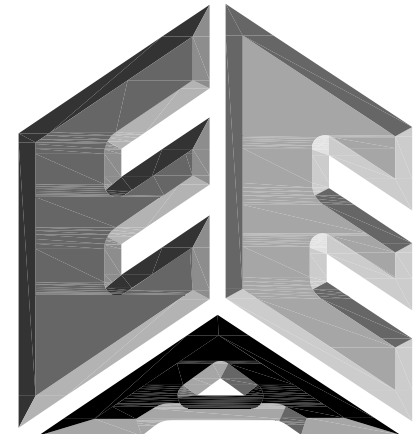
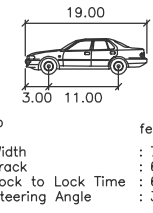
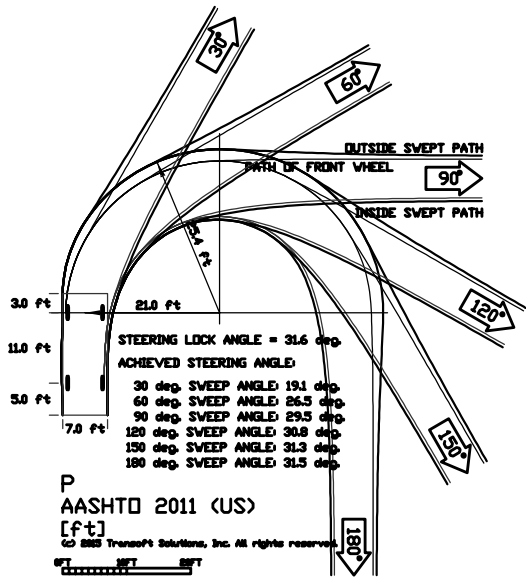
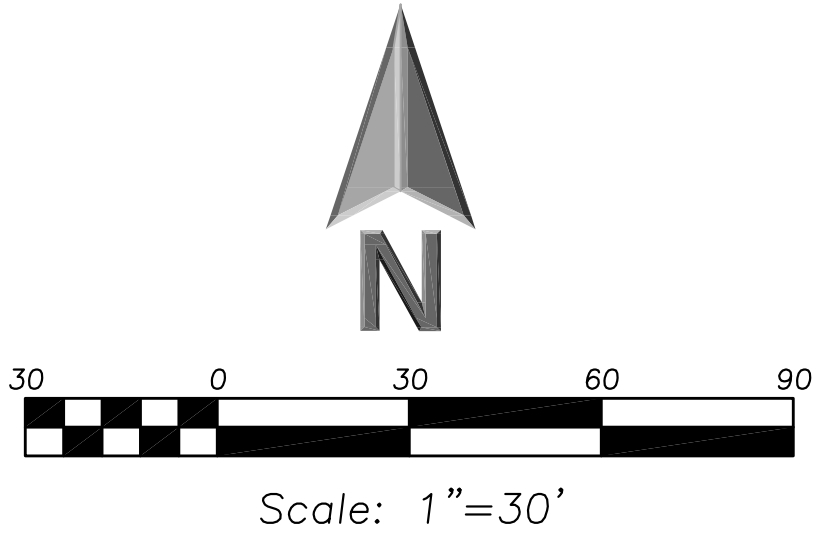
PASSENGER - ADR II - ENTRY



PASSENGER - ZONE C - NORTH



PASSENGER - ZONE C - EAST



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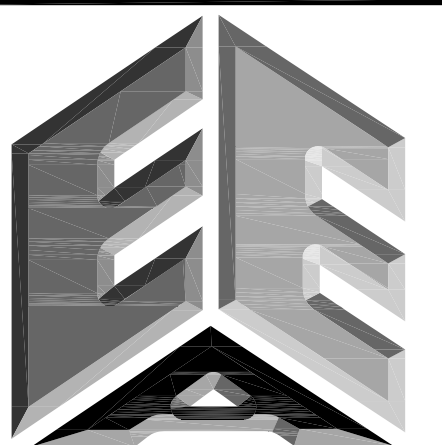
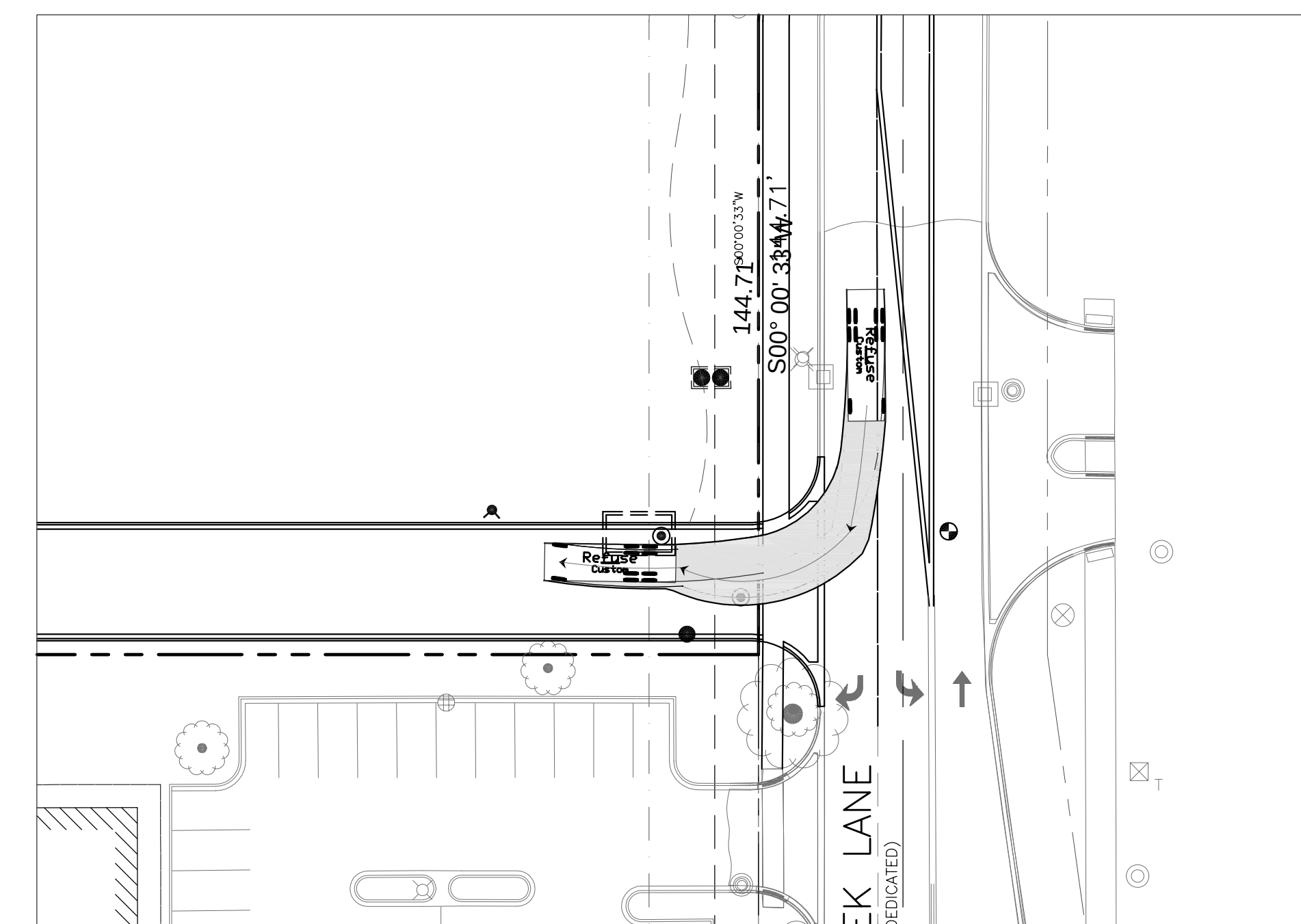
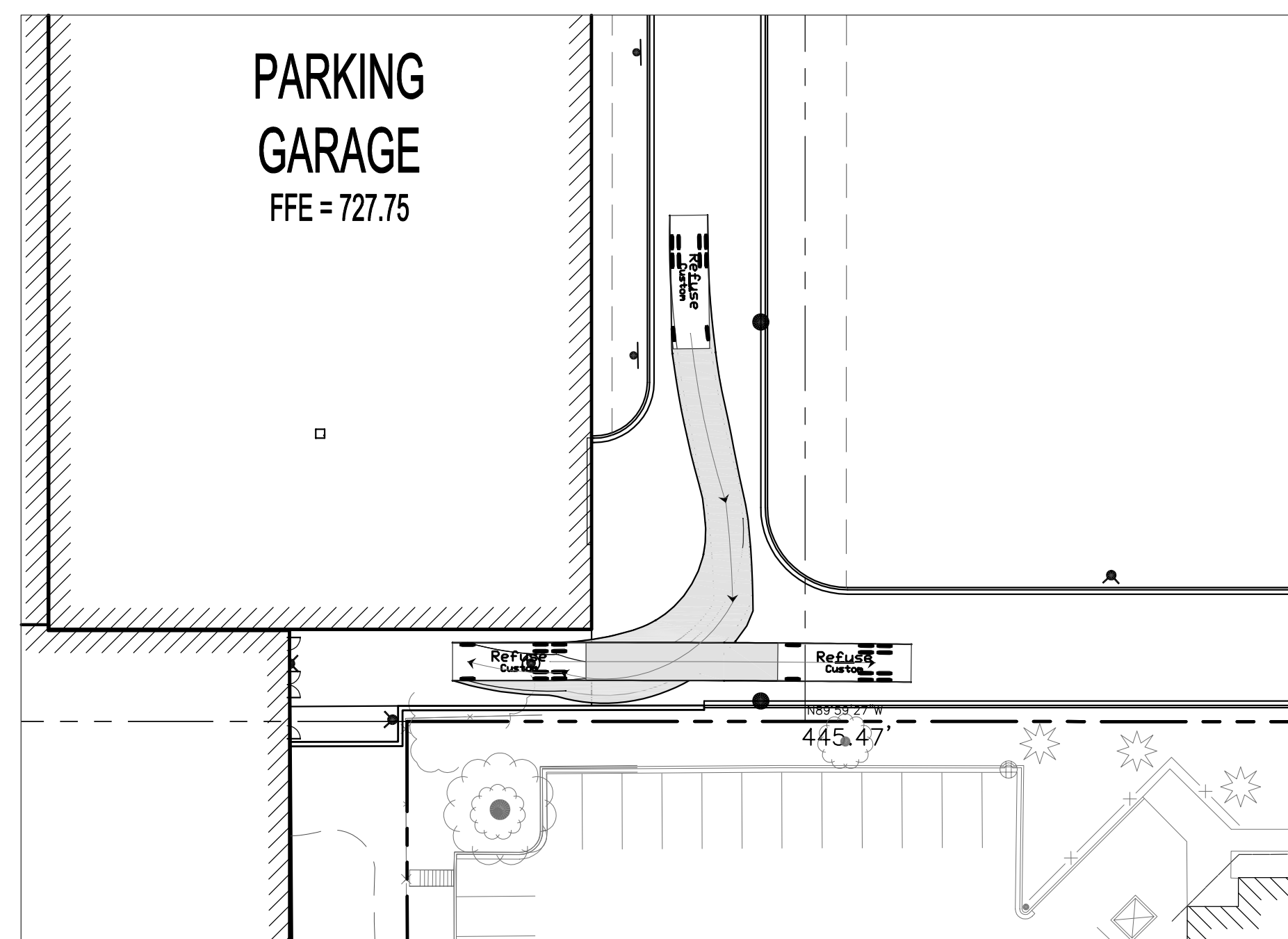
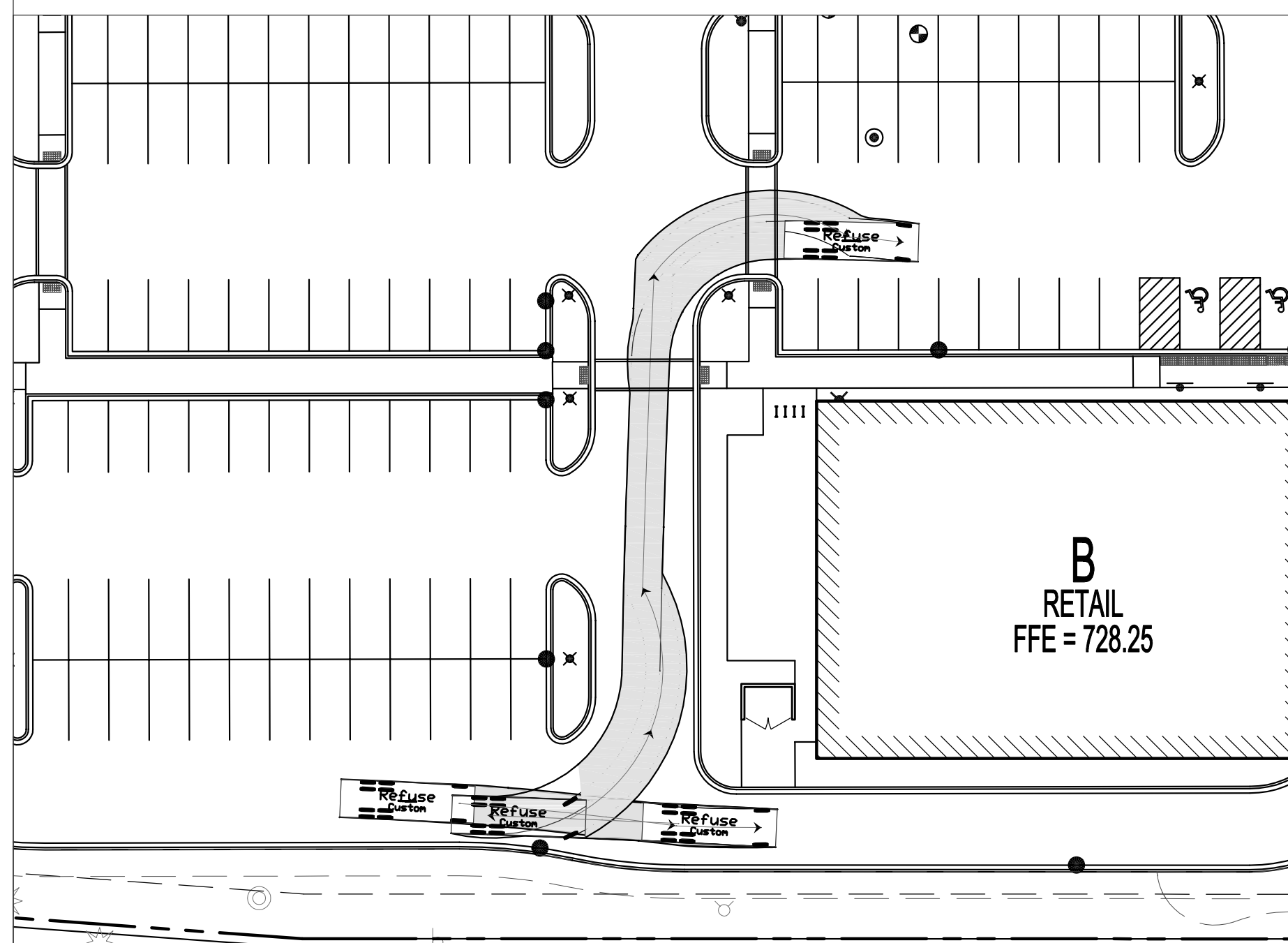
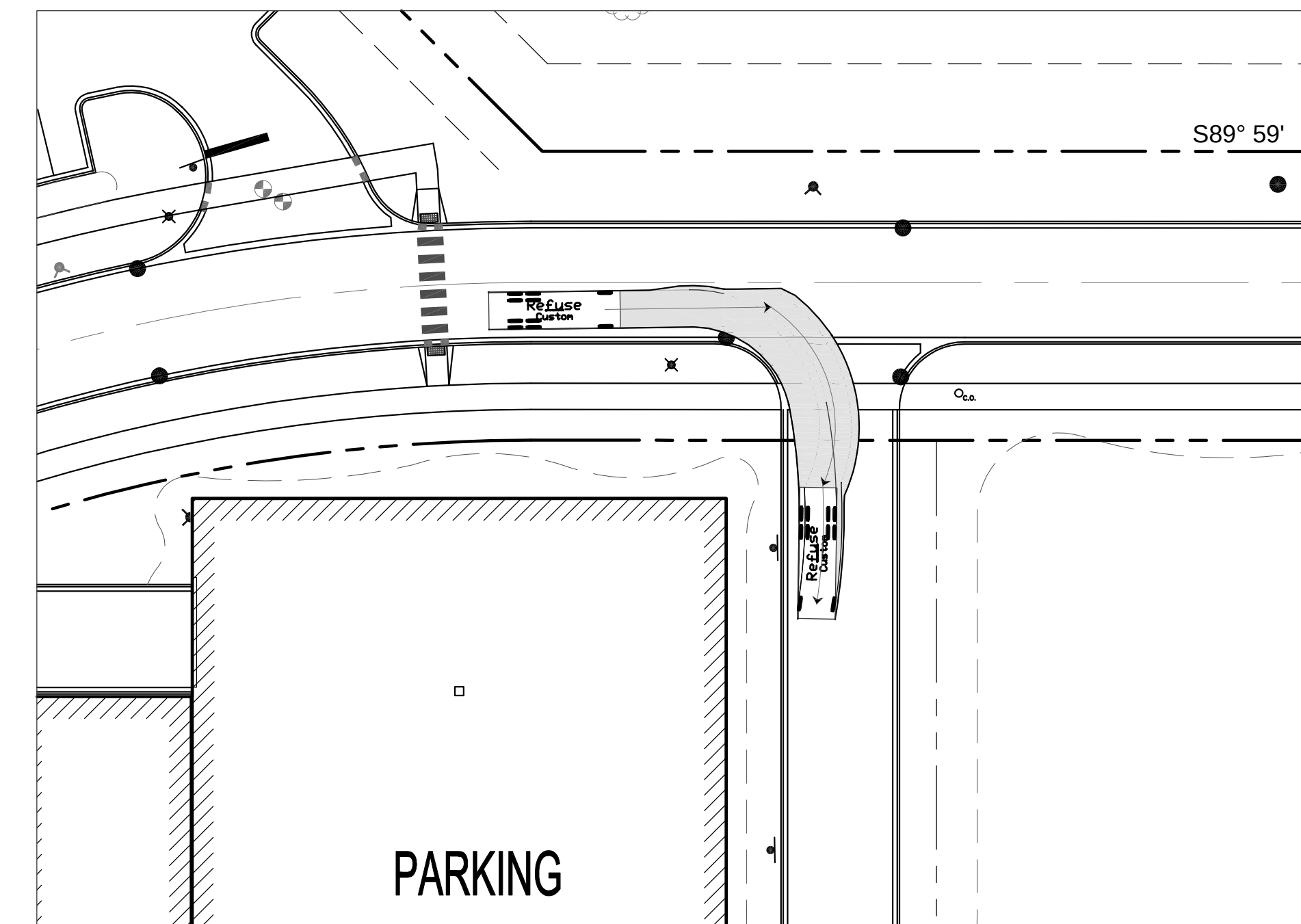
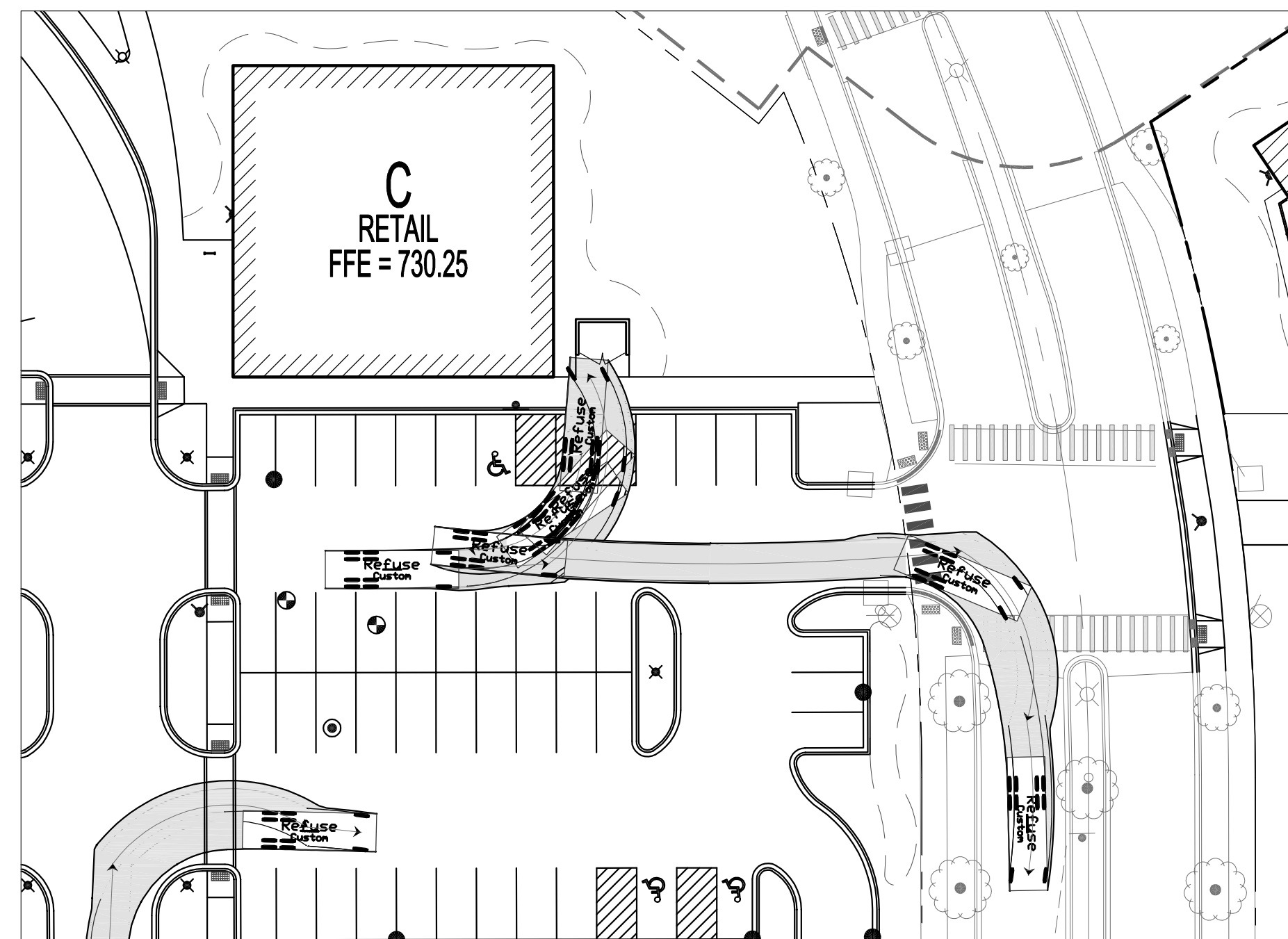
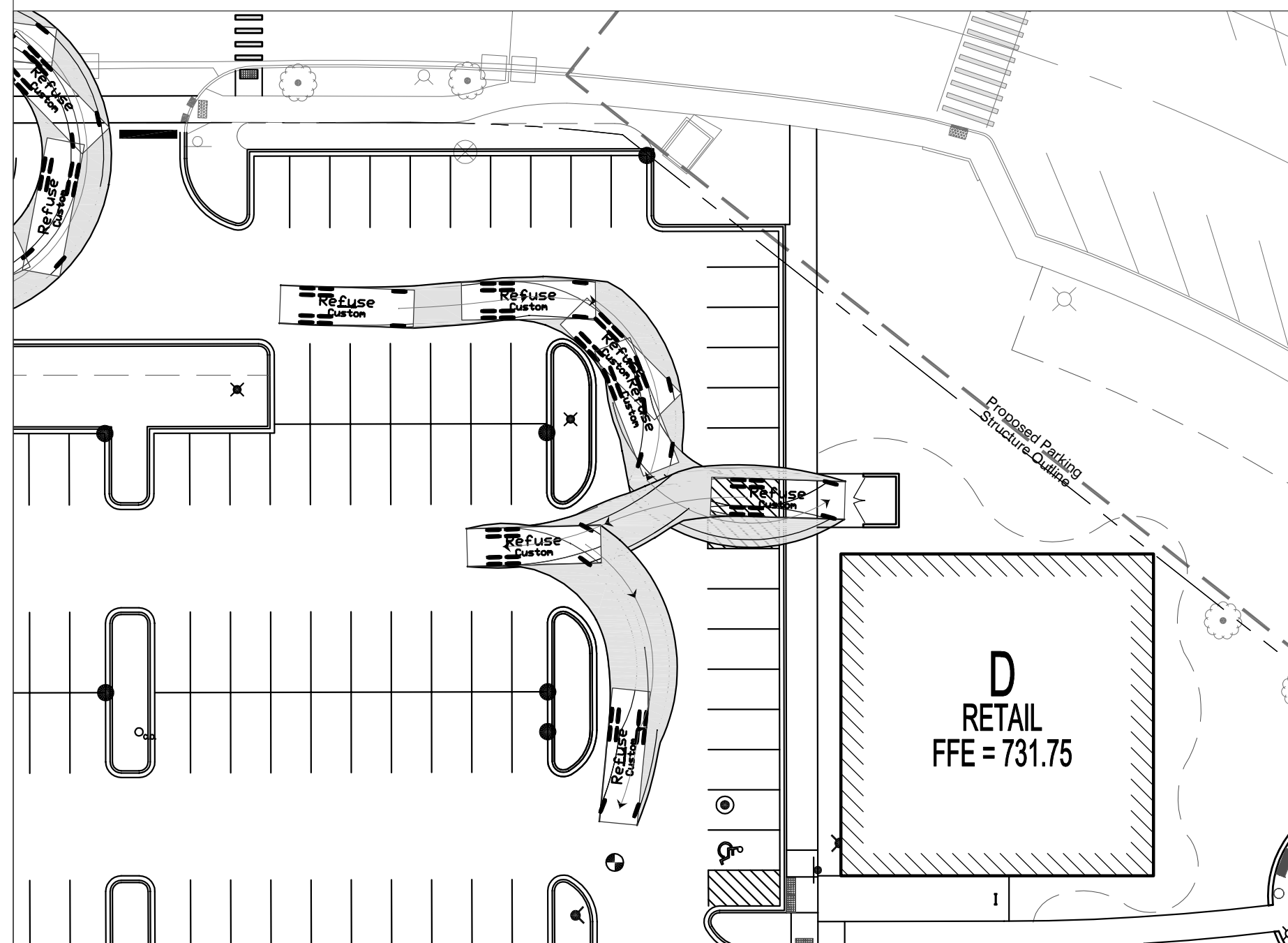
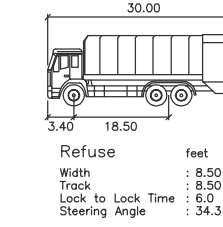
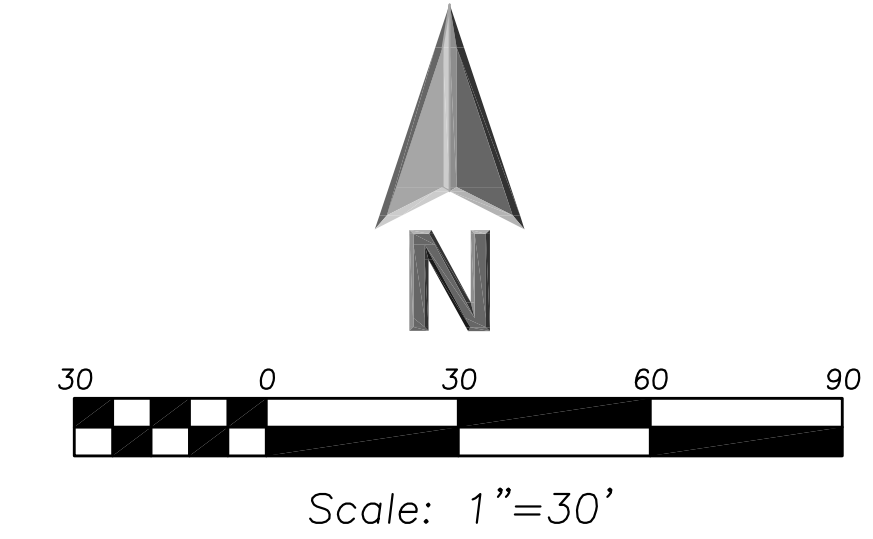
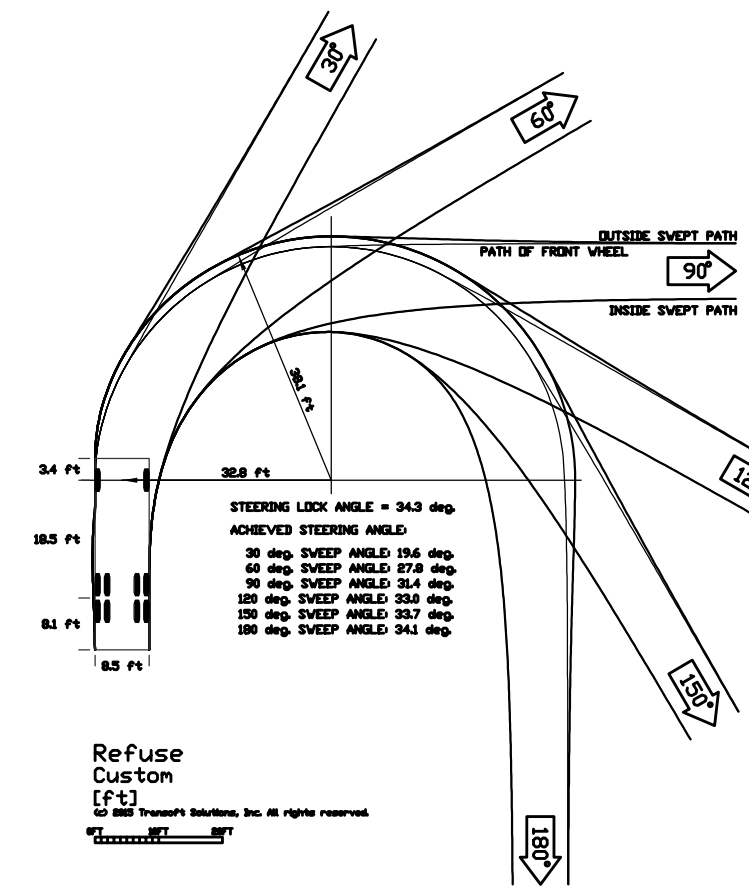
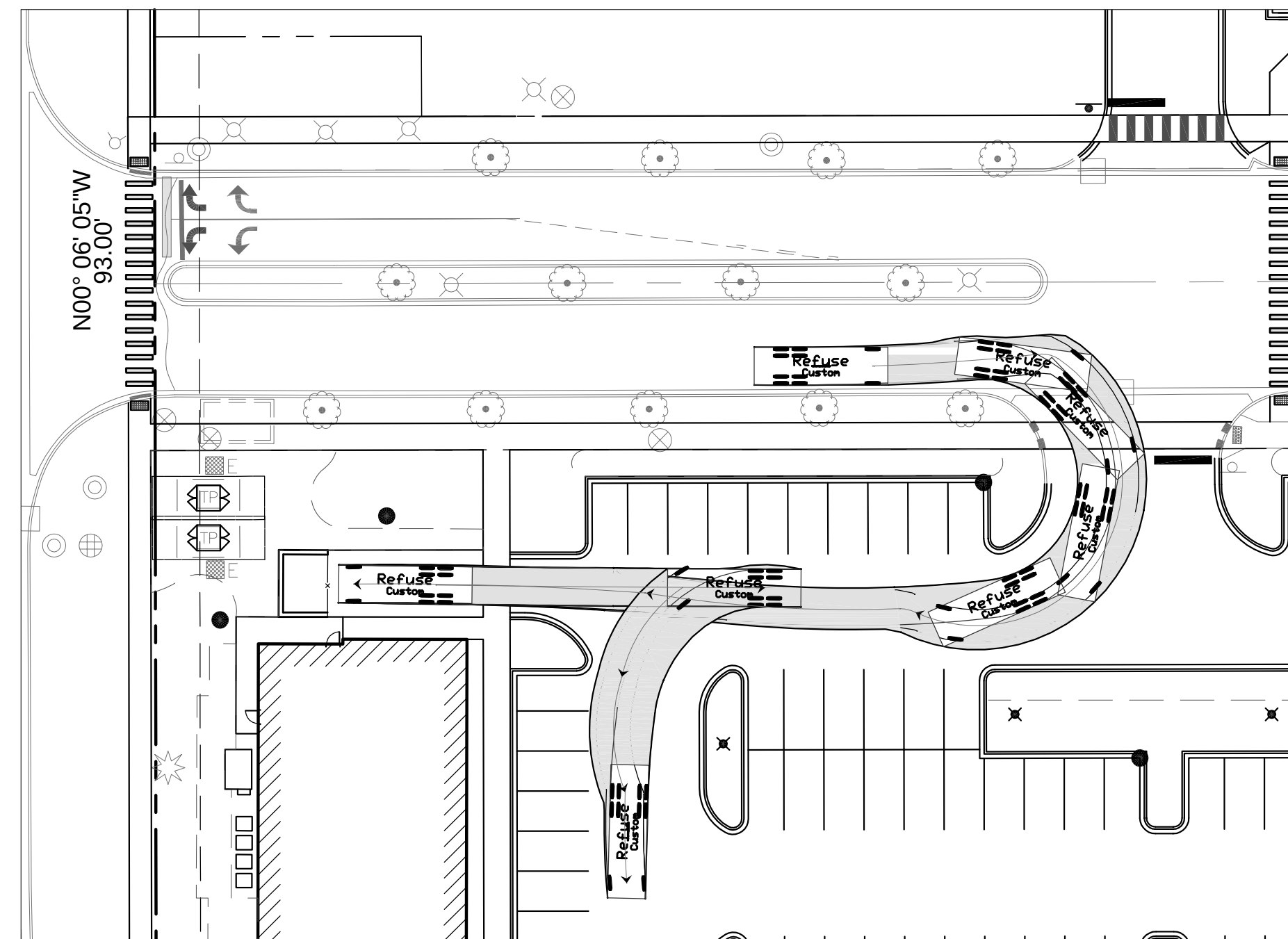
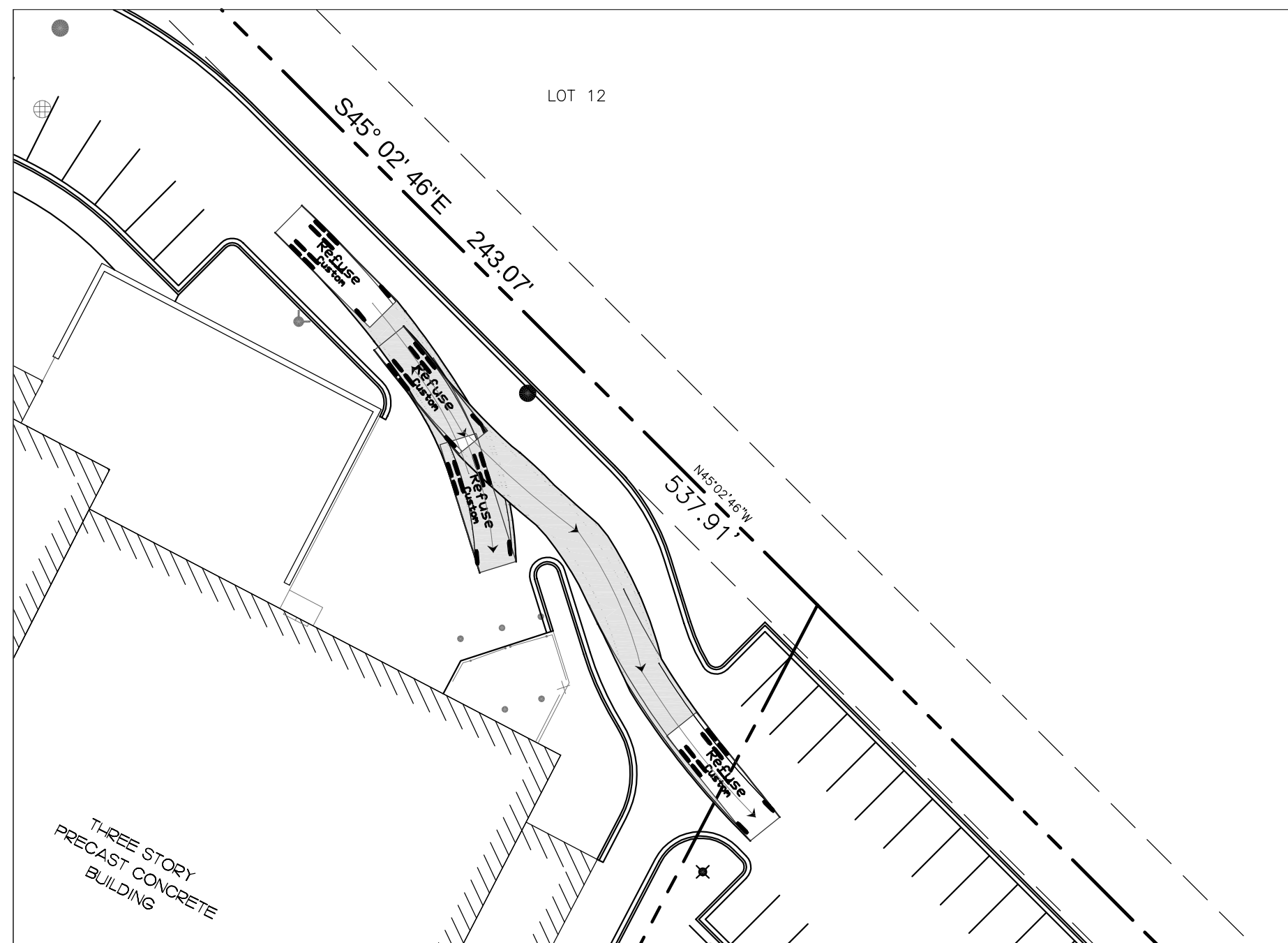
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**AUTOTURN EXHIBIT
PASSENGER**

Sheet No:

C6.05



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ARLINGTON DOWNS
PHASE 2 CONSTRUCTION
3400 W Euclid Avenue
Arlington Heights, Illinois

**3400 W Euclid Avenue
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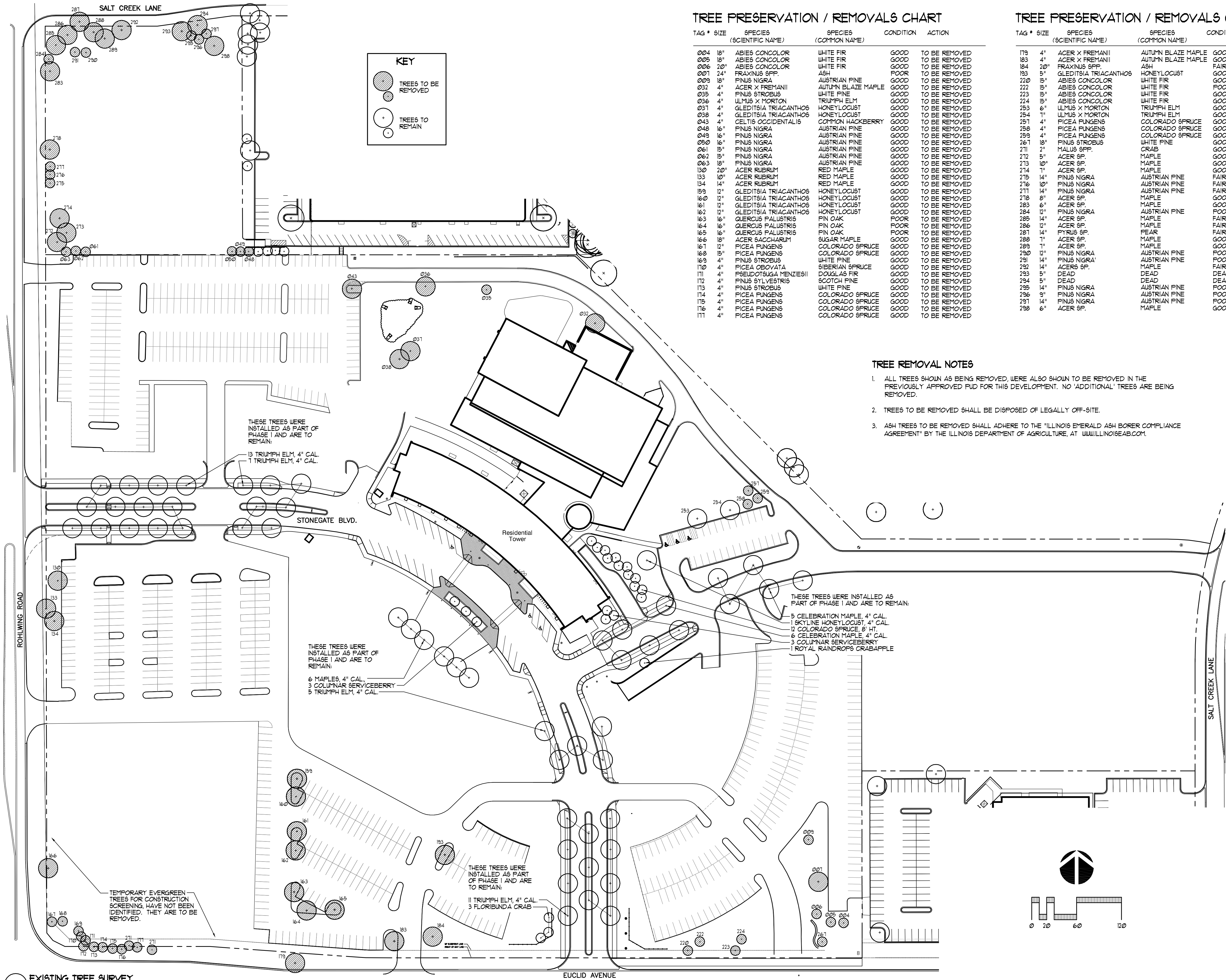
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PD	04/04/18
Approved By:	Project No.

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**AUTOTURN EXHIBIT
REFUSE**

Sheet No:

C6.06



TREE PRESERVATION / REMOVALS CHART

TAG #	SIZE	SPECIES (SCIENTIFIC NAME)	SPECIES (COMMON NAME)	CONDITION	ACTION
004	18"	ABIES CONCOLOR	WHITE FIR	GOOD	TO BE REMOVED
005	18"	ABIES CONCOLOR	WHITE FIR	GOOD	TO BE REMOVED
006	20"	ABIES CONCOLOR	WHITE FIR	GOOD	TO BE REMOVED
007	24"	FRAXINUS SPP.	ASH	POOR	TO BE REMOVED
009	18"	FINUS NIGRA	AUSTRIAN PINE	GOOD	TO BE REMOVED
022	4"	ACER X FREMANII	AUTUMN BLAZE MAPLE	GOOD	TO BE REMOVED
035	4"	FINUS STROBUS	WHITE PINE	GOOD	TO BE REMOVED
036	4"	ULMUS X MORTON	TRIUMPH ELM	GOOD	TO BE REMOVED
037	4"	GLEDITSIA TRIACANTHOS	HONEYLOCUST	GOOD	TO BE REMOVED
038	4"	GLEDITSIA TRIACANTHOS	HONEYLOCUST	GOOD	TO BE REMOVED
043	4"	CELTIS OCCIDENTALIS	COMMON HACKBERRY	GOOD	TO BE REMOVED
048	16"	FINUS NIGRA	AUSTRIAN PINE	GOOD	TO BE REMOVED
049	16"	FINUS NIGRA	AUSTRIAN PINE	GOOD	TO BE REMOVED
050	16"	FINUS NIGRA	AUSTRIAN PINE	GOOD	TO BE REMOVED
061	15"	FINUS NIGRA	AUSTRIAN PINE	GOOD	TO BE REMOVED
062	15"	FINUS NIGRA	AUSTRIAN PINE	GOOD	TO BE REMOVED
063	18"	FINUS NIGRA	AUSTRIAN PINE	GOOD	TO BE REMOVED
130	20"	ACER RUBRUM	RED MAPLE	GOOD	TO BE REMOVED
133	10"	ACER RUBRUM	RED MAPLE	GOOD	TO BE REMOVED
134	14"	ACER RUBRUM	RED MAPLE	GOOD	TO BE REMOVED
159	12"	GLEDITSIA TRIACANTHOS	HONEYLOCUST	GOOD	TO BE REMOVED
160	12"	GLEDITSIA TRIACANTHOS	HONEYLOCUST	GOOD	TO BE REMOVED
161	12"	GLEDITSIA TRIACANTHOS	HONEYLOCUST	GOOD	TO BE REMOVED
162	12"	GLEDITSIA TRIACANTHOS	HONEYLOCUST	GOOD	TO BE REMOVED
163	16"	QUERCUS PALUSTRIS	PIN OAK	POOR	TO BE REMOVED
164	16"	QUERCUS PALUSTRIS	PIN OAK	POOR	TO BE REMOVED
165	16"	QUERCUS PALUSTRIS	PIN OAK	POOR	TO BE REMOVED
166	18"	ACER SACCHARUM	SUGAR MAPLE	GOOD	TO BE REMOVED
167	12"	PICEA FUNGENS	COLORADO SPRUCE	GOOD	TO BE REMOVED
168	15"	PICEA FUNGENS	COLORADO SPRUCE	GOOD	TO BE REMOVED
169	4"	FINUS STROBUS	WHITE PINE	GOOD	TO BE REMOVED
170	4"	PICEA OBOVATA	SIBERIAN SPRUCE	GOOD	TO BE REMOVED
171	4"	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	GOOD	TO BE REMOVED
172	4"	FINUS STROBUS	WHITE PINE	GOOD	TO BE REMOVED
173	4"	FINUS STROBUS	WHITE PINE	GOOD	TO BE REMOVED
174	4"	PICEA FUNGENS	COLORADO SPRUCE	GOOD	TO BE REMOVED
175	4"	PICEA FUNGENS	COLORADO SPRUCE	GOOD	TO BE REMOVED
176	4"	PICEA FUNGENS	COLORADO SPRUCE	GOOD	TO BE REMOVED
177	4"	PICEA FUNGENS	COLORADO SPRUCE	GOOD	TO BE REMOVED

TREE PRESERVATION / REMOVALS CHART

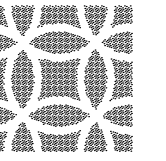
TAG #	SIZE	SPECIES (SCIENTIFIC NAME)	SPECIES (COMMON NAME)	CONDITION	ACTION
179	4"	ACER X FREMANII	AUTUMN BLAZE MAPLE	GOOD	TO BE REMOVED
183	4"	ACER X FREMANII	AUTUMN BLAZE MAPLE	GOOD	TO BE REMOVED
184	20"	FRAXINUS SPP.	ASH	FAIR	TO BE REMOVED
193	5"	GLEDITSIA TRIACANTHOS	HONEYLOCUST	GOOD	TO BE REMOVED
220	15"	ABIES CONCOLOR	WHITE FIR	GOOD	TO BE REMOVED
222	15"	ABIES CONCOLOR	WHITE FIR	POOR	TO BE REMOVED
223	15"	ABIES CONCOLOR	WHITE FIR	GOOD	TO BE REMOVED
224	15"	ABIES CONCOLOR	WHITE FIR	GOOD	TO BE REMOVED
253	6"	ULMUS X MORTON	TRIUMPH ELM	GOOD	TO REMAIN
254	11"	ULMUS X MORTON	TRIUMPH ELM	GOOD	TO REMAIN
257	4"	PICEA FUNGENS	COLORADO SPRUCE	GOOD	TO BE REMOVED
258	4"	PICEA FUNGENS	COLORADO SPRUCE	GOOD	TO BE REMOVED
259	4"	PICEA FUNGENS	COLORADO SPRUCE	GOOD	TO BE REMOVED
261	18"	FINUS STROBUS	WHITE PINE	GOOD	TO BE REMOVED
271	2"	MALUS SPP.	CRAB	GOOD	TO BE REMOVED
272	5"	ACER SPP.	MAPLE	GOOD	TO BE REMOVED
273	10"	ACER SPP.	MAPLE	GOOD	TO BE REMOVED
274	11"	ACER SPP.	MAPLE	GOOD	TO BE REMOVED
275	14"	FINUS NIGRA	AUSTRIAN PINE	FAIR	TO BE REMOVED
276	10"	FINUS NIGRA	AUSTRIAN PINE	FAIR	TO BE REMOVED
277	14"	FINUS NIGRA	AUSTRIAN PINE	FAIR	TO BE REMOVED
278	8"	ACER SPP.	MAPLE	GOOD	TO BE REMOVED
283	6"	ACER SPP.	MAPLE	GOOD	TO BE REMOVED
284	12"	FINUS NIGRA	AUSTRIAN PINE	POOR	TO BE REMOVED
285	14"	ACER SPP.	MAPLE	FAIR	TO BE REMOVED
286	12"	ACER SPP.	MAPLE	FAIR	TO BE REMOVED
287	14"	PYRUS SPP.	PEAR	FAIR	TO BE REMOVED
288	11"	ACER SPP.	MAPLE	GOOD	TO BE REMOVED
289	11"	ACER SPP.	MAPLE	GOOD	TO BE REMOVED
290	12"	FINUS NIGRA	AUSTRIAN PINE	POOR	TO BE REMOVED
291	14"	FINUS NIGRA	AUSTRIAN PINE	POOR	TO BE REMOVED
292	14"	ACERS SPP.	MAPLE	FAIR	TO BE REMOVED
293	5"	DEAD	DEAD	DEAD	TO BE REMOVED
294	5"	DEAD	DEAD	DEAD	TO BE REMOVED
295	14"	FINUS NIGRA	AUSTRIAN PINE	POOR	TO BE REMOVED
296	9"	FINUS NIGRA	AUSTRIAN PINE	POOR	TO BE REMOVED
297	14"	FINUS NIGRA	AUSTRIAN PINE	POOR	TO BE REMOVED
298	6"	ACER SPP.	MAPLE	GOOD	TO BE REMOVED

TREE REMOVAL NOTES

- ALL TREES SHOWN AS BEING REMOVED, WERE ALSO SHOWN TO BE REMOVED IN THE PREVIOUSLY APPROVED PUD FOR THIS DEVELOPMENT. NO 'ADDITIONAL' TREES ARE BEING REMOVED.
- TREES TO BE REMOVED SHALL BE DISPOSED OF LEGALLY OFF-SITE.
- ASH TREES TO BE REMOVED SHALL ADHERE TO THE 'ILLINOIS EMERALD ASH BORER COMPLIANCE AGREEMENT' BY THE ILLINOIS DEPARTMENT OF AGRICULTURE, AT WWW.ILLINOISEAB.COM.

DANIEL WEINBACH & PARTNERS, LTD.
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53 W. Jackson Blvd.
Suite 250
Chicago, IL 60604
312 427-2888
www.dwpiltd.com

Revisions
8.
7.
6.
5.
4.
3. PLAN COMMISSION REVISION 6/22/18
2. PLAN COMMISSION REVISION 5/09/18
1. ISSUED FOR PLANNING COMMISSION REVIEW 4/04/18
Project
ARLINGTON DOWNS PUD REVISION
EUCLID AVE AND ROHLWING RD ARLINGTON HEIGHTS, IL
Sheet Title
TREE SURVEY
Date 4/07/18 Project No. DWP 18-120
Scale 1" = 60'-0" Sheet No.
Drawn By FERGUSON L-1.0
Approved



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&
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Chicago, IL 60604

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Revisions

8.	
7.	
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3.	PLAN COMMISSION REVISION 6/22/18
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1.	ISSUED FOR PLANNING COMMISSION REVIEW 4/04/18

Project

ARLINGTON
DOWNS
PUD REVISION

EUCLID AVE AND ROHLWING RD
ARLINGTON HEIGHTS, IL

Sheet Title

OVERALL
LANDSCAPE
PLAN

Date

4/07/18

Project No.

DWP 18-120

Scale

1" = 60'-0"

Sheet No.

L-2.0

Drawn By

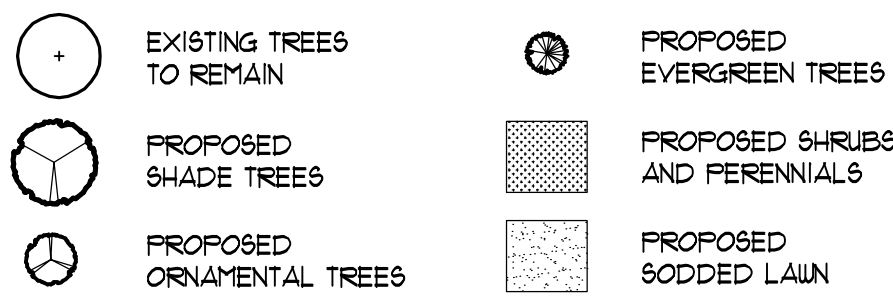
FERGUSON

Approved

GENERAL NOTES

1. ALL DIMENSIONS AND SITE CONDITIONS ARE TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR. NOTIFY THE LANDSCAPE ARCHITECT OF ANY DISCREPANCIES PRIOR TO STARTING WORK. SITE PLAN, ARCHITECTURE PLAN AND SITE SURVEY WERE PROVIDED BY OTHERS.
2. THE CONTRACTOR SHALL HAVE A MINIMUM OF FIVE YEARS EXPERIENCE WITH PROJECTS OF SIMILAR SIZE AND TYPE. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS.
3. SPECIES AND SIZES OF PLANTS LISTED IN THE PLANT LIST ARE SUBJECT TO AVAILABILITY AT TIME OF INSTALLATION. IF SUBSTITUTIONS ARE REQUIRED, THE CONTRACTOR SHALL SUBMIT REQUESTS TO THE LANDSCAPE ARCHITECT FOR APPROVAL.
4. ALL OVERHEAD AND UNDERGROUND UTILITIES ARE TO BE LOCATED PRIOR TO DIGGING OR EXCAVATION. IF UTILITIES OR OTHER OBSTRUCTIONS ARE DISCOVERED TO CONFLICT WITH GRADING, PLANT OR MATERIALS PLACEMENT, NOTIFY THE LANDSCAPE ARCHITECT SO THAT ADJUSTMENTS MAY BE MADE PRIOR TO PROCEEDING.
5. CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT EXISTING PLANTS, LAWN AREA, FENCES, SITE FEATURES AND PAVING TO REMAIN. ANY DAMAGE TO THESE EXISTING AREAS OR FEATURES SHALL BE REPLACED BY THE CONTRACTOR AT THEIR EXPENSE. DAMAGED LAWN AREAS SHALL BE TILLED, RE-GRADED, TOPSOIL ADDED AS NEEDED AND BE RESTORED WITH SOD. REPLACED FEATURES, PLANTS AND SOD SHALL BE WARRANTED BY THE CONTRACTOR FOR A PERIOD OF ONE YEAR.
6. PROVIDE POSITIVE DRAINAGE AT ALL TIMES. DO NOT OBSTRUCT THE NATURAL OR ENGINEERED DRAINAGE FLOW PATTERN. NOTIFY THE LANDSCAPE ARCHITECT OF ANY DRAINAGE CONCERNS.
7. IMPORTED TOPSOIL FOR THIS PROJECT SHALL BE FRIABLE LOAM OR SANDY LOAM, COMPRISED OF BETWEEN 20% AND 50% SILT, 10% AND 25% CLAY, AND 30% AND 60% SAND. THE pH LEVEL SHALL BE BETWEEN 6.0 AND 7.0 AND THE ORGANIC MATTER CONTENT SHALL BE BETWEEN 3% AND 6%. TOPSOIL SHALL BE FREE OF SEEDS, STONES, LARGE CLUMPS, ROOTS, LEAVES AND DEBRIS, AND SHALL NOT BE DELIVERED WHILE IN A FROZEN OR MUDDY CONDITION. CONTRACTOR SHALL PROVIDE A RECENT SOIL TEST ANALYSIS FOR ALL SOIL TO BE USED. THE ANALYSIS MUST INCLUDE THE INFORMATION REQUIRED ABOVE. IF TESTED TOPSOIL REQUIRES AMENDMENTS TO COMPLY WITH REQUIREMENTS, CONTRACTOR SHALL AMEND THE TOPSOIL, RE-TEST AND RESUBMIT THE ANALYSIS FOR APPROVAL PRIOR TO BRINGING THE TOPSOIL ON SITE.
8. SOD SHALL BE A TALL FESCUE BLEND SOD, SUCH AS BLACK BEAUTY OR APPROVED EQUAL. BLUEGRASS BLEND SOD IS NOT ACCEPTABLE, UNLESS APPROVED BY THE LANDSCAPE ARCHITECT. TEMPORARY SEEDED LAWNS SHALL BE A TALL FESCUE BLEND. INSTALL AT 10 LBS PER 1000 SF AND COVER WITH HYDROMULCH.
9. PLANT MATERIAL SHALL ONLY BE INSTALLED WITHIN THE FOLLOWING DATES:
DECIDUOUS TREES AND SHRUBS: APR 1 THROUGH NOV 15
SPRING DIG DECIDUOUS TREES: APR 1 THROUGH OCT 15
EVERGREEN TREES AND SHRUBS: APR 1 THROUGH NOV 1
PERENNIALS AND GROUNDCOVERS: MAY 1 THROUGH OCT 15.
10. TEST TREE PITS AND PLANT BEDS FOR ADEQUATE DRAINAGE. FILL PLANT PIT WITH 12" OF WATER. IF WATER LEVEL DOES NOT DROP A MINIMUM OF ONE INCH PER HOUR, NOTIFY THE LANDSCAPE ARCHITECT OF DRAINAGE ISSUES.
11. PLANTING MIX FOR ALL PLANTINGS SHALL BE AS FOLLOWS. MIXING OF PLANTING MIX COMPONENTS SHALL BE THOROUGHLY BLENDED OUTSIDE THE PLANTING PITS, PRIOR TO PLANTING.
TREES AND SHRUBS: 80% TOPSOIL, 10% SAND, 10% PINE FINES
PERENNIALS AND ANNUALS: 70% TOPSOIL, 15% SAND, 15% PINE FINES
12. FOR PLANTING MIXES, SAND SHALL BE ANGULAR, COARSE SAND AND PINE FINES SHALL BE 3/8" SOUTHERN PINE BARK FINES.
13. EXCAVATE PARKING LOT ISLANDS AND CURBED PLANTERS TO A DEPTH OF 24" AND BACKFILL WITH TOPSOIL. BERM PLANTERS AND ISLANDS TO A HEIGHT OF 6" ABOVE TOP OF CURB.
14. ALL PLANT BEDS ARE TO BE WELL SHAPED 'SPADE CUT' EDGES, 3" DEPTH, IN LINES OR IN CURVES AS SHOWN ON THE DRAWINGS.
15. ALL PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR FROM DATE OF 'ACCEPTANCE'. AT OR NEAR THE END OF THE GUARANTEE PERIOD, THE CONTRACTOR SHALL REQUEST AN INSPECTION OF LANDSCAPE PLANTING FOR 'FINAL ACCEPTANCE'. REQUEST MUST BE SUBMITTED TO LANDSCAPE ARCHITECT AT LEAST TEN DAYS PRIOR TO ANTICIPATED INSPECTION. UPON INSPECTION THE LANDSCAPE ARCHITECT SHALL PREPARE A PUNCH LIST OF UNACCEPTABLE ITEMS. AFTER THE ITEMS HAVE BEEN SATISFACTORILY REPLACED OR REPAIRED, REVIEWED AND APPROVED, THE LANDSCAPE ARCHITECT WILL RECOMMEND 'FINAL ACCEPTANCE'.

LANDSCAPE KEY:



SHEET L-2.1

SHEET L-2.3

SHEET L-2.4

LANDSCAPE PLAN

1" = 60'-0"

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PLANT LIST FOR SHRUBS AND PERENNIALS

BOTANICAL NAME	COMMON NAME	SIZE
DECIDUOUS SHRUBS		
CORNUS ALBA 'BAILHALO'	IVORY HALO DOGWOOD	30" HT x 30" W
COTONEASTER APICULATUS	CRANBERRY COTONEASTER	18" HT x 24" W
DIERVILLA SENSIBILIS 'BUTTERFLY'	BUTTERFLY BUSH HONEYSUCKLE	24" HT x 24" W
FOTHERGILLA GARDENII	DIWAR FOTHERGILLA	24" HT x 24" W
FORSYTHIA x 'SUNRISE'	SUNRISE FORSYTHIA	30" HT x 24" W
HYDRANGEA ARBORESCENS 'ANNABELLE'	ANNABELLE HYDRANGEA	24" HT x 24" W
HYDRANGEA FANICULATA 'JANE'	LITTLE LIME HYDRANGEA	36" HT x 36" W
PHYTOCARPUS OFULIFOLIUS 'SEWARD'	SUMMER WINE NINEBARK	30" HT x 30" W
RHUS AROMATICA 'GRO-LOW'	GRO-LOW SUMAC	18" HT x 24" W
RIBES ALPINUM 'GREEN MOUND'	GREEN MOUND CURRANT	24" HT x 18" W
ROSA 'RADRAZZ'	KNOCKOUT ROSE	18" HT x 24" W
SPIRAEA CINEREA 'GREFSHEIM'	GREFSHEIM SPIREA	24" HT x 24" W
SYRINGA MEYERI 'PALIBIN'	DIWAR KOREAN LILAC	30" HT x 30" W
VIORNIUM LANTANA 'MOHICAN'	MOHICAN VIORNIUM	36" HT x 36" W

EVERGREEN SHRUBS		
BUXUS MICROPHYLLA 'GREEN MOUND'	GREEN MOUND BOXWOOD	24" HT x 24" W
JUNIPERUS CHINENSIS KALLAY COMPACTA'	KALLAY'S COMPACT JUNIPER	24" HT x 24" W
JUNIPERUS SABINA 'BUFFALO'	BUFFALO JUNIPER	18" HT x 24" W
TAXUS x MEDIA 'TAUNTONI'	TAUNTON DENSE YEW	24" HT x 24" W

PERENNIALS		
CALAMAGROSTIS ACUT. 'KARL FOERSTER'	FEATHER REED GRASS	1 GALLON
GERANIUM SANGUINEUM 'STRIATUM'	STRIATUM BLOODY CRANESBILL	1 GALLON
HEPEROCALLIS 'LITTLE WINE CUP'	LITTLE WINE CUP DAYLILY	1 GALLON
HEPEROCALLIS 'HAPPY RETURNS'	HAPPY RETURNS DAYLILY	1 GALLON
HEPEROCALLIS 'STRAWBERRY CANDY'	STRAWBERRY CANDY DAYLILY	1 GALLON
HOSTA 'FRANCEE'	FRANCEE HOSTA	1 GALLON
NEPETA x FAASGENII 'WALKERS LOW'	WALKERS LOW CATMINT	1 GALLON
PANICUM VIRGATUM 'SHENANDOAH'	SHENANDOAH SWITCHGRASS	1 GALLON
RUDBECKIA FULGIDA 'GOLDSTURM'	BLACK-EYED SUSAN	1 GALLON

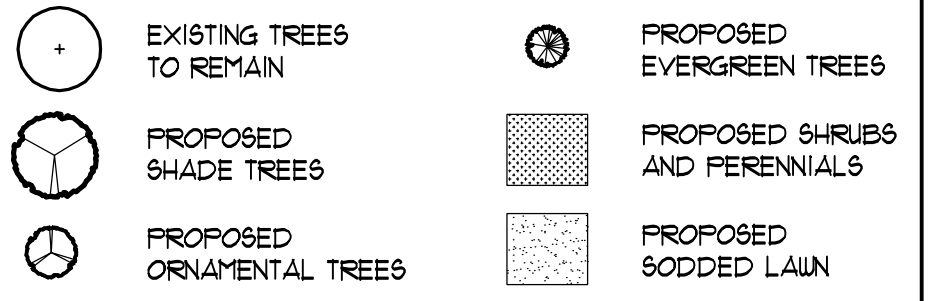
PLANT LIST FOR TREES

CODE	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	ADDITIONAL NOTES
DECIDUOUS TREES - SHADE					
AC	ACER x FREEMANII 'CELZAM'	CELEBRATION MAPLE	4" CALIFER	11	BRANCHED UP 6'
AF	ACER x FREEMANII 'JEFFERSRED'	AUTUMN BLAZE MAPLE	4" CALIFER	44	BRANCHED UP 6'
AS	ACER MIYABEI 'MORTON'	STATE STREET MAPLE	4" CALIFER	20	BRANCHED UP 6'
A5	ACER SACCHARUM 'GREEN MOUNTAIN'	GREEN MOUNTAIN SUGAR MAPLE	4" CALIFER	13	BRANCHED UP 6'
CO	CELTIS OCCIDENTALIS	COMMON HACKBERRY	4" CALIFER	34	BRANCHED UP 6'
GD	GYNOCALDUS DIOICA	KENTUCKY COFFEETREE	4" CALIFER	21	BRANCHED UP 6'
GT	GLEDITSIA T. VAR. 'NERMIS' 'SKYLINE'	SKYLINE HONEYLOCUST	4" CALIFER	53	BRANCHED UP 6'
FE	PLATANUS x ACERIFOLIA 'MORTON CIRCLE'	EXCLAMATION PLANTREE	4" CALIFER	6	BRANCHED UP 6'
QB	QUERCUS BICOLOR	SWAMP WHITE OAK	4" CALIFER	55	BRANCHED UP 6'
Q1	QUERCUS MACROCARPA	BUR OAK	4" CALIFER	6	BRANCHED UP 6'
QR	QUERCUS RUBRA	RED OAK	4" CALIFER	3	BRANCHED UP 6'
TA	TILIA AMERICANA 'REDMOND'	REDMOND LINDEN	4" CALIFER	6	BRANCHED UP 6'
UT	ULMUS x 'MORTON GLOBE'	TRIUMPH ELM	4" CALIFER	32	BRANCHED UP 6'

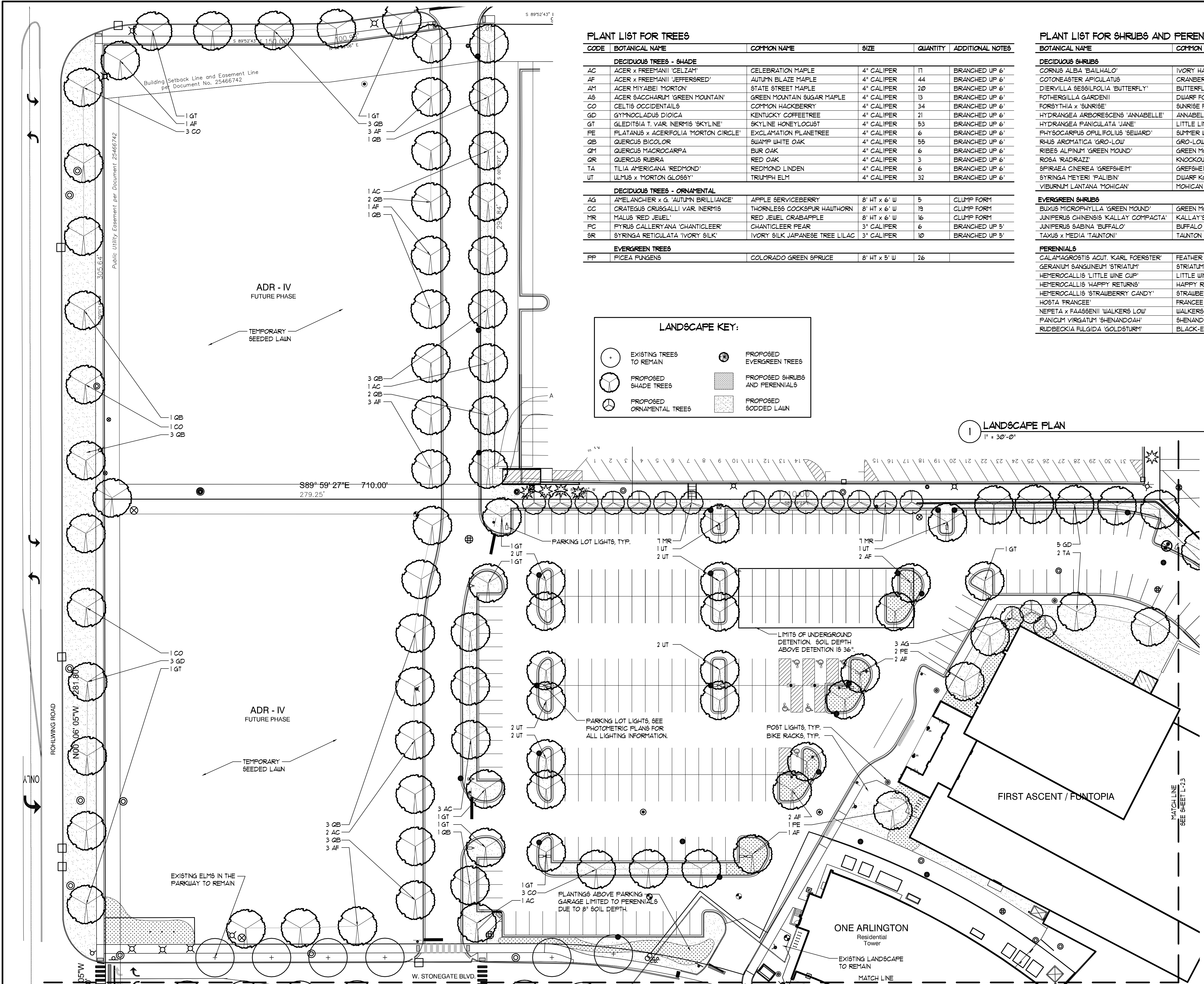
DECIDUOUS TREES - ORNAMENTAL					
AG	'AMELANCHIER X G. AUTUMN BRILLIANCE'	APPLE SERVICEBERRY	8' HT x 6' W	5	CLUMP FORM
CC	CRATEGEUS CRUGSLAII VAR. NERIS	THORNLESS COCKSPUR HAWTHORN	8' HT x 6' W	19	CLUMP FORM
MR	MALUS 'RED JEWEL'	RED JEWEL CRABAPPLE	8' HT x 6' W	16	CLUMP FORM
PC	PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR	3' CALIFER	6	BRANCHED UP 5'
SR	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK JAPANESE TREE LILAC	3' CALIFER	10	BRANCHED UP 5'

EVERGREEN TREES					
PP	PICEA PUNGENS	COLORADO GREEN SPRUCE	8' HT x 5' W	26	

LANDSCAPE KEY:



LANDSCAPE PLAN

$$1'' = 3\phi' - \phi$$


Revisions

8.

7.

6

5

4

3. PLAN COMMISSION REVISION 6/22/11

2. PLAN COMMISSION REVISION 5/09/18

1. ISSUED FOR PLANNING COMMISSION REVIEW 4/04/11

Project

ARLINGTON
DOWNS
PUD REVISION

EUCLID AVE AND ROHLWING RD
ARLINGTON HEIGHTS, IL

Sheet Title

LANDSCAPE
PLAN - NW

Date _____

Scale

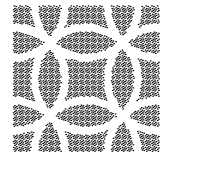
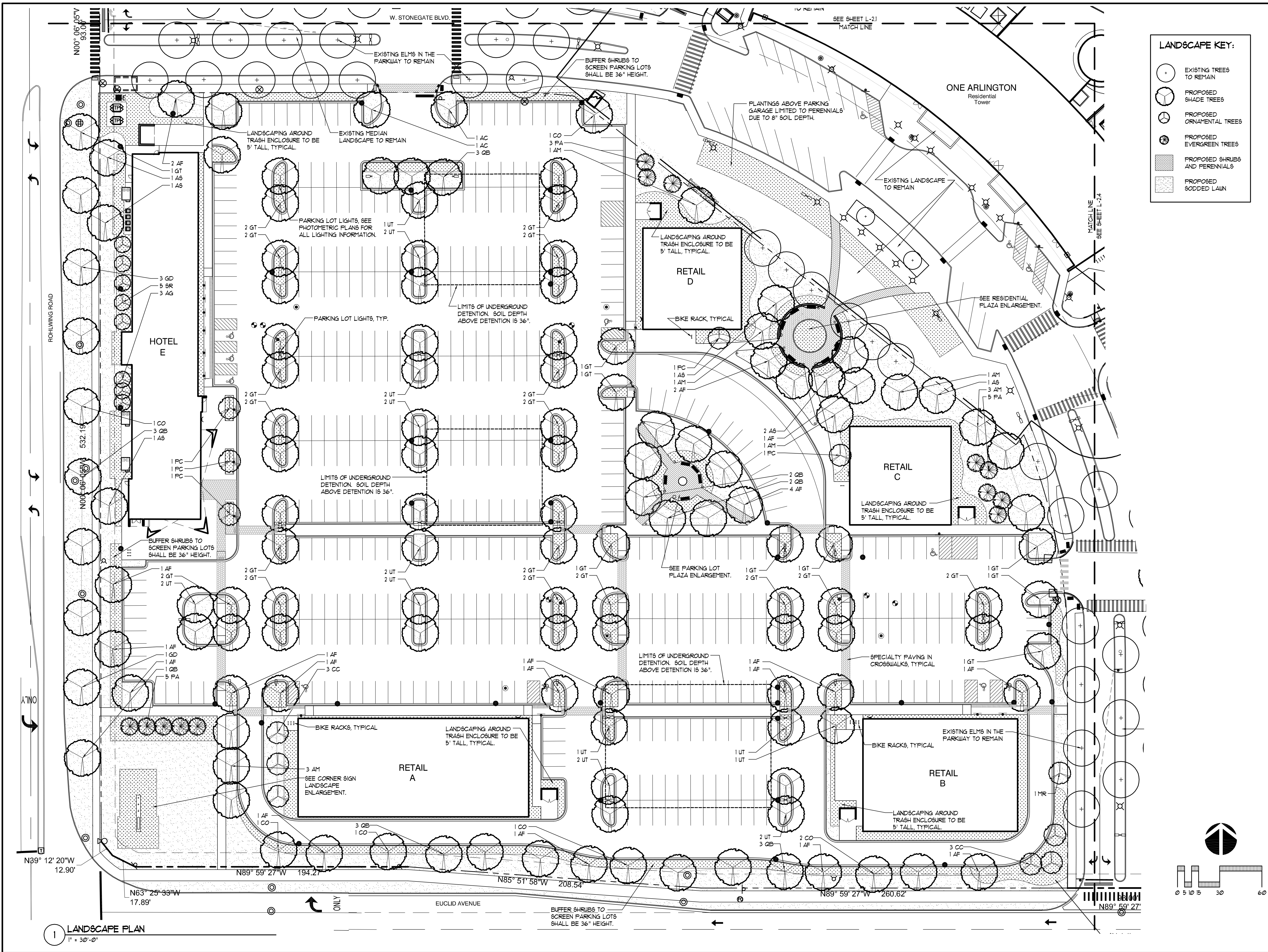
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124



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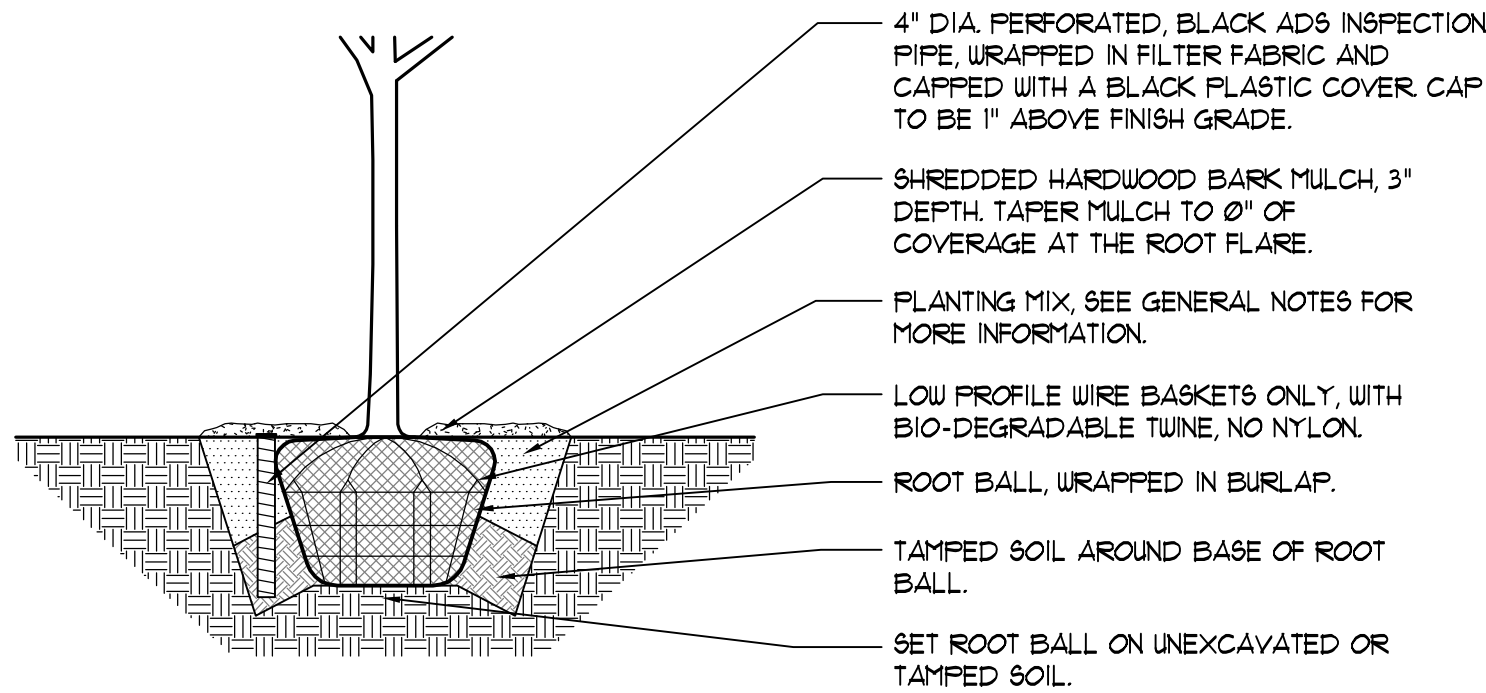
Revisions	
8.	
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6.	
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4.	
3.	PLAN COMMISSION REVISION 6/22/18
2.	PLAN COMMISSION REVISION 5/09/18
1.	ISSUED FOR PLANNING COMMISSION REVIEW 4/04/18

Project
**ARLINGTON
DOWNS
PUD REVISION**
EUCLID AVE AND ROHLWING RD
ARLINGTON HEIGHTS, IL

Sheet Title
**LANDSCAPE
PLAN - SW**

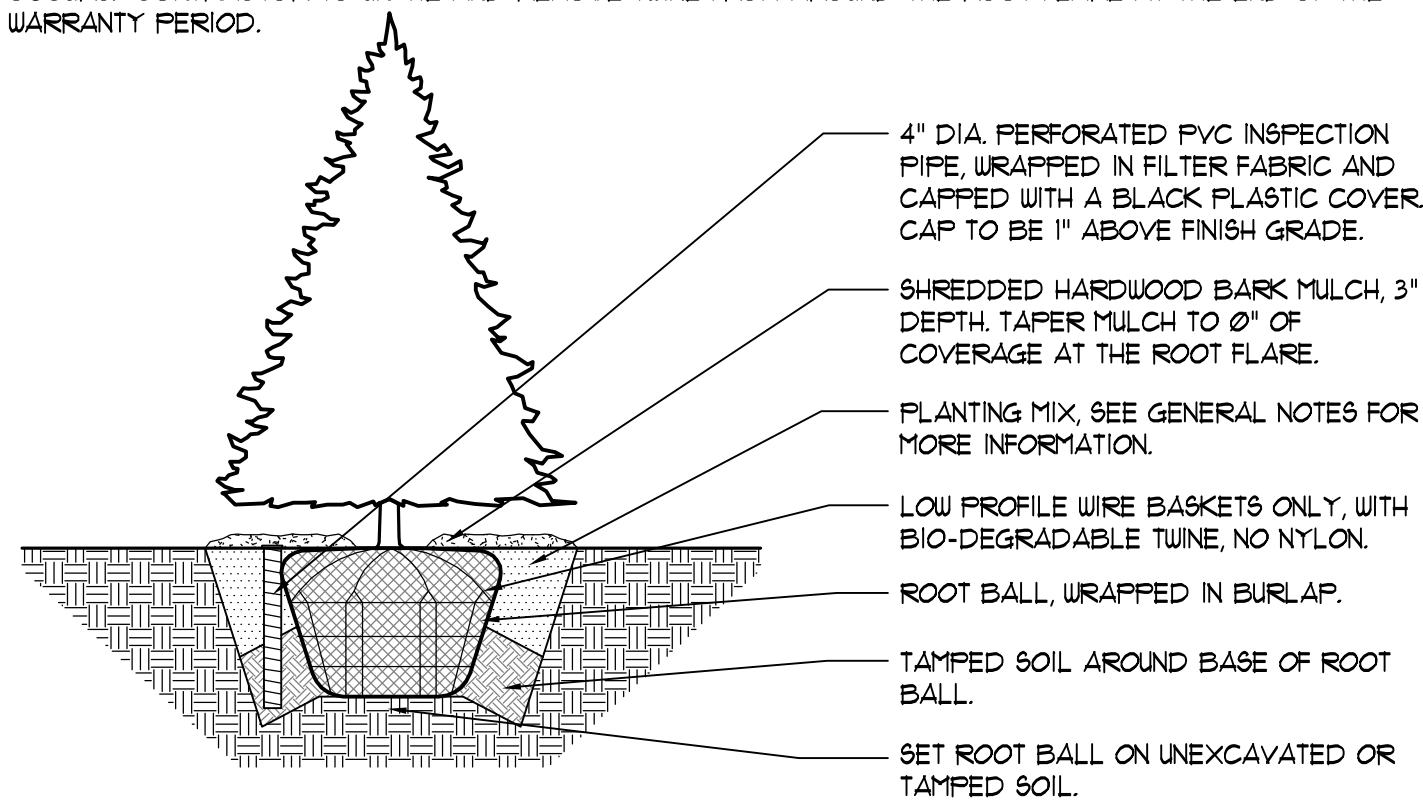
Date 4/07/18	Project No. DWP 18-120
Scale 1" = 30'-0"	Sheet No. L-2.2
Drawn By FERGUSON	
Approved	

LOCATE ALL UNDERGROUND UTILITIES PRIOR TO DIGGING. TREE PIT WIDTH TO BE EXTENDED 12" AROUND THE ENTIRE ROOT BALL AS SHOWN IN THE DETAIL BELOW. TEST TREE PIT FOR DRAINAGE PRIOR TO INSTALLING TREE. PRUNE OFF ALL DEAD, BROKEN OR SCARRED BRANCHES, AND SHAPE PRUNE AS DIRECTED BY THE LANDSCAPE ARCHITECT. FOR TREES UP TO 4" CALIPER OR 12' HEIGHT, REMOVE APPROXIMATELY 5% -10% OF THE OVERALL BRANCHING. FOR TREES OVER 4" CALIPER OR 12' HEIGHT, REMOVE APPROXIMATELY 15%-20% OF THE OVERALL BRANCHING. LOCATE ROOT FLARE IN ROOT BALL AND SET TREE HEIGHT SO THAT ROOT FLARE IS FLUSH WITH FINISH GRADE. WATER IN THE PLANTING MIX THOROUGHLY, WHILE KEEPING THE TREE PLUMB. STRAIGHTEN TREE IF SETTLING OCCURS. CONTRACTOR TO UN-TIE AND REMOVE TWINE FROM AROUND THE ROOT FLARE AT THE END OF THE WARRANTY PERIOD.



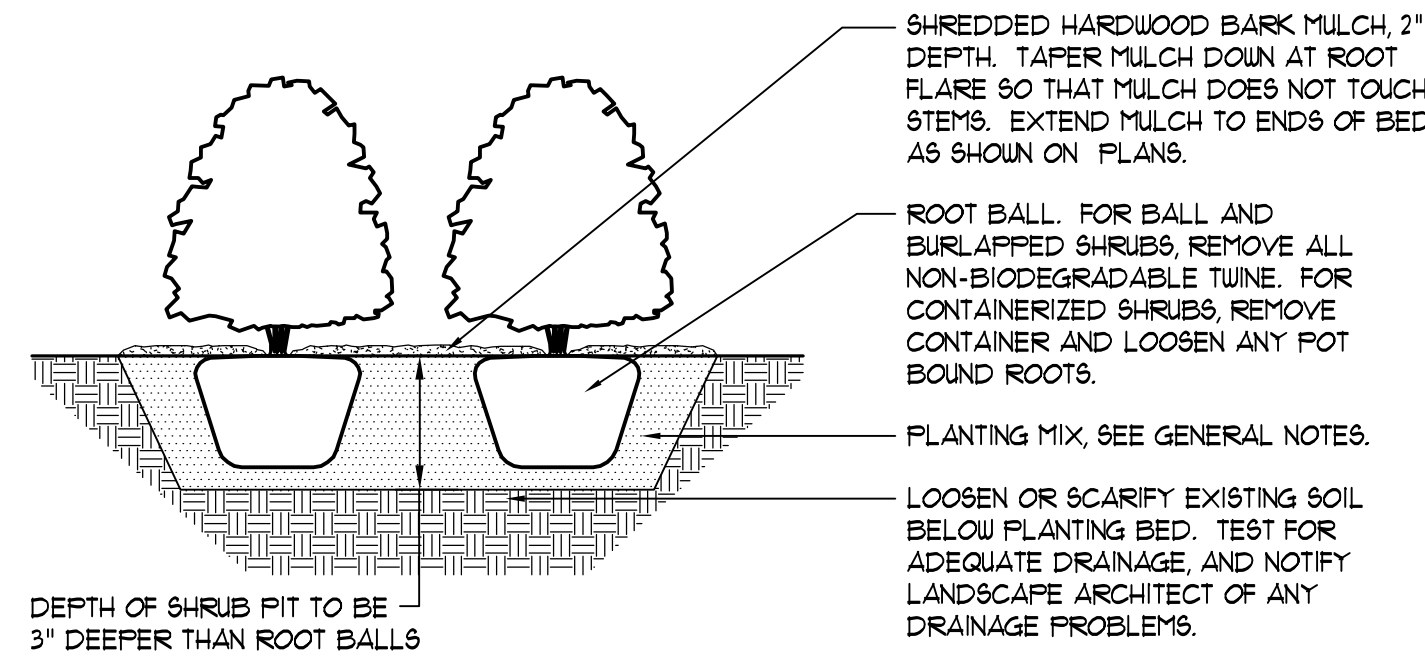
2 DECIDUOUS TREE PLANTING DETAIL
NOT TO SCALE

LOCATE ALL UNDERGROUND UTILITIES PRIOR TO DIGGING. TREE PIT WIDTH TO BE EXTENDED 12" AROUND THE ENTIRE ROOT BALL AS SHOWN IN THE DETAIL BELOW. TEST TREE PIT FOR DRAINAGE PRIOR TO INSTALLING TREE. PRUNE OFF ALL DEAD, BROKEN OR SCARRED BRANCHES, AND REMOVE ANY DOUBLE LEADERS. LOCATE ROOT FLARE IN ROOT BALL AND SET TREE HEIGHT SO THAT ROOT FLARE IS FLUSH WITH FINISH GRADE. WATER IN THE PLANTING MIX THOROUGHLY, WHILE KEEPING THE TREE PLUMB. STRAIGHTEN TREE IF SETTLING OCCURS. CONTRACTOR TO UN-TIE AND REMOVE TWINE FROM AROUND THE ROOT FLARE AT THE END OF THE WARRANTY PERIOD.

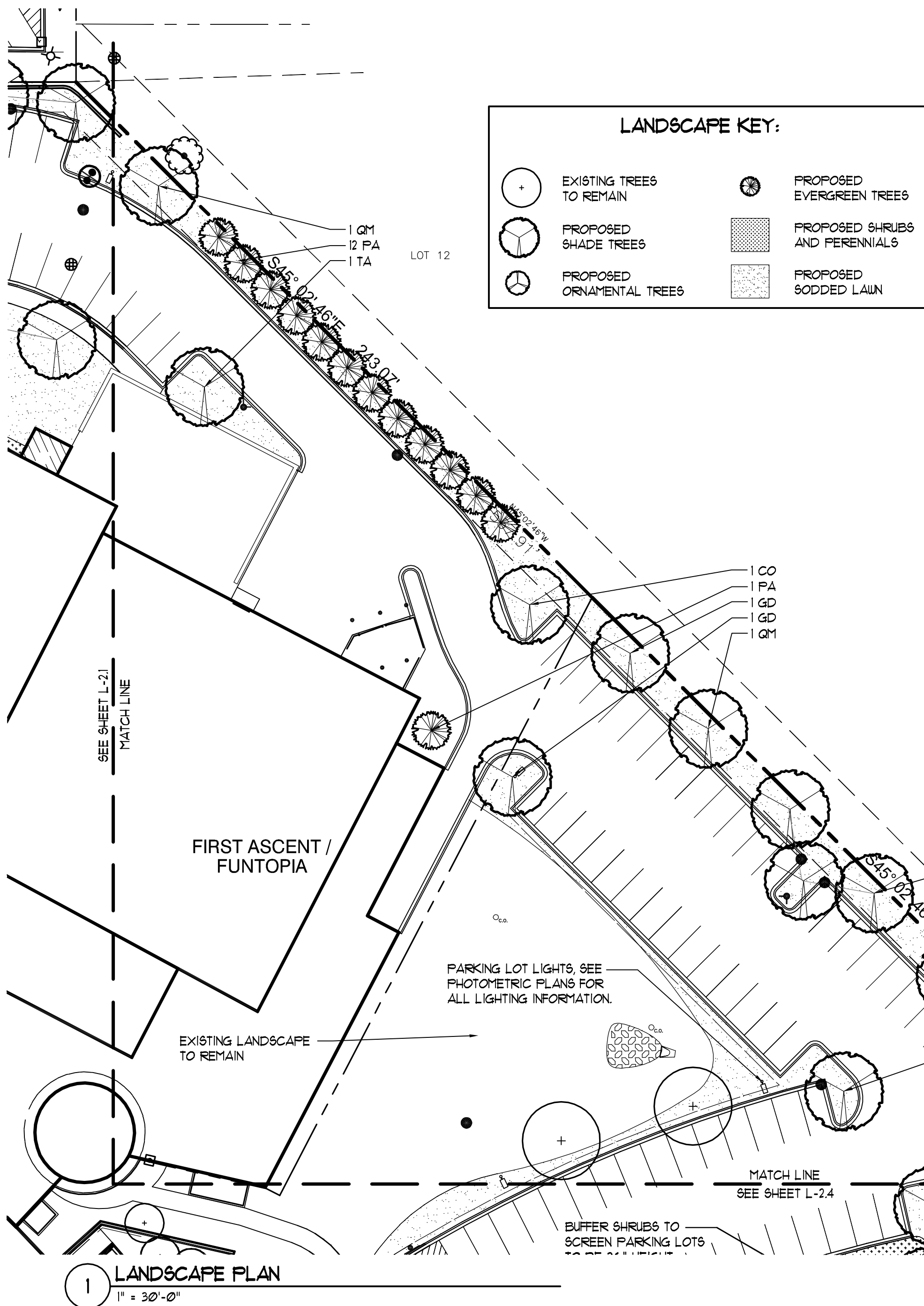


3 EVERGREEN TREE PLANTING DETAIL
NOT TO SCALE

LOCATE ALL UNDERGROUND UTILITIES PRIOR TO PLANTING. SHRUBS BEDS ARE TO BE EXCAVATED AS A SINGLE SHRUB PIT. EXTEND SHRUB PIT WIDTH TO EDGES OF PLANT BED AS SHOWN ON THE LANDSCAPE PLAN. LOCATE ROOT FLARE IN ROOT BALL AND SET SHRUB HEIGHT SO THAT ROOT FLARE IS FLUSH WITH FINISH GRADE. REMOVE TWINE FROM ROOT FLARE. BACKFILL AND WATER IN THE PLANTING MIX THOROUGHLY, WHILE KEEPING THE SHRUB PLUMB. STRAIGHTEN SHRUB IF SETTLING OCCURS. PRUNE OFF ALL DEAD, BROKEN OR SCARRED BRANCHES, AND SHAPE PRUNE AS DIRECTED BY THE LANDSCAPE ARCHITECT. MULCH LIMITS FOR SHRUBS SHALL EXTEND TO ALL OUTER EDGES OF PLANTING BEDS, SEE LANDSCAPE PLAN FOR BED LAYOUTS.

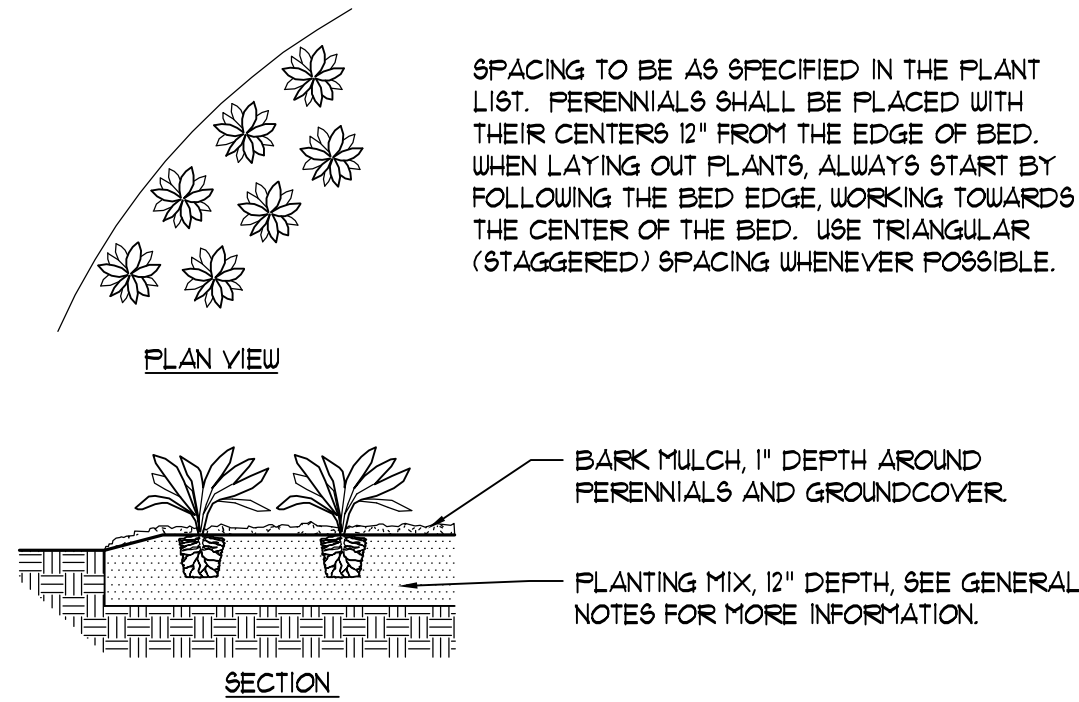


4 SHRUB PLANTING DETAIL
NOT TO SCALE



1 LANDSCAPE PLAN
1" = 30'-0"

LOCATE ALL UNDERGROUND UTILITIES PRIOR TO DIGGING. EXCAVATE ENTIRE PERENNIAL BED, AND BACKFILL WITH PLANTING MIX AS SPECIFIED. BED HEIGHT IS TO BE 2" ABOVE FINISH GRADE AND WELL DRAINED. MULCH LIMITS FOR PERENNIAL BEDS TO EXTEND TO ALL EDGES OF THE BEDS, SEE PLANS FOR BED LAYOUTS. SEE PLANT LIST FOR PLANT SPACING. GAPS BETWEEN PLANTS SHALL BE NO GREATER THAN THE SPECIFIED SPACING FOR THAT PARTICULAR PLANT.



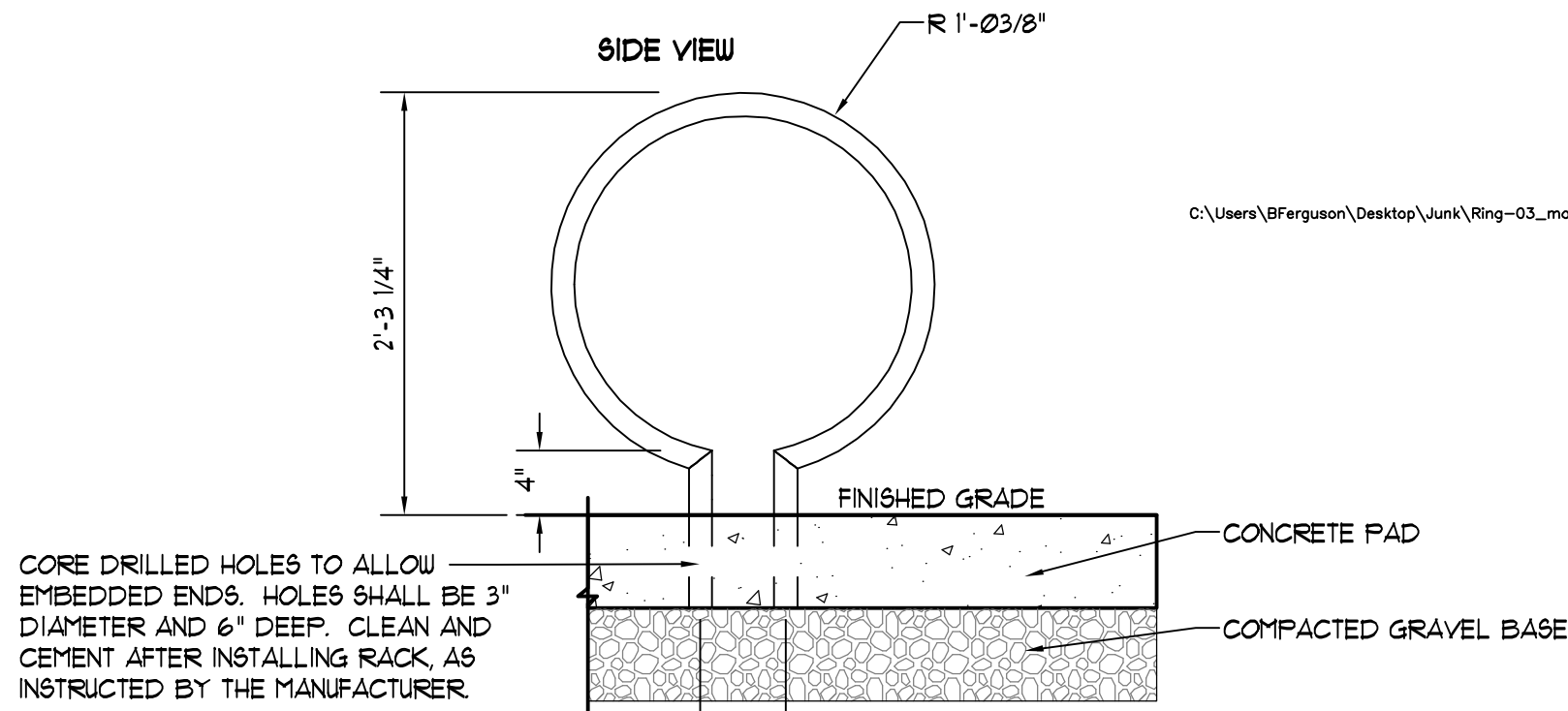
5 PERENNIAL PLANTING DETAIL
NOT TO SCALE

BENCHES TO BE MODEL 160-60, 6' LENGTH BENCH BY DUMOR SITE FURNISHINGS. BENCHES ARE TO HAVE END ARM RESTS. LITTER RECEPTACLES ARE TO BE MODEL 281-50 AND LINER CONCEALED SHIELDING. BENCHES AND LITTER RECEPTACLES TO HAVE BLACK POWDERCOAT FINISH AND ARE TO BE SURFACE MOUNTED. INSTALL AS RECOMMENDED BY THE MANUFACTURER, DUMOR.COM.



6 BENCHES AND LITTER RECEPTACLES
NOT TO SCALE

BIKE RACKS SHALL BE 'RING' RACK, AVAILABLE FROM LANDSCAPE FORMS, KALAMAZOO, MI. (800) 521-2546. RACKS SHALL BE EMBEDDED INTO THE CONCRETE PAVING AND SHALL HAVE A STAINLESS STEEL FINISH. THERE ARE 8 RACKS TOTAL, SPACED 30' ON CENTER. INSTALL BIKE RACKS PER MANUFACTURER'S RECOMMENDATIONS.



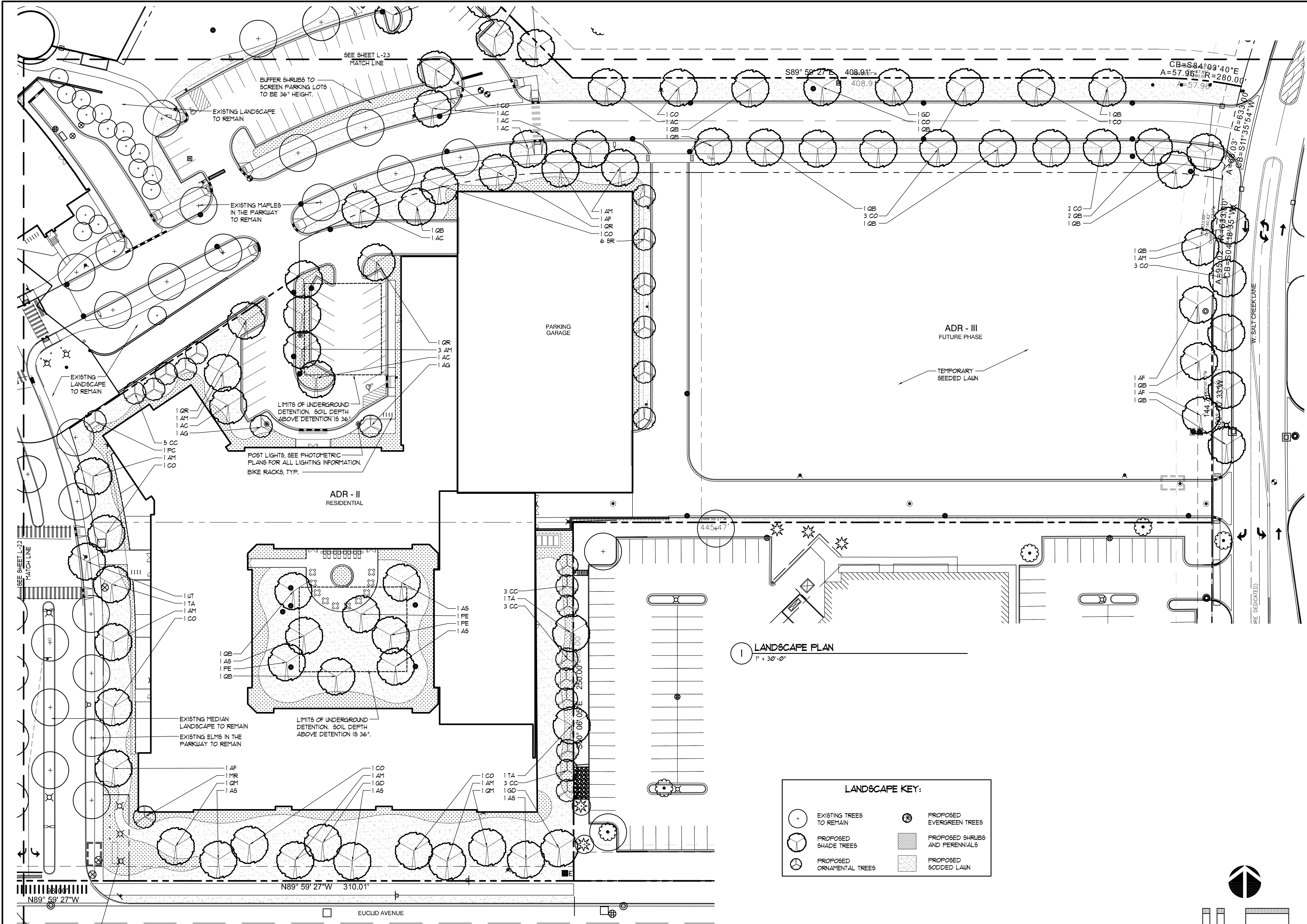
7 BIKE RACK DETAIL
NOT TO SCALE

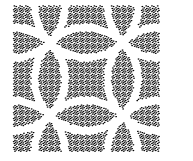
Revisions	
8.	
7.	
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3.	PLAN COMMISSION REVISION 6/22/18
2.	PLAN COMMISSION REVISION 5/09/18
1.	ISSUED FOR PLANNING COMMISSION REVIEW 4/04/18

Project
**ARLINGTON
DOWNS
PUD REVISION**
EUCLID AVE AND ROHLWING RD
ARLINGTON HEIGHTS, IL

Sheet Title
**LANDSCAPE
PLAN - NE**

Date 4/07/18	Project No. DWP 18-120
Scale 1" = 30'-0"	Sheet No. L-2.3
Drawn By FERGUSON	
Approved	



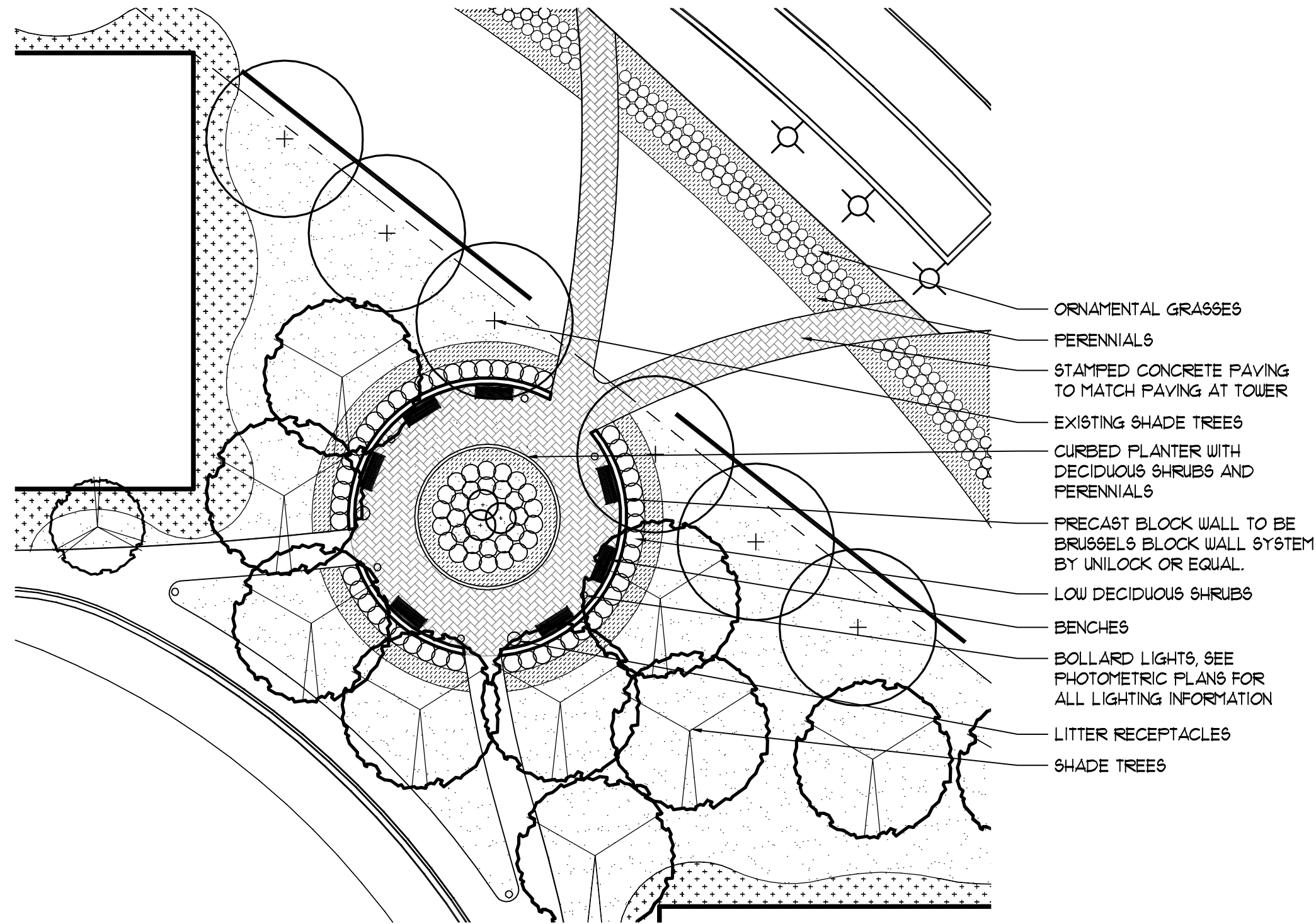


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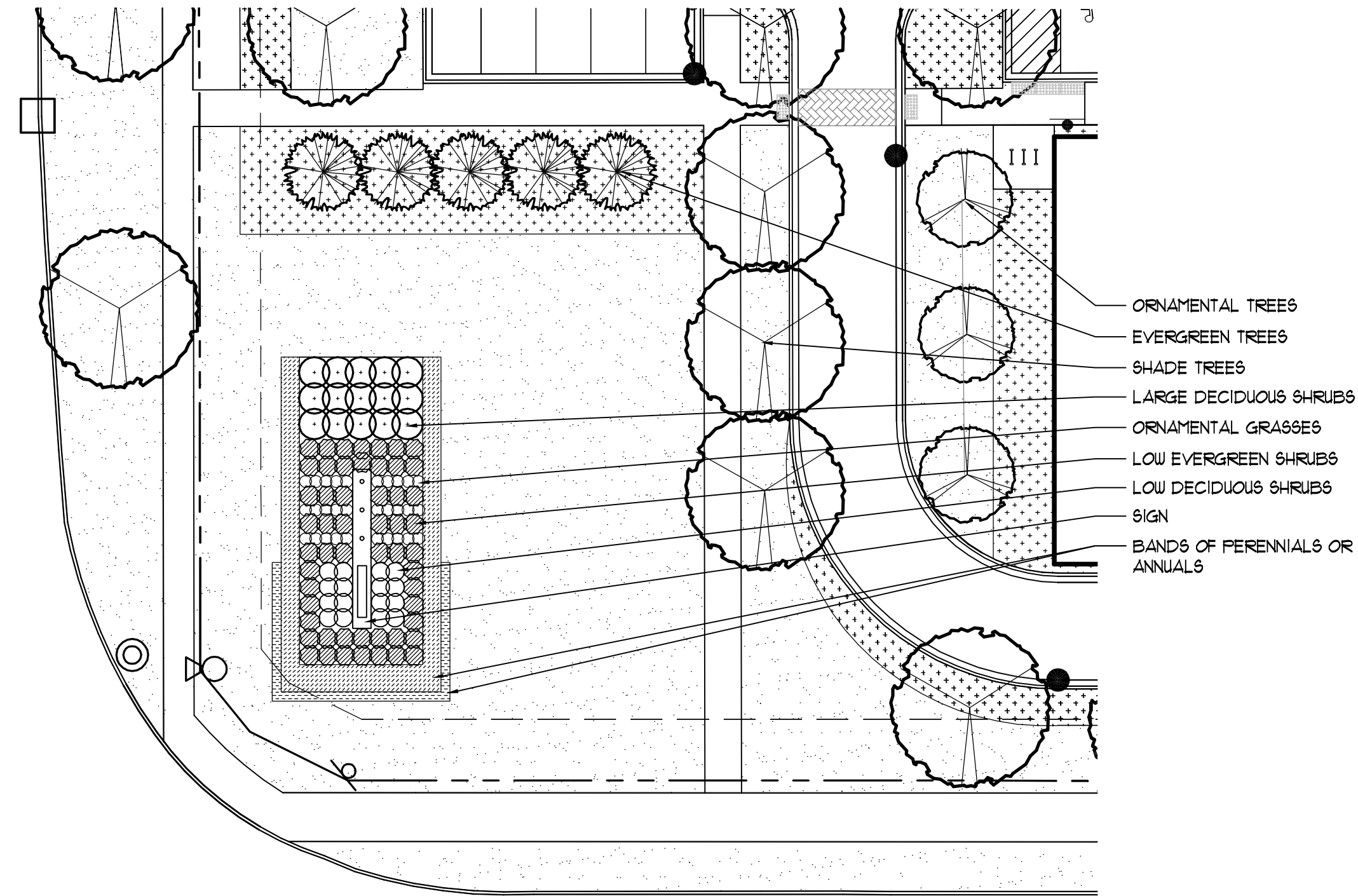
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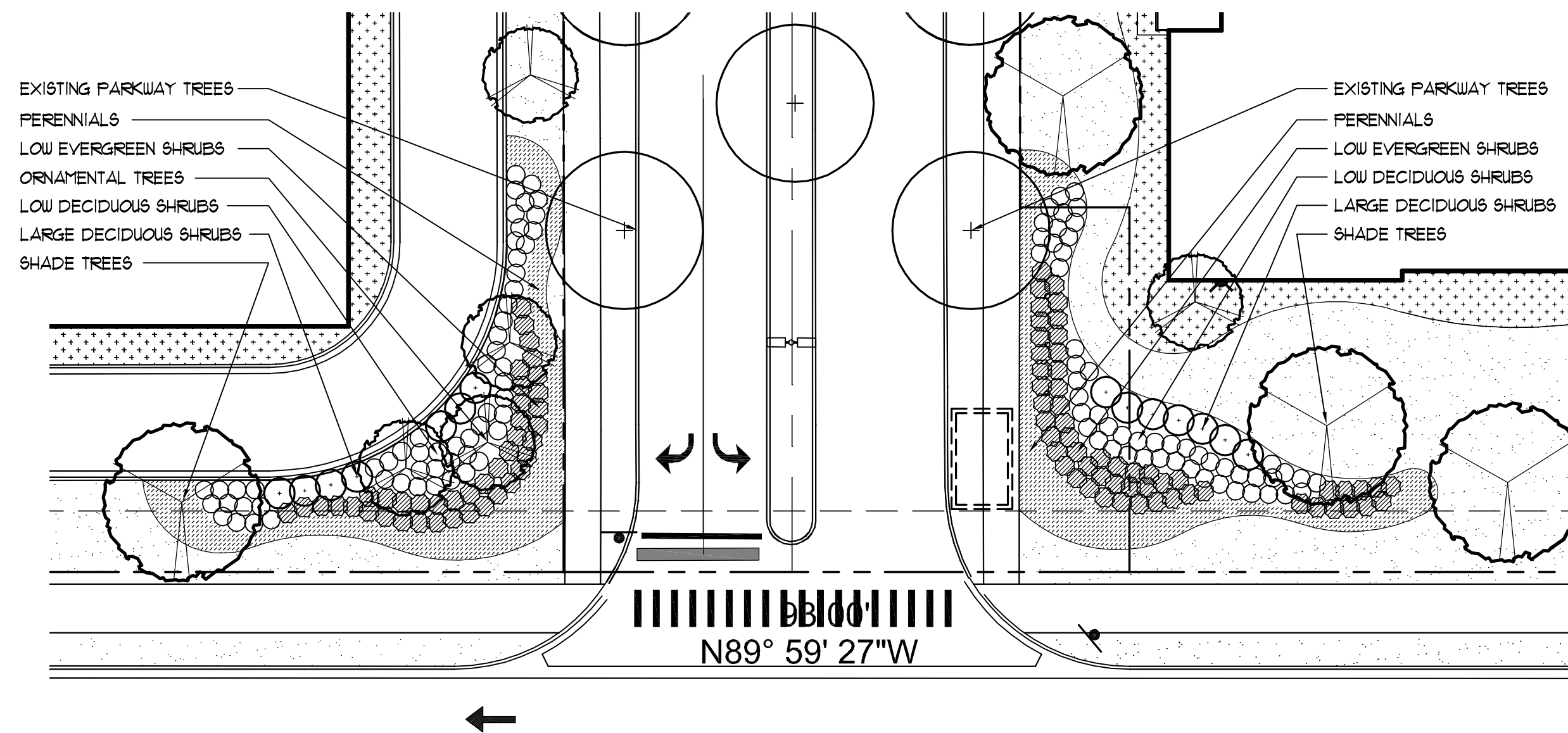
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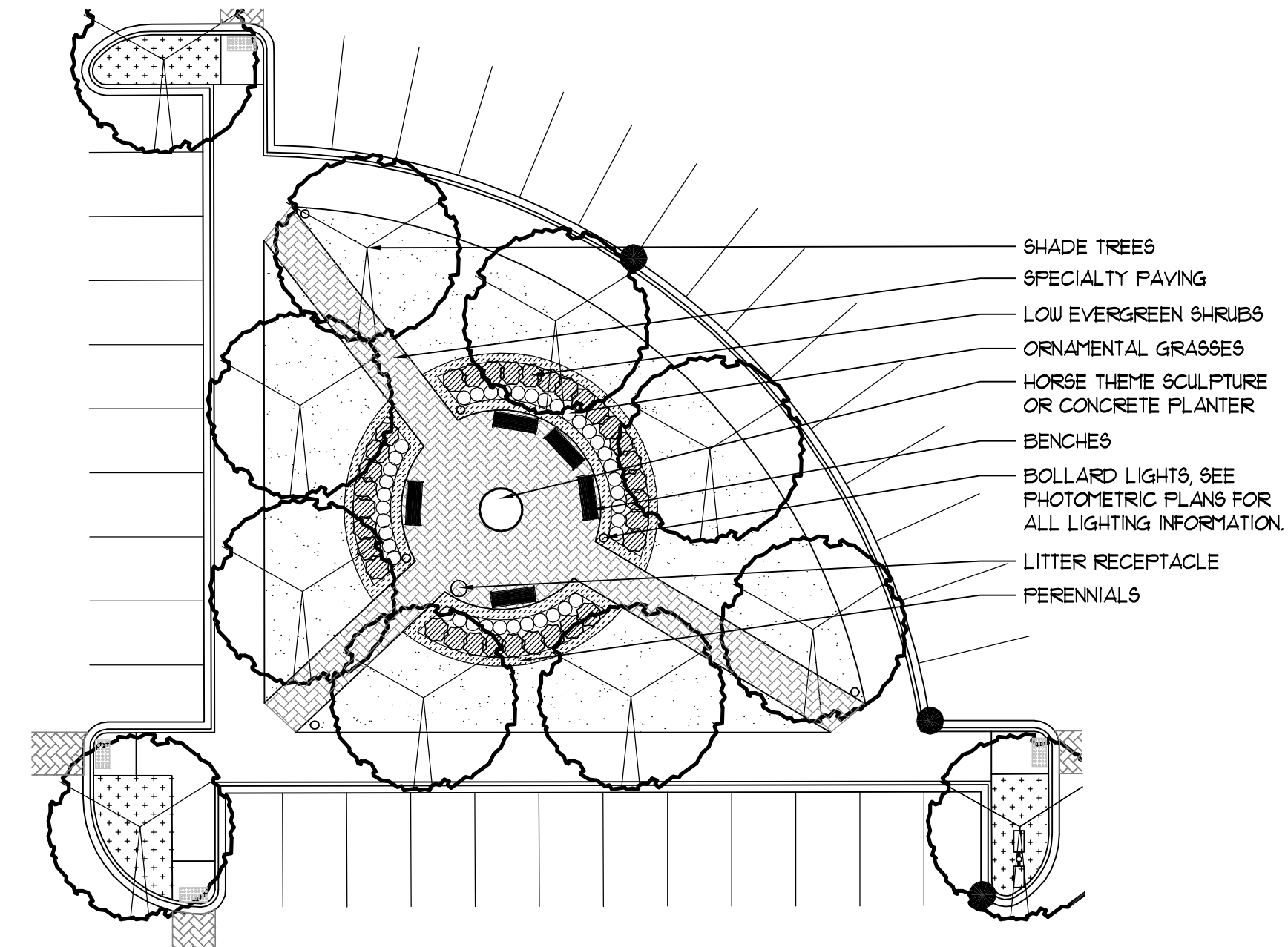
1 RESIDENTIAL PLAZA
1" = 20'-0"



2 CORNER SIGN LANDSCAPE
1" = 20'-0"



3 ENTRANCE LANDSCAPE
1" = 20'-0"



4 PARKING LOT PLAZA
1" = 20'-0"

Revisions

8.

7.

6.

5.

4.

3. PLAN COMMISSION REVISION 6/22/18

2. PLAN COMMISSION REVISION 5/09/18

1. ISSUED FOR PLANNING
COMMISSION REVIEW 4/04/18

Project

ARLINGTON
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PUD REVISION

EUCLID AVE AND ROHLWING RD
ARLINGTON HEIGHTS, IL

Sheet Title

LANDSCAPE
ENLARGEMENTS

Date

5/09/18

Project No.

DWP 18-120

Scale

1" = 20'-0"

Sheet No.

Drawn By

FERGUSON

L-3.0

Approved



2009 INTERNATIONAL BUILDING CODE
WITH APPLICABLE VILLAGE OF ARLINGTON HEIGHTS AMENDMENTS / ORDINANCES

CONSTRUCTION CLASSIFICATION
AREA MODIFICATIONS (SECTION 506) AUTOMATIC SPRINKLER INCREASE

1. - TYPE IIIA CONSTRUCTION (TABLE 503)
- TYPE IIB CONSTRUCTION (OPEN PARKING GARAGE, TABLE 406.3.5)
2. ALLOWABLE FLOOR AREA (TABLE 503) & (TABLE 406.3.5)
- ASSEMBLY (A3) = 14,000 SF/FLOOR
- RESIDENTIAL(R2) = 24,000 SF/FLOOR
- STORAGE (S2) = 50,000 SF/FLOOR
3. AUTOMATIC SPRINKLER SYSTEM INCREASE (504.2)
- BUILDINGS EQUIPPED WITH AN NFPA 13 AUTOMATIC SPRINKLER SYSTEM MAY INCREASE THE MAXIMUM HEIGHT SPECIFIED IN TABLE 503 BY 20'-0" AND THE MAXIMUM NUMBER OF STORIES BY 1 AND FLOOR AREA BY FORMULA FOR SPRINKLER INCREASE
- ASSEMBLY (A3) = 14,000 + 14,000 = 28,000 SF/FLOOR
- RESIDENTIAL (R2) = 24,000 + 24,000 = 48,000 SF/FLOOR

BUILDING SEPARATION
FIRE WALLS COMPLYING WITH SECTION 706 WILL BE USED TO SEPARATE THE BUILDING
- GROUP R2 = 3 HOUR

BUILDING TOTAL AREAS
BUILDING A TOTAL AREA = 153,875 SF
BUILDING B TOTAL AREA = 135,385 SF
BUILDING C TOTAL AREA = 120,375 SF

BUILDING HEIGHT REQUIREMENT			
ALLOWABLE HEIGHT	SPRINKLER INCREASE	MAXIMUM MODIFIED ALLOWABLE HEIGHT	ACTUAL HEIGHT
55'-0"	20'-0"	75'-0"	56'-0"

NUMBER OF FLOOR REQUIREMENT			
ALLOWABLE FLOORS	SPRINKLER INCREASE	MAXIMUM MODIFIED ALLOWABLE FLOORS	ACTUAL FLOORS
4	1	5	5

NUMBER OF GARAGE TIERS REQUIREMENT			
ALLOWABLE FLOORS	SPRINKLER INCREASE	MAXIMUM MODIFIED ALLOWABLE FLOORS	ACTUAL FLOORS
8	N/A	8	5

NOT FOR
CONSTRUCTION

	PLANNING COMMISSION REVISION	2018.06.22
	PLANNING COMMISSION REVISIONS	2018.05.09
	ISSUED FOR PLANNING COMMISSION	2018.04.04
NO.:	ISSUED FOR:	DATE

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ARLINGTON DOWNS
RESIDENTIAL BUILDING II

GROUND FLOOR PLAN

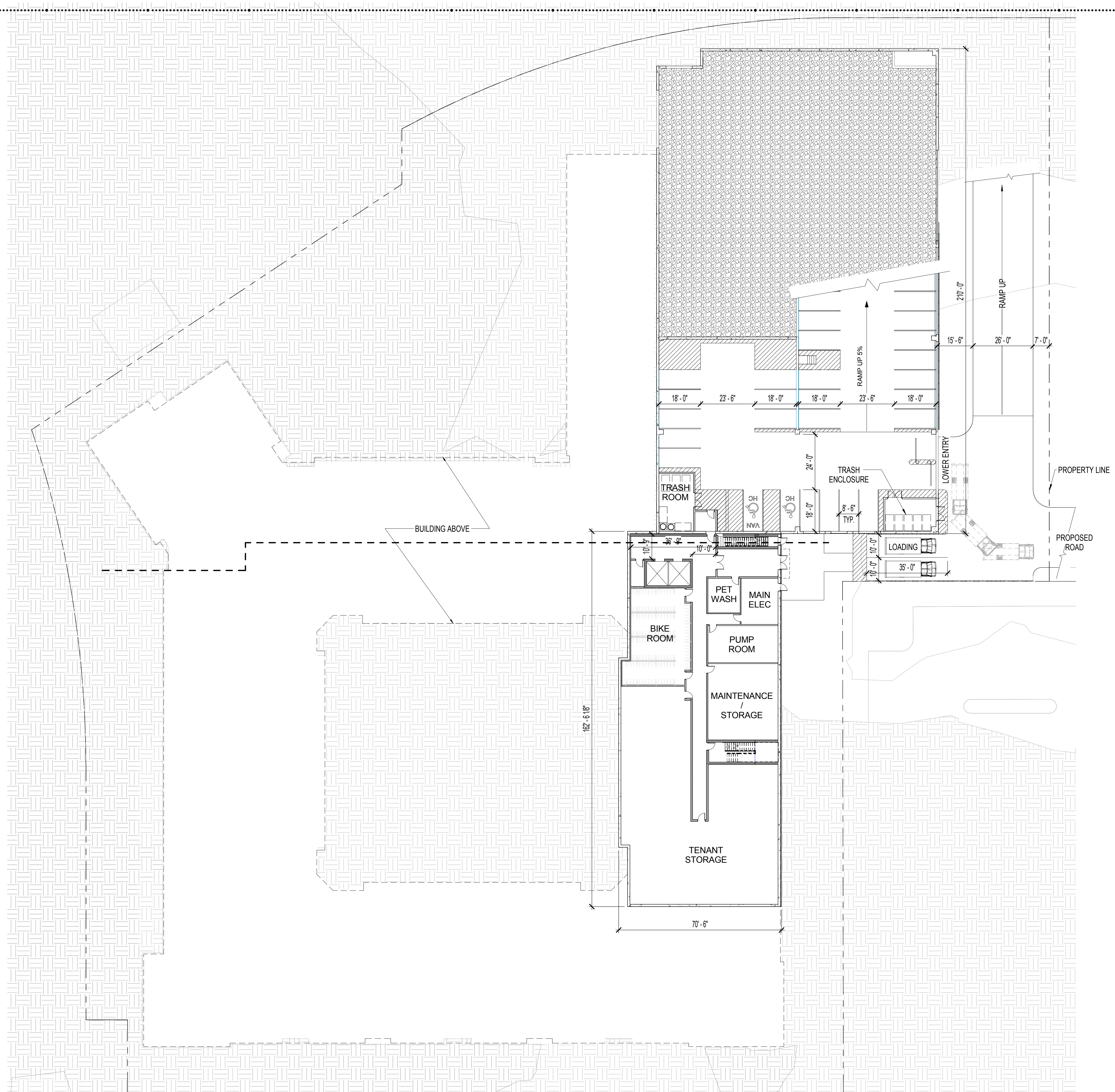
DRAWN BY: _____ CHECKED: _____

DATE:
Issue Date
PROJ. NO.:
16093

SHEET NO.:

A100

2 ADR II - LEVEL 1
A100 SCALE: 3/64" = 1'-0"



NOT FOR
CONSTRUCTION

PLANNING COMMISSION REVISION	2018.08.22
PLANNING COMMISSION REVISIONS	2018.05.09
ISSUED FOR PLANNING COMMISSION	2018.04.04
NO.	DATE

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ARLINGTON DOWNS
RESIDENTIAL BUILDING II

BASEMENT PLAN

DRAWN BY: _____ CHECKED: _____

DATE:
Issue Date
PROJ. NO.:
16093

SHEET NO.:

A101



1 ADR II - LEVEL 2 - DC
A102 SCALE: 3/64" = 1'-0"

NOT FOR
CONSTRUCTION

PLANNING COMMISSION REVISION	2018 08 22
PLANNING COMMISSION REVISIONS	2018 05 09
ISSUED FOR PLANNING COMMISSION	2018 04 04
NO.	ISSUED FOR:
	DATE

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ARLINGTON DOWNS
RESIDENTIAL BUILDING II

2ND-5TH FLOOR PLAN

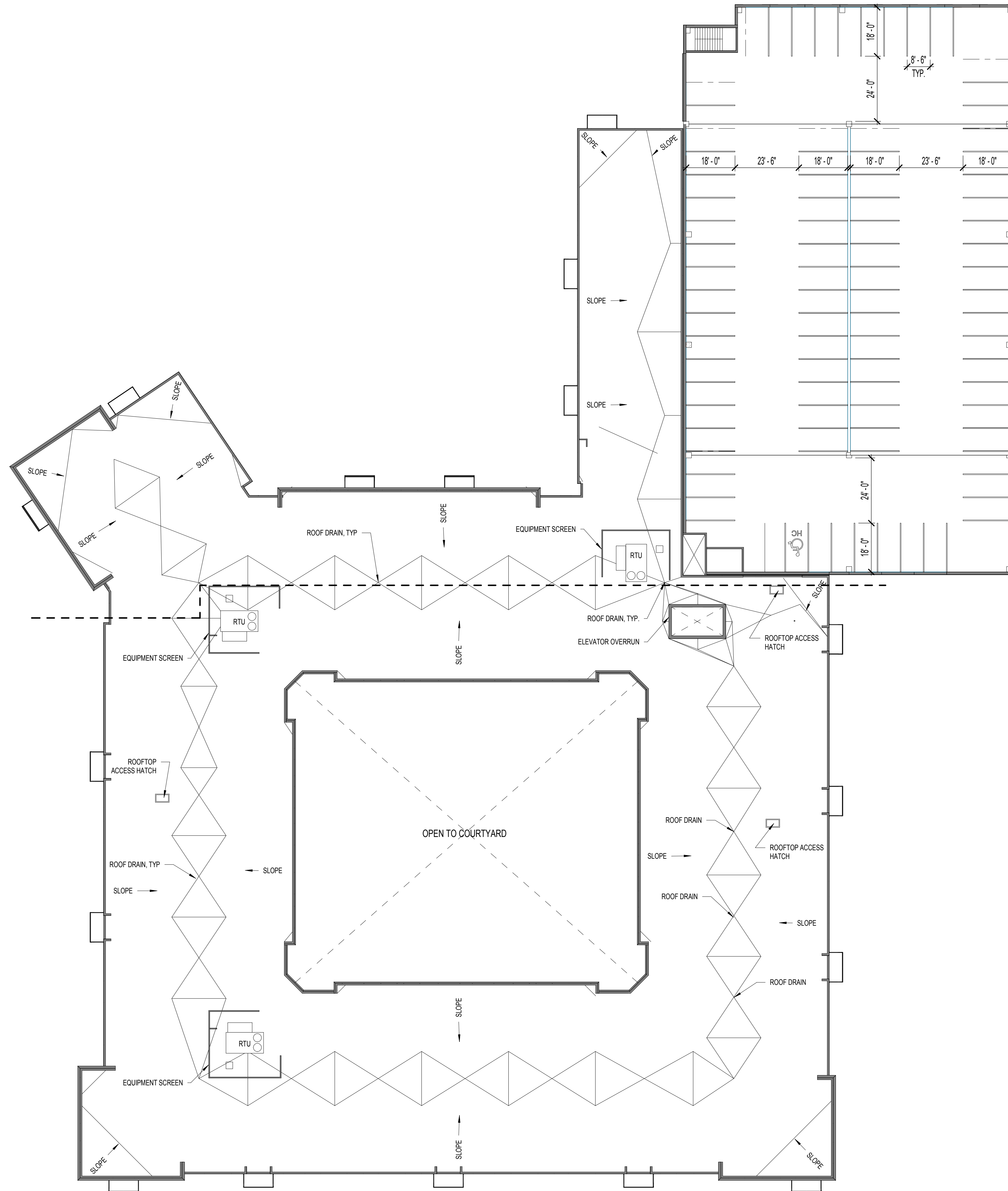
DRAWN BY: _____ CHECKED: _____

DATE:
Issue Date
PROJ. NO.:
16093

SHEET NO.:

A102

© 2018 OKW ARCHITECTS



1 ADR II - ROOF - DC
A103 SCALE: 3/64" = 1'-0"

NOT FOR
CONSTRUCTION

	PLANNING COMMISSION REVISION	2018.08.22
	PLANNING COMMISSION REVISIONS	2018.05.09
	ISSUED FOR PLANNING COMMISSION	2018.04.04
NO.:	ISSUED FOR:	DATE

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ARLINGTON DOWNS
RESIDENTIAL BUILDING II

ROOF PLAN

DRAWN BY: _____ CHECKED: _____

DATE:
Issue Date

PROJ. NO.:
16093

SHEET NO.:

A103

OKW ARCHITECTS



1 NORTH ELEVATION - DC
SCALE: 1/8" = 1'-0"



2 EAST ENTRY ELEVATION - DC
SCALE: 1/8" = 1'-0"



3 NORTH ENTRY ELEVATION - DC
SCALE: 1/8" = 1'-0"



4 NORTHEAST ENTRY ELEVATION - DC
SCALE: 1/8" = 1'-0"

LEGEND * MATERIAL SAMPLES AND MATERIALS BOARD WILL BE PRESENT AT MEETING

- | | | | | |
|--------------------|--------------------|---------------------|----------------------|--------------------------|
| 1 MASONRY - 1 | 4 FIBER CEMENT - 3 | 7 STOREFRONT SYSTEM | 10 CAST STONE - BAND | 13 METAL WRAPPED CORNICE |
| 2 FIBER CEMENT - 1 | 5 NOT USED | 8 VTAC LOUVERS | 11 CAST STONE - SILL | 14 PREFAB METAL CANOPY |
| 3 FIBER CEMENT - 2 | 6 VINYL WINDOWS | 9 PREFAB BALCONY | 12 METAL COPING | 15 METAL PERGOLA |

NOT FOR
CONSTRUCTION

	PLANNING COMMISSION REVISION	2018.08.22
	PLANNING COMMISSION REVISIONS	2018.05.09
	ISSUED FOR PLANNING COMMISSION	2018.04.04
NO.:	ISSUED FOR:	DATE

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ARLINGTON DOWNS
RESIDENTIAL BUILDING II

ELEVATIONS

DRAWN BY: _____ CHECKED: _____

DATE:
Issue Date
PROJ. NO.:
16093

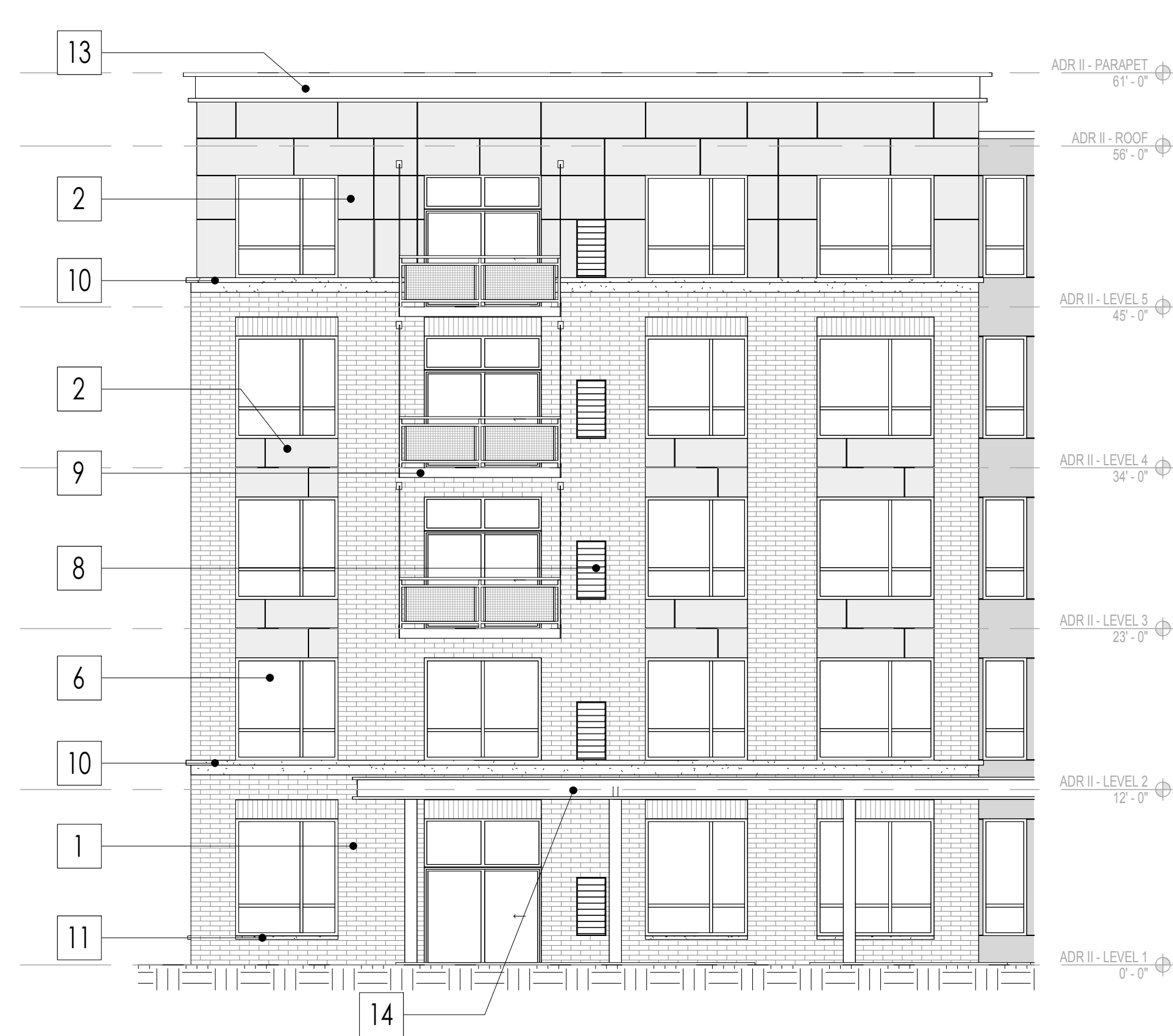
SHEET NO.:

A-104

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1 NORTHWEST ENTRY ELEVATION - DC
SCALE: 1/8" = 1'-0"



4 WEST ELEVATION @ CRANK - DC
SCALE: 1/8" = 1'-0"



3 WEST ELEVATION - DC
SCALE: 1/8" = 1'-0"

LEGEND * MATERIAL SAMPLES AND MATERIALS BOARD WILL BE PRESENT AT MEETING

1 MASONRY - 1	4 FIBER CEMENT - 3	7 STOREFRONT SYSTEM	10 CAST STONE - BAND	13 METAL WRAPPED CORNICE
2 FIBER CEMENT - 1	5 NOT USED	8 VTAC LOUVERS	11 CAST STONE - SILL	14 PREFAB METAL CANOPY
3 FIBER CEMENT - 2	6 VINYL WINDOWS	9 PREFAB BALCONY	12 METAL COPING	15 METAL PERGOLA

NOT FOR
CONSTRUCTION

PLANNING COMMISSION REVISION	2018 08 22
PLANNING COMMISSION REVISIONS	2018 05 09
ISSUED FOR PLANNING COMMISSION	2018 04 04
NO.:	DATE

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ARLINGTON DOWNS
RESIDENTIAL BUILDING II

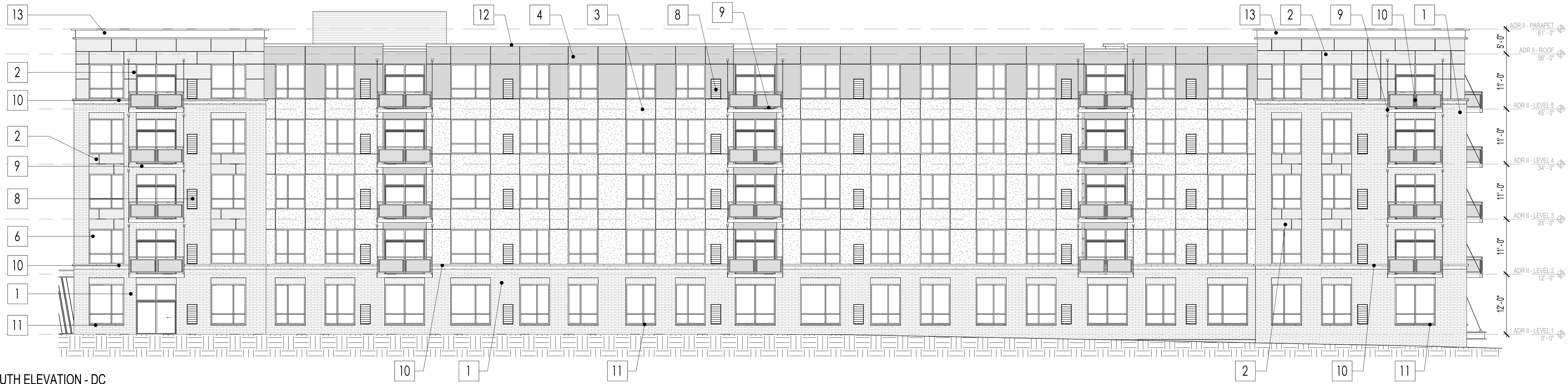
ELEVATIONS

DRAWN BY: _____ CHECKED: _____

DATE:
Issue Date
PROJ. NO.:
16093

SHEET NO.:

A-105



1 SOUTH ELEVATION - DC
SCALE: 3/32" = 1'-0"



2 EAST ELEVATION - DC
SCALE: 1/8" = 1'-0"

LEGEND * MATERIAL SAMPLES AND MATERIALS BOARD WILL BE PRESENT AT MEETING

1 MASONRY - 1	4 FIBER CEMENT - 3	7 STOREFRONT SYSTEM	10 CAST STONE - BAND	13 METAL WRAPPED CORNICE
2 FIBER CEMENT - 1	5 NOT USED	8 VTAC LOUVERS	11 CAST STONE - SILL	14 PREFAB METAL CANOPY
3 FIBER CEMENT - 2	6 VINYL WINDOWS	9 PREFAB BALCONY	12 METAL COPING	15 METAL PERGOLA

NOT FOR
CONSTRUCTION

PLANNING COMMISSION REVISION	2018 08 22
PLANNING COMMISSION REVISIONS	2018 05 09
ISSUED FOR PLANNING COMMISSION	2018 04 04
NO.	DATE

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ARLINGTON DOWNS
RESIDENTIAL BUILDING II

ELEVATIONS

DRAWN BY: _____ CHECKED: _____

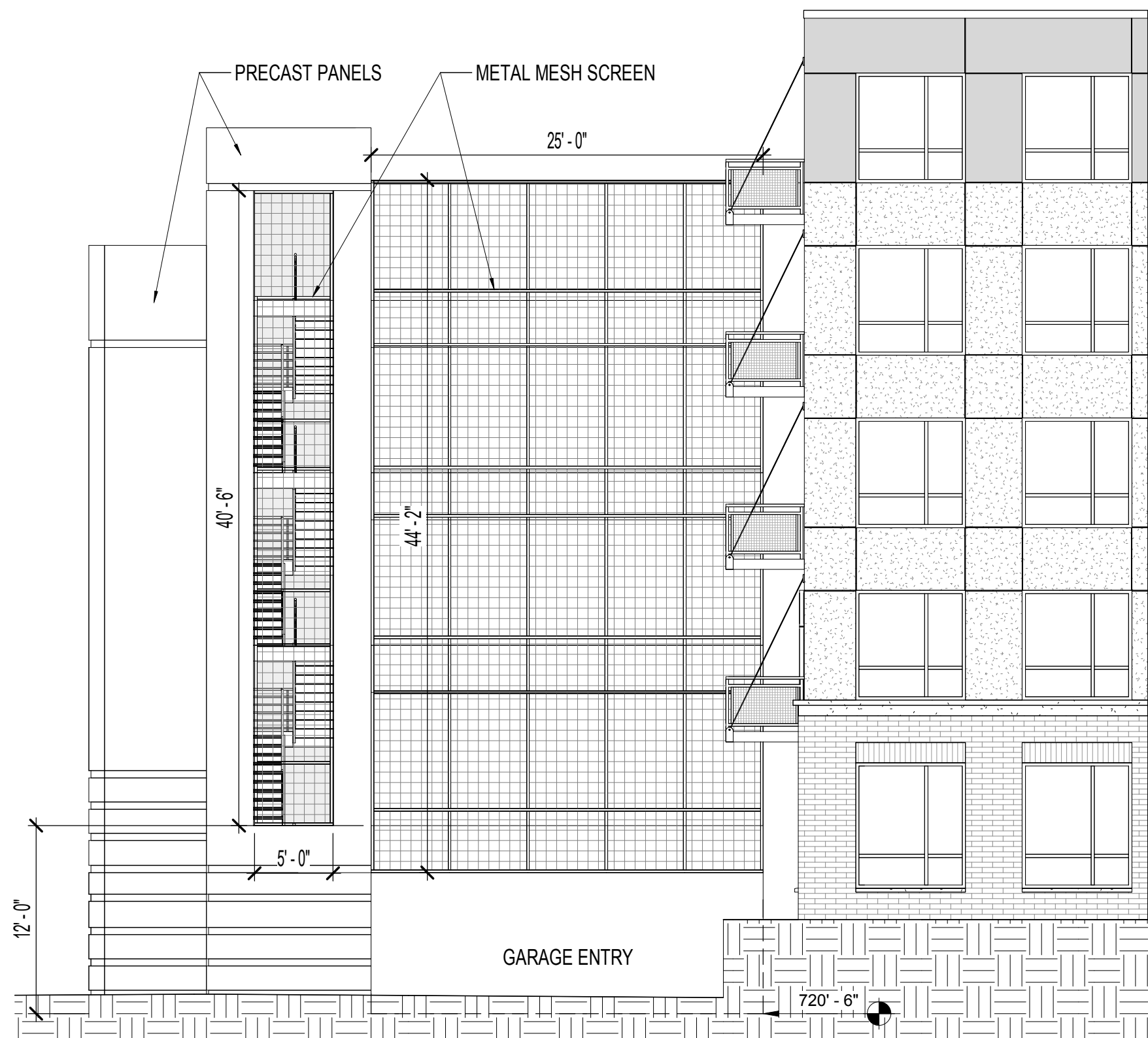
DATE:
Issue Date

PROJ. NO.:
16093

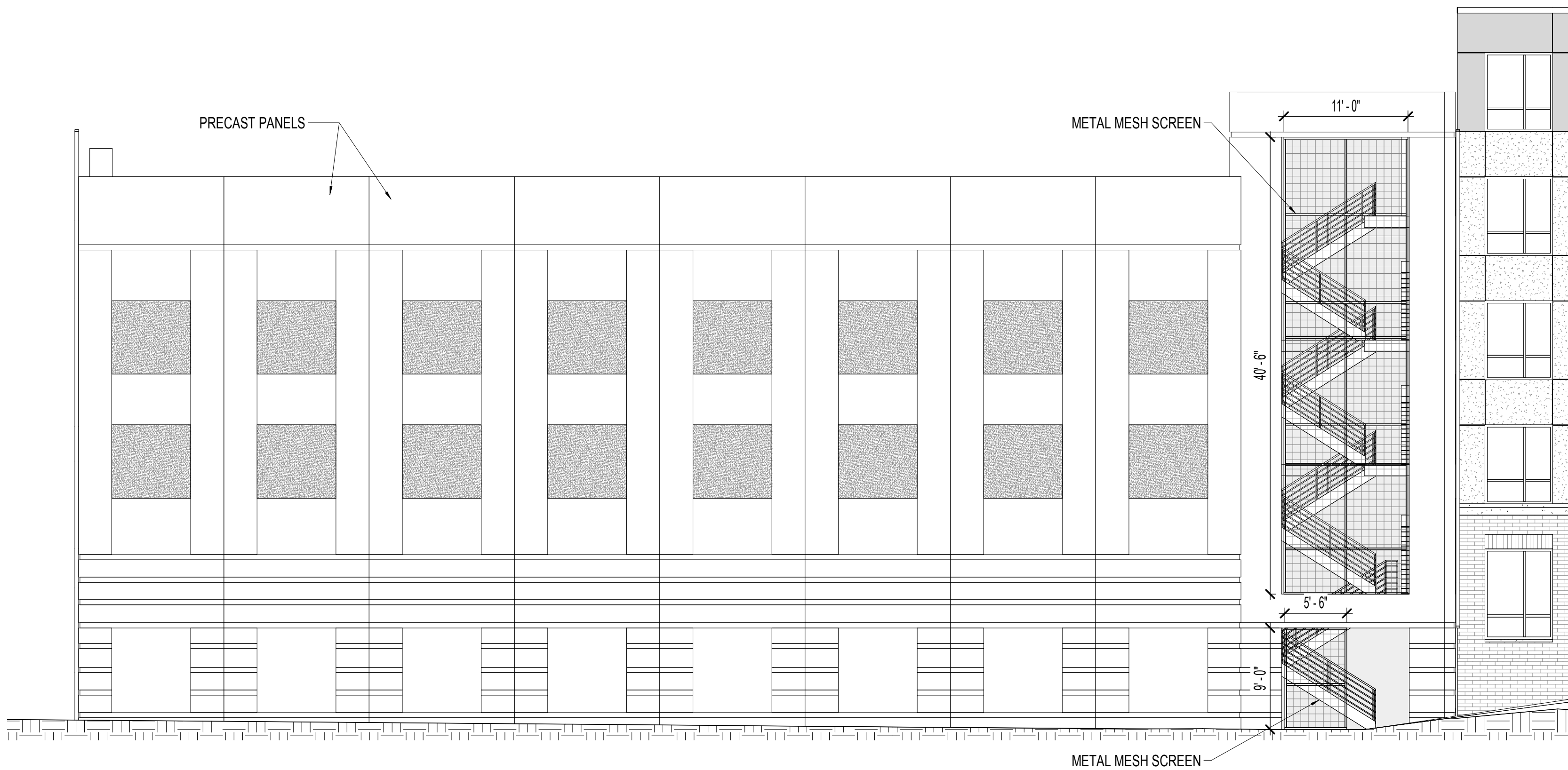
SHEET NO.:

A-106

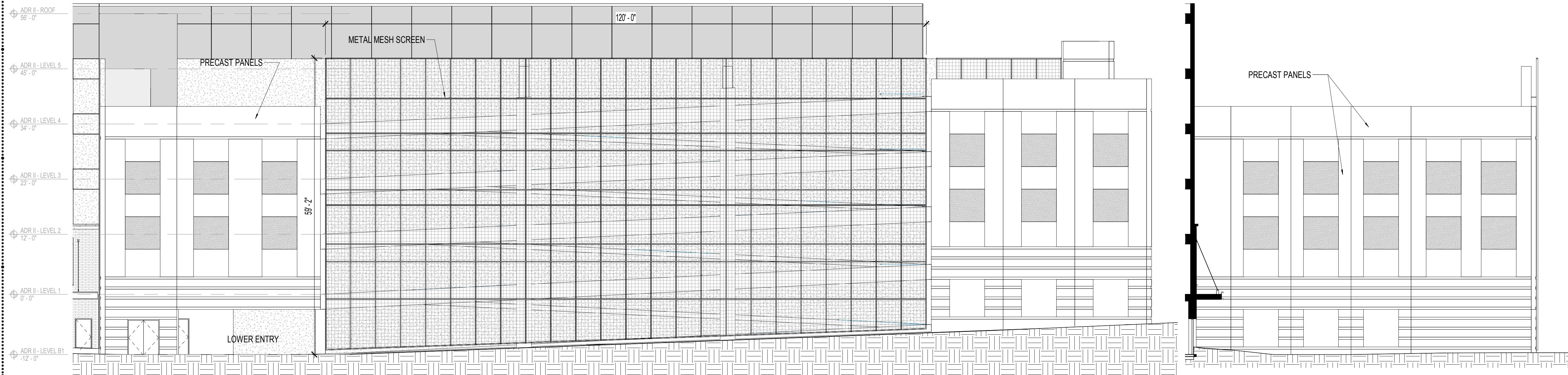
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4 WEST ELEVATION @ GARAGE - DC
SCALE: 1/8" = 1'-0"



2 NORTH ELEVATION @ GARAGE - DC
SCALE: 1/8" = 1'-0"



1 EAST ELEVATION @ GARAGE - DC
SCALE: 3/32" = 1'-0"

3 SOUTH ELEVATION @ GARAGE - DC
SCALE: 3/32" = 1'-0"

LEGEND * MATERIAL SAMPLES AND MATERIALS BOARD WILL BE PRESENT AT MEETING

- | | | | | |
|--------------------|--------------------|---------------------|----------------------|--------------------------|
| 1 MASONRY - 1 | 4 FIBER CEMENT - 3 | 7 STOREFRONT SYSTEM | 10 CAST STONE - BAND | 13 METAL WRAPPED CORNICE |
| 2 FIBER CEMENT - 1 | 5 NOT USED | 8 VTAC LOUVERS | 11 CAST STONE - SILL | 14 PREFAB METAL CANOPY |
| 3 FIBER CEMENT - 2 | 6 VINYL WINDOWS | 9 PREFAB BALCONY | 12 METAL COPING | 15 METAL PERGOLA |

NOT FOR
CONSTRUCTION

PLANNING COMMISSION REVISION	2018.08.22
PLANNING COMMISSION REVISIONS	2018.05.09
ISSUED FOR PLANNING COMMISSION	2018.04.04
NO.	DATE

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ARLINGTON DOWNS
RESIDENTIAL BUILDING II

ELEVATIONS

DRAWN BY: _____ CHECKED: _____

DATE:

Issue Date

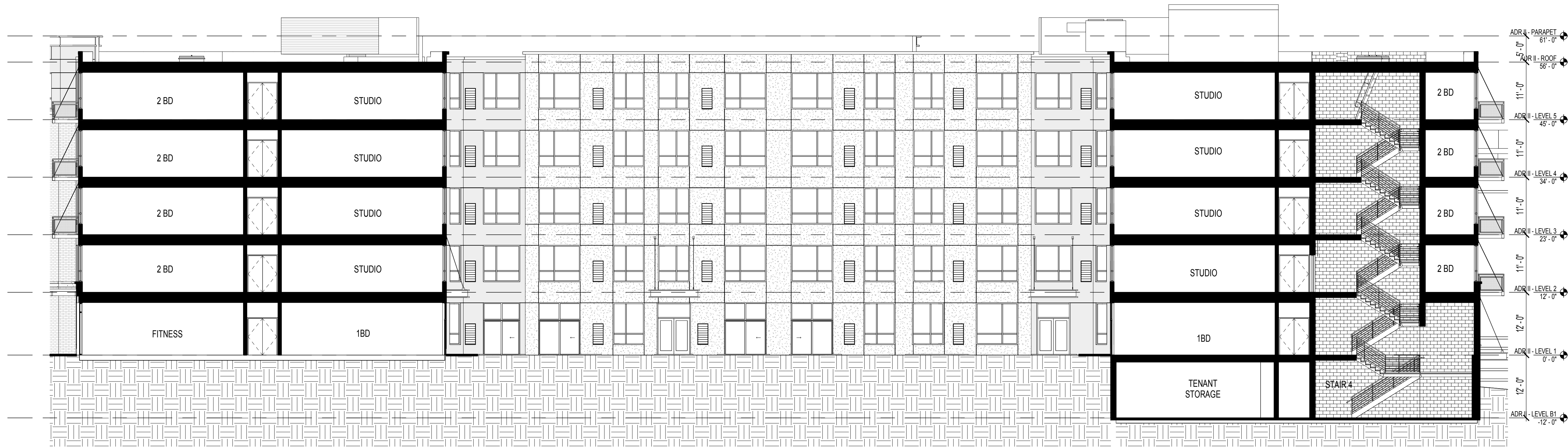
PROJ. NO.:

16093

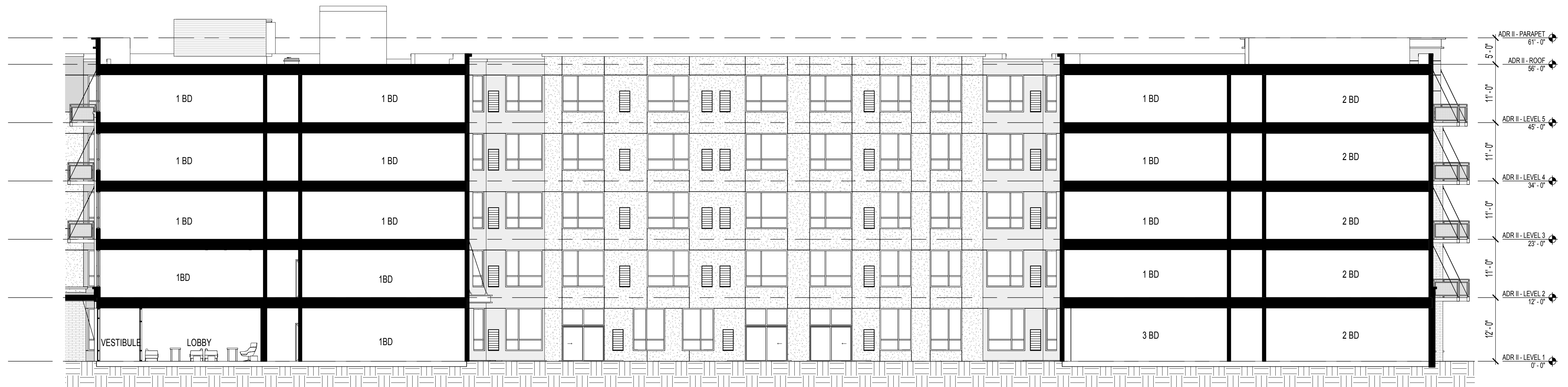
SHEET NO.:

A-107

301 OKW ARCHITECTS



2 SECTION 1 - DC
SCALE: 3/32" = 1'-0"



1 SECTION 2 - DC
SCALE: 3/32" = 1'-0"

NOT FOR
CONSTRUCTION

PLANNING COMMISSION REVISION	2018.08.22
PLANNING COMMISSION REVISIONS	2018.05.09
ISSUED FOR PLANNING COMMISSION	2018.04.04
NO.:	DATE

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ARLINGTON DOWNS
RESIDENTIAL BUILDING II

BUILDING SECTIONS

DRAWN BY: _____ CHECKED: _____

DATE: _____
Issue Date
PROJ. NO.: 16093
SHEET NO.: A-108

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LEGEND * MATERIAL SAMPLES AND MATERIALS BOARD WILL BE PRESENT AT MEETING

- 1

STOREFRONT SYSTEM
- 2

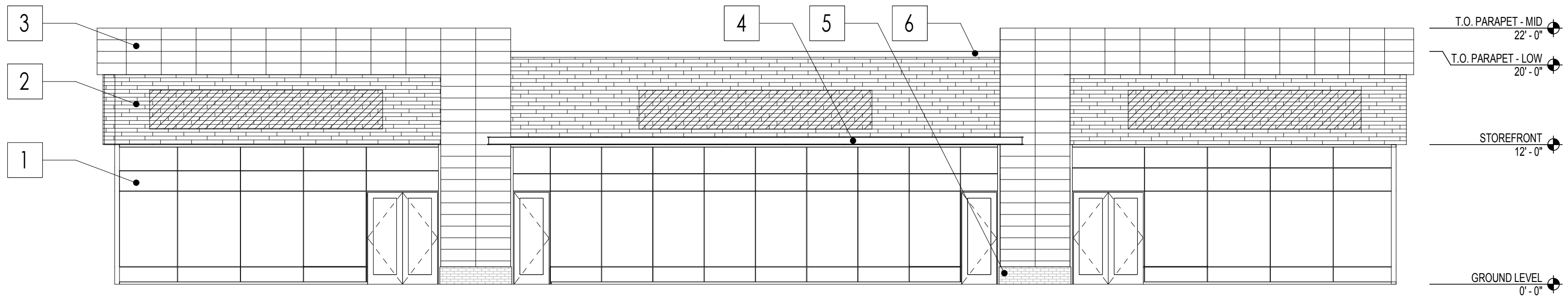
FIBER CEMENT PANEL
- 3

METAL PANEL
- SIGNAGE LOCATIONS
- 4

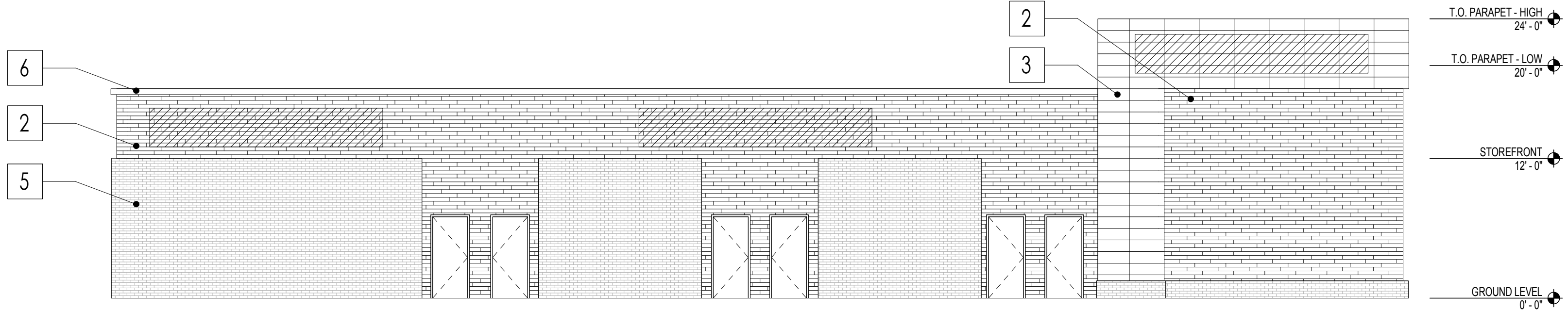
PREFAB CANOPY
- 5

MASONRY
- 6

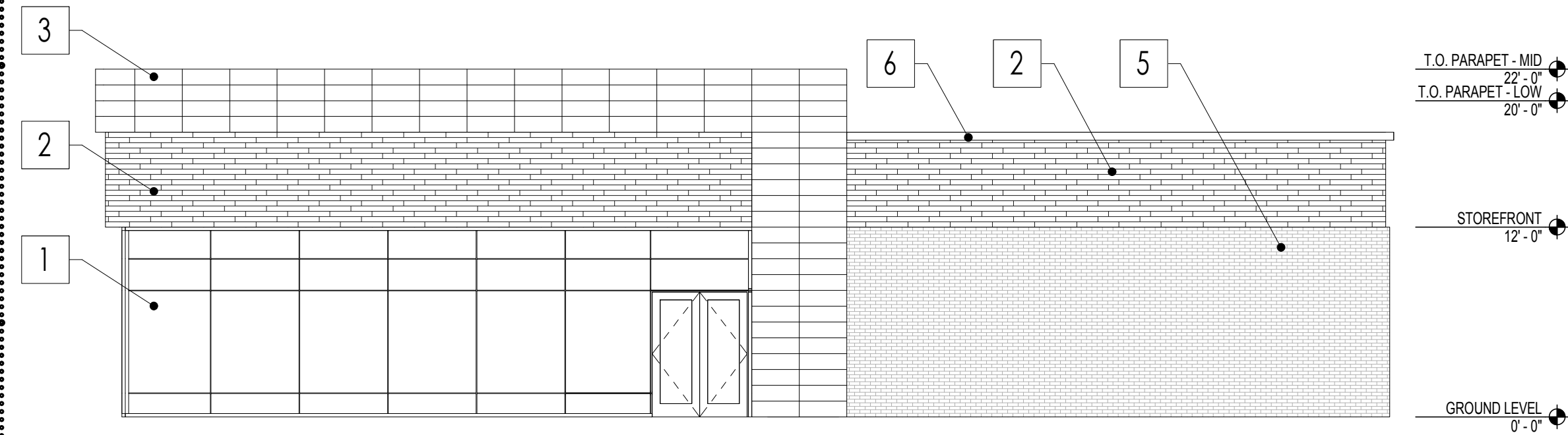
METAL COPING



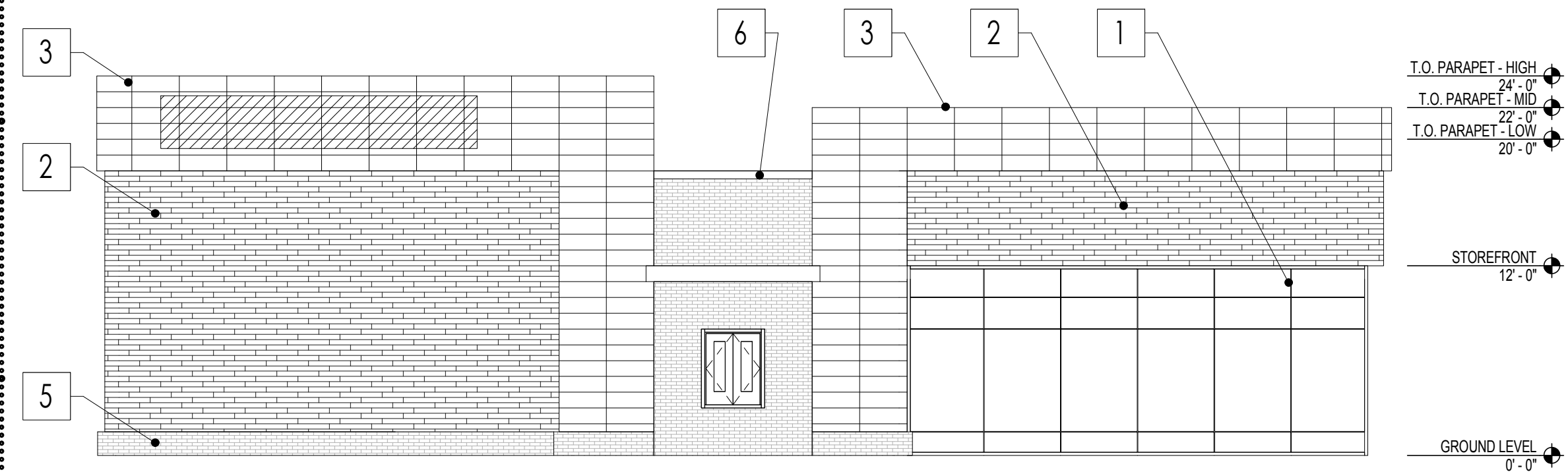
3
A-200
Retail B North Elevation
SCALE: 1/8" = 1'-0"



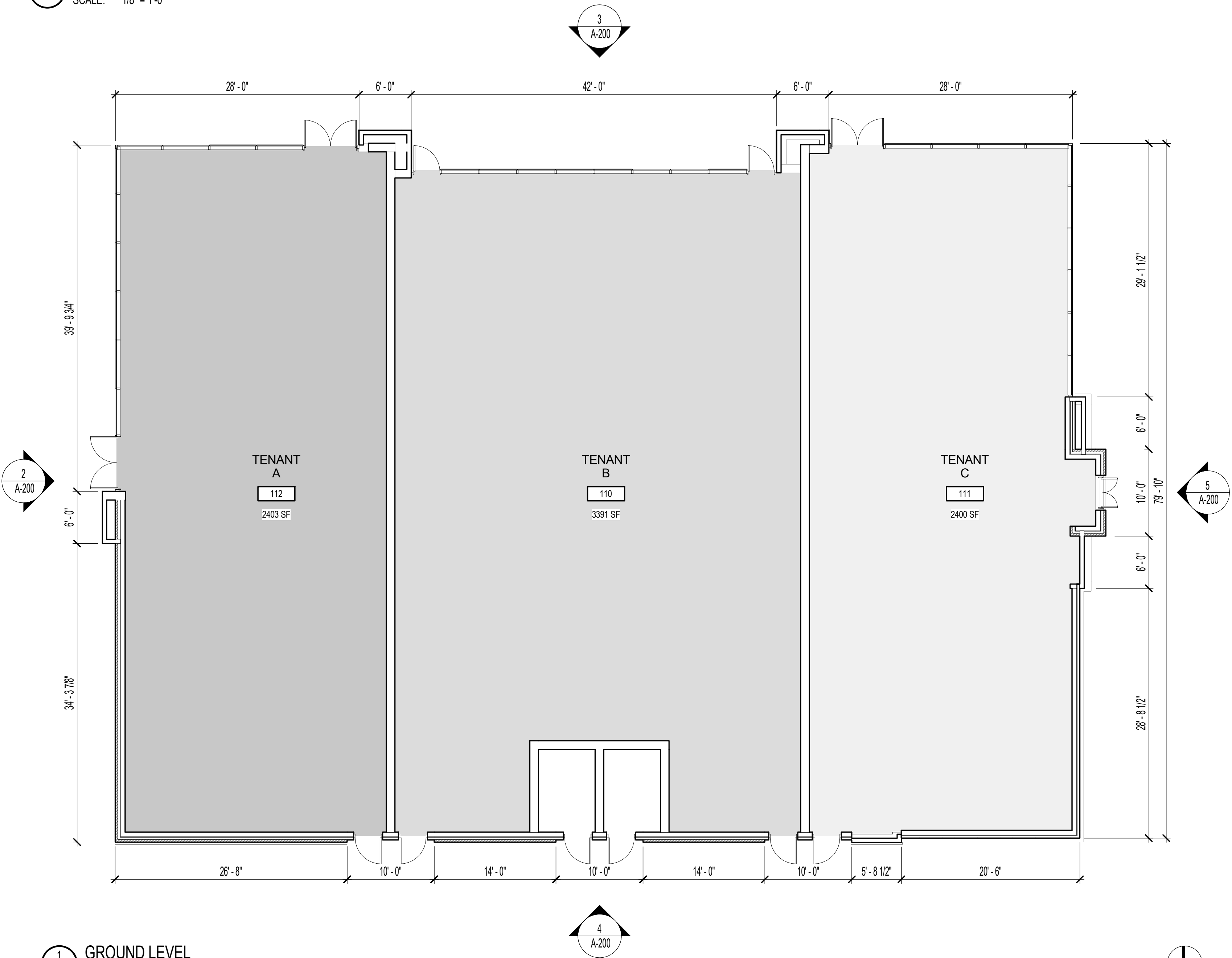
4
A-200
Retail B South Elevation
SCALE: 1/8" = 1'-0"



2
A-200
Retail B West Elevation
SCALE: 1/8" = 1'-0"



5
A-200
Retail B East Elevation
SCALE: 1/8" = 1'-0"



1
A-200
GROUND LEVEL
SCALE: 1/8" = 1'-0"

Room Legend

- TENANT A
- TENANT B
- TENANT C

NOT FOR
CONSTRUCTION

4	PLANNING COMMISSION REVISIONS	2018.08.22
3	PLANNING COMMISSION REVISIONS	2018.05.09
2	PLANNING COMMISSION	2018.04.04
NO.	ISSUED FOR:	DATE

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PROJECT NAME

PROJECT ADDRESS

BUILDING B

DRAWN BY: _____ CHECKED: _____

DATE:

Issue Date

PROJ. NO.:

16093

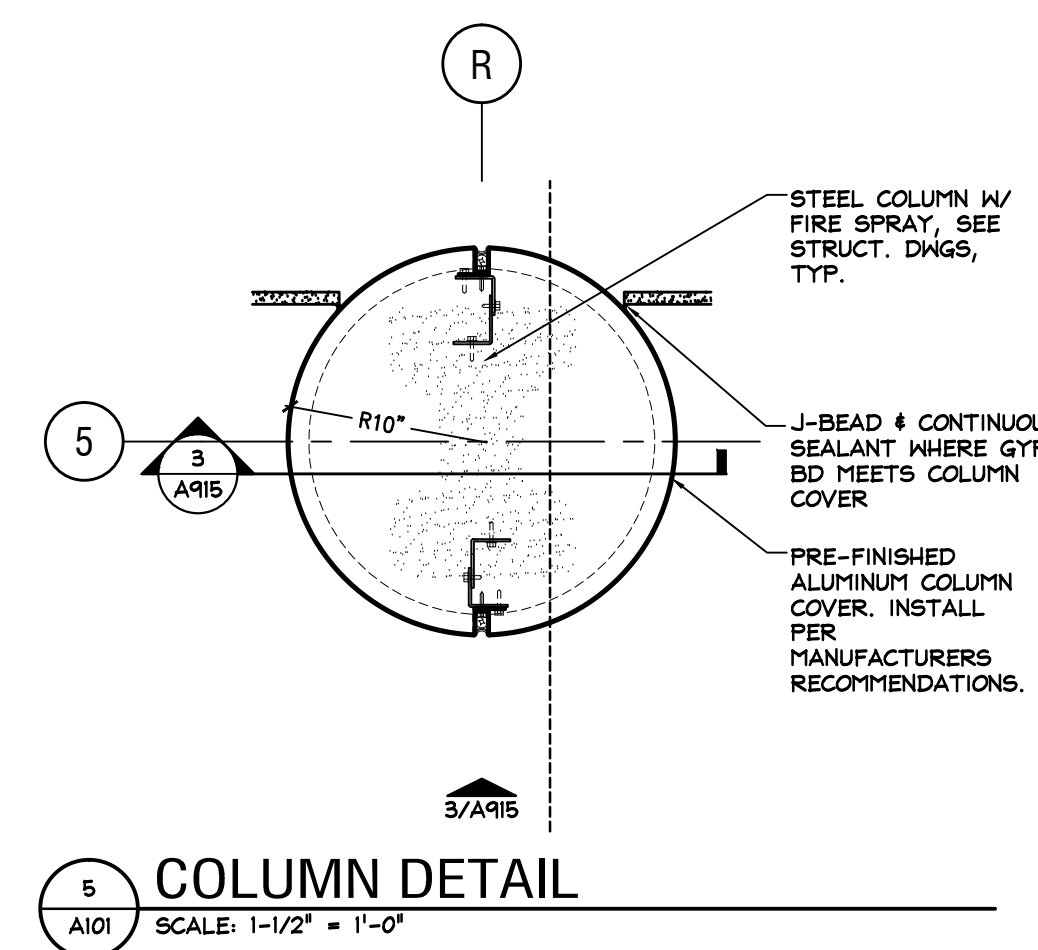
SHEET NO.:

A-200

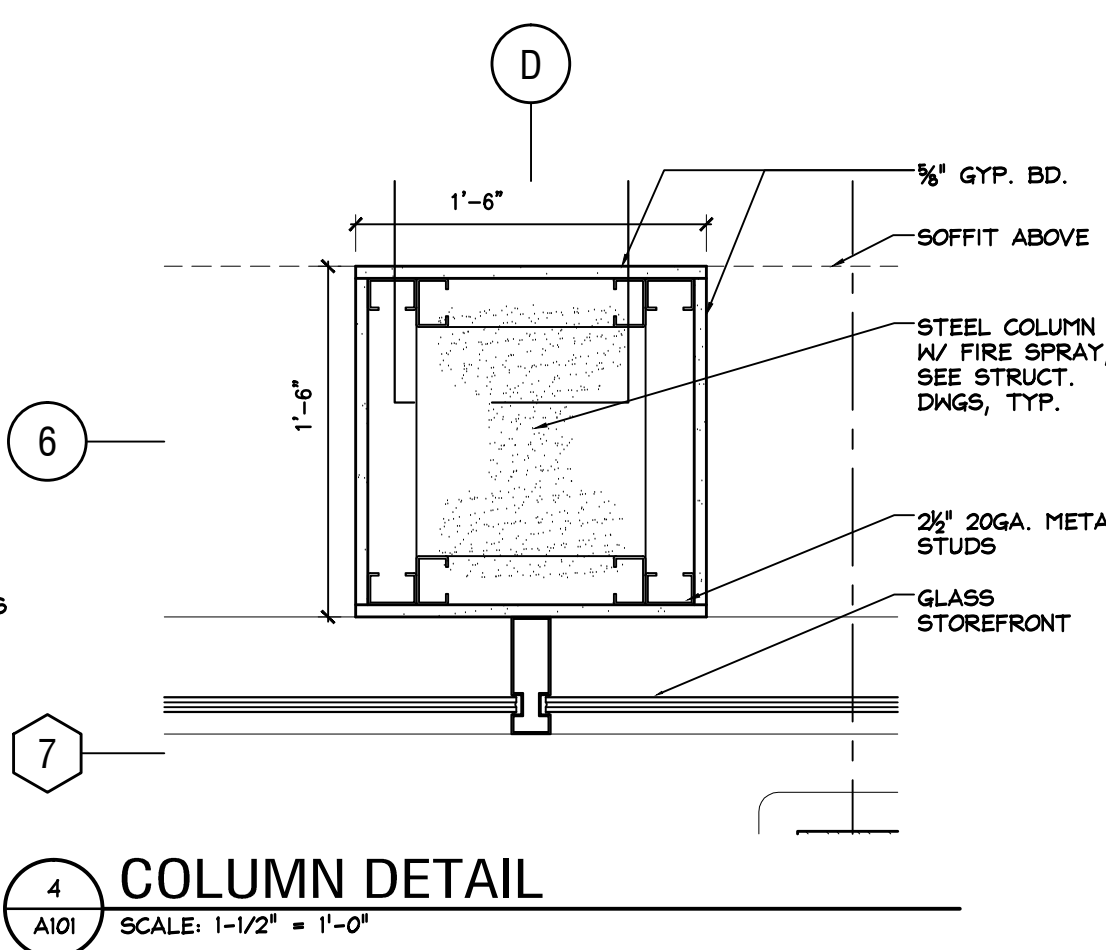
FLOOR PLAN NOTES:

1. REFER TO ENLARGED PLANS FOR:
PARTITION TYPES
INTERIOR DIMENSIONS
DOOR AND WINDOW TAGS
OTHER FLOOR PLAN INFORMATION
2. REFER TO DOOR SCHEDULE FOR DOOR TYPES.
3. REFER TO WINDOW SCHEDULE FOR WINDOW TYPES.
4. REFER TO FINISH SCHEDULE FOR FINISH INFORMATION.
5. FIELD VERIFY DIMENSIONS OF ALL MILLWORK AREAS PRIOR TO FABRICATION. REFER TO ENLARGED UNIT SHEETS FOR UNIT REFLECTED CEILING INFORMATION.
6. REFER TO LANDSCAPE DRAWINGS FOR SITE INFORMATION.
7. ALL EXPOSED CONCRETE WALLS IN PUBLIC AREAS SHALL RECEIVE 1/2" FURRING CHANNELS WITH 1/2" THICK GYPSUM WALL BOARD (GWB) AND THE PROPER CORNER BEADS AND GYPSUM 90 DEGREE ANGLES.
8. REFER TO ENLARGED STAIR PLANS FOR PARTITION TYPE INFORMATION.
9. ALL UNIT DEMISING PARTITIONS SHALL BE () UNLESS OTHERWISE NOTED.

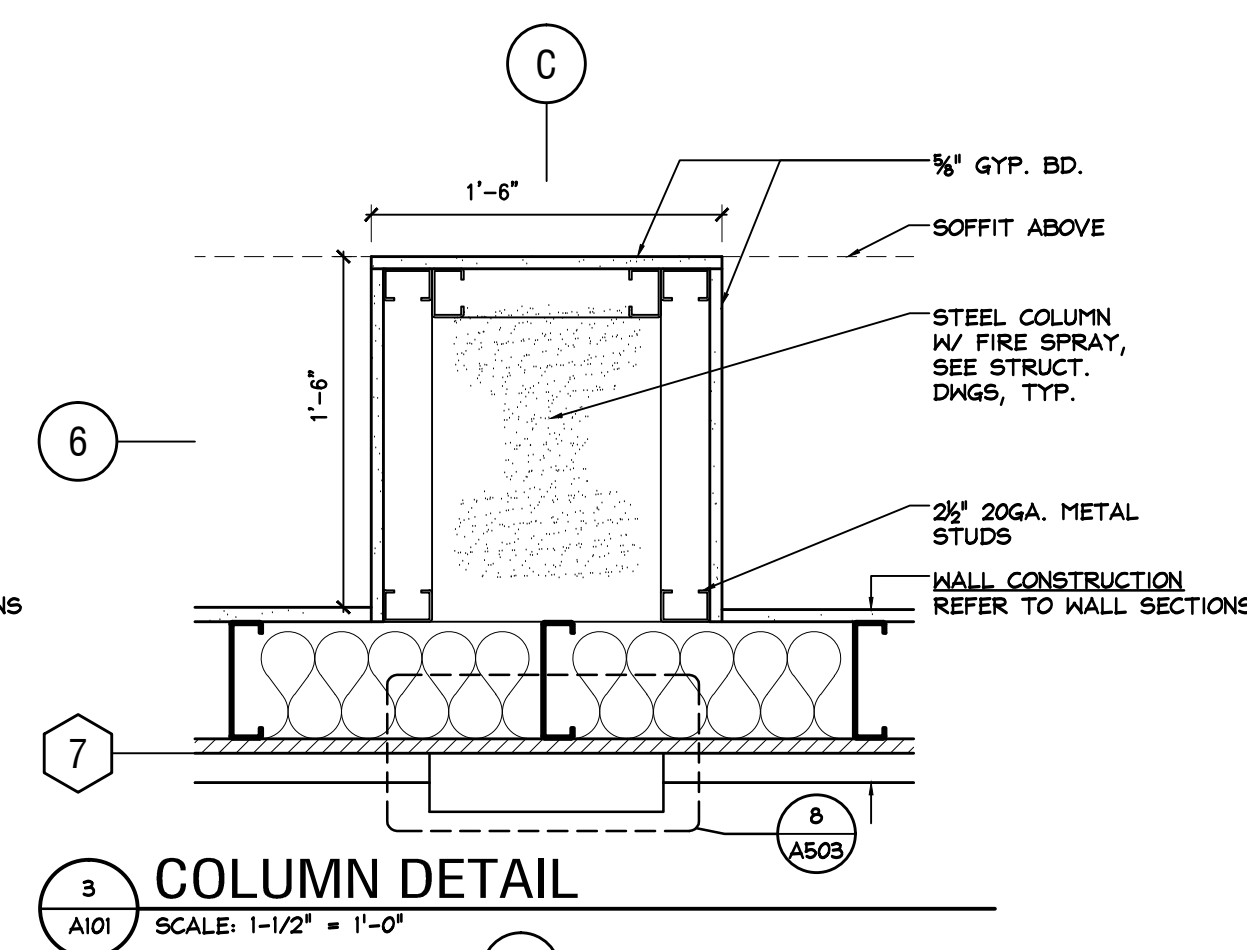
FLOOR AREA	
FIRST FLOOR	12,560 SF
MEZZANINE LEVEL	4,238 SF
SECOND FLOOR	12,600 SF
THIRD FLOOR	12,600 SF
FOURTH FLOOR	12,600 SF
TOTAL	54,598 SF



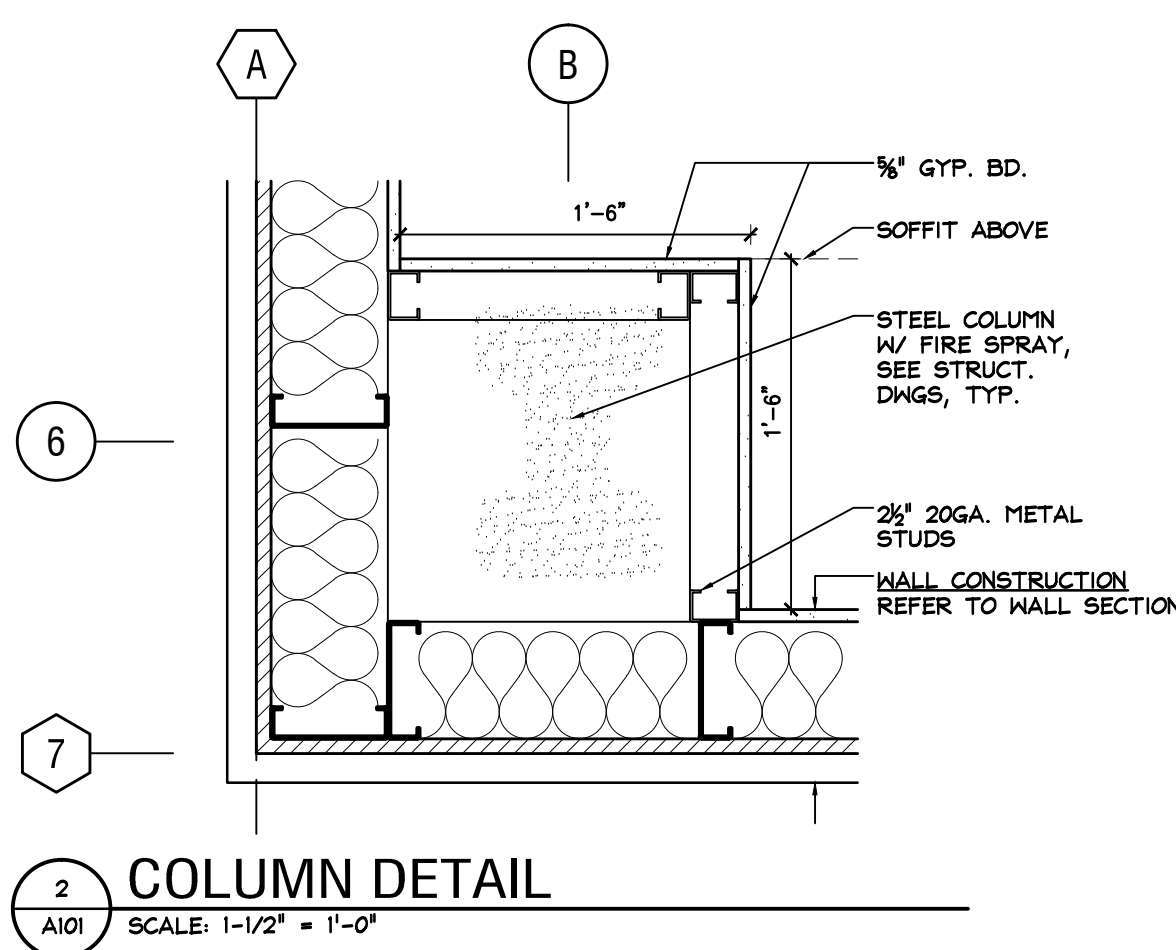
5 COLUMN DETAIL
SCALE: 1-1/2" = 1'-0"



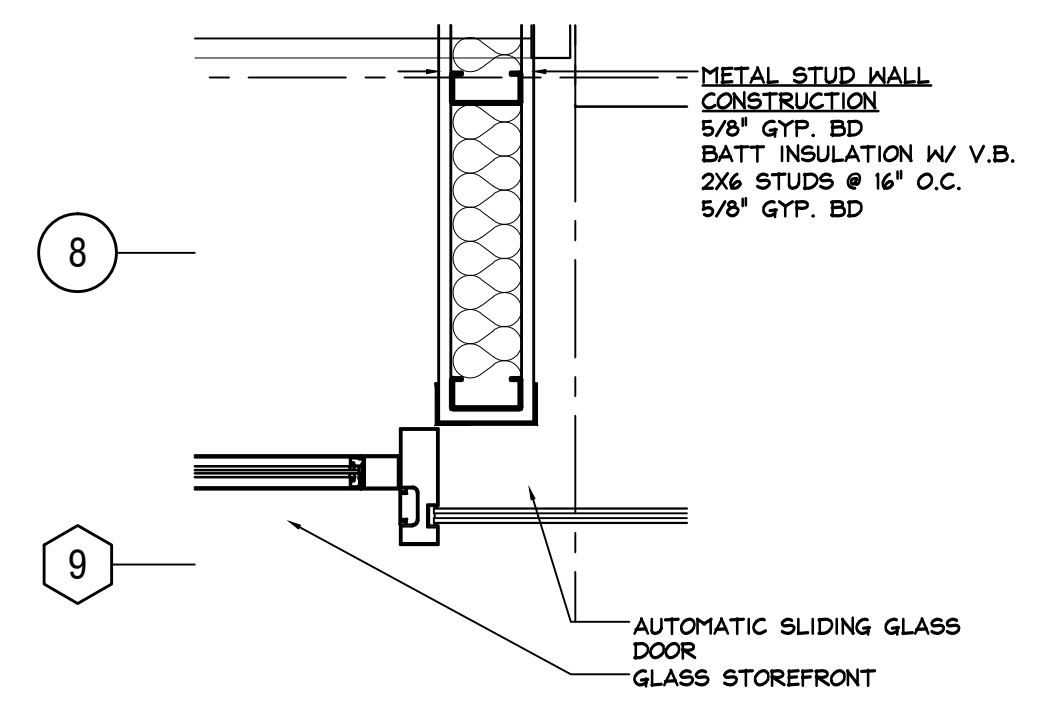
4 COLUMN DETAIL
SCALE: 1-1/2" = 1'-0"



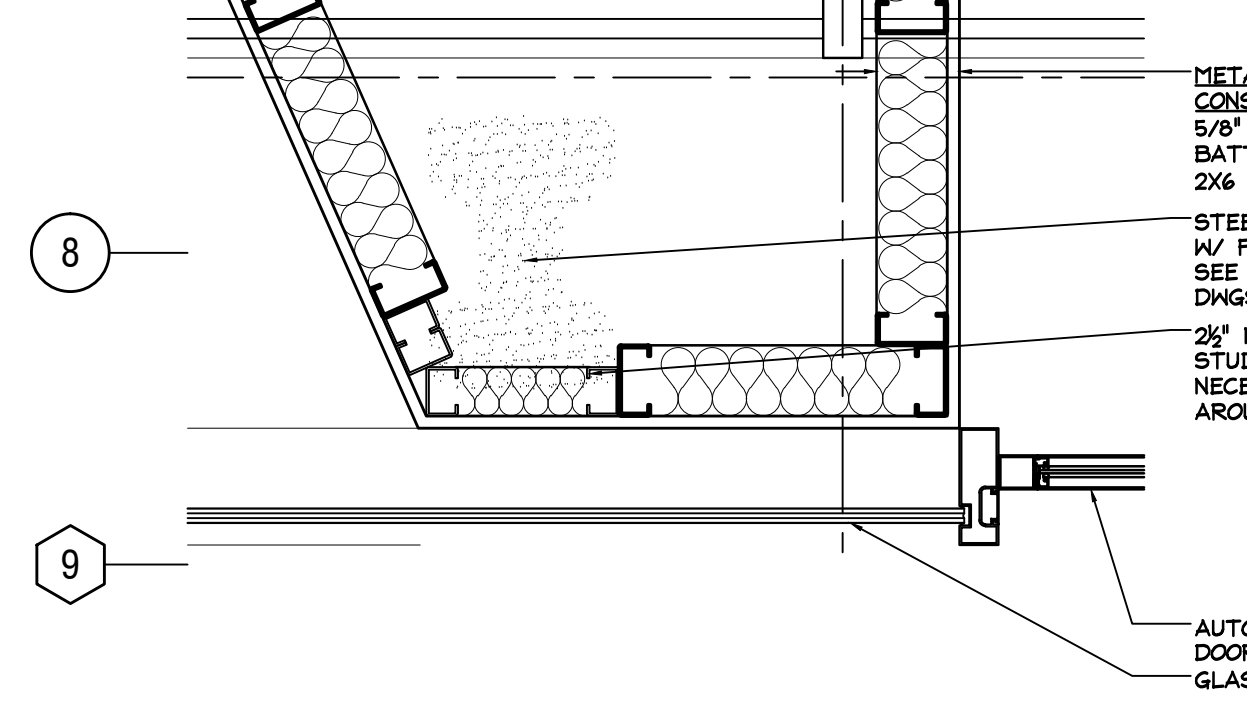
3 COLUMN DETAIL
SCALE: 1-1/2" = 1'-0"



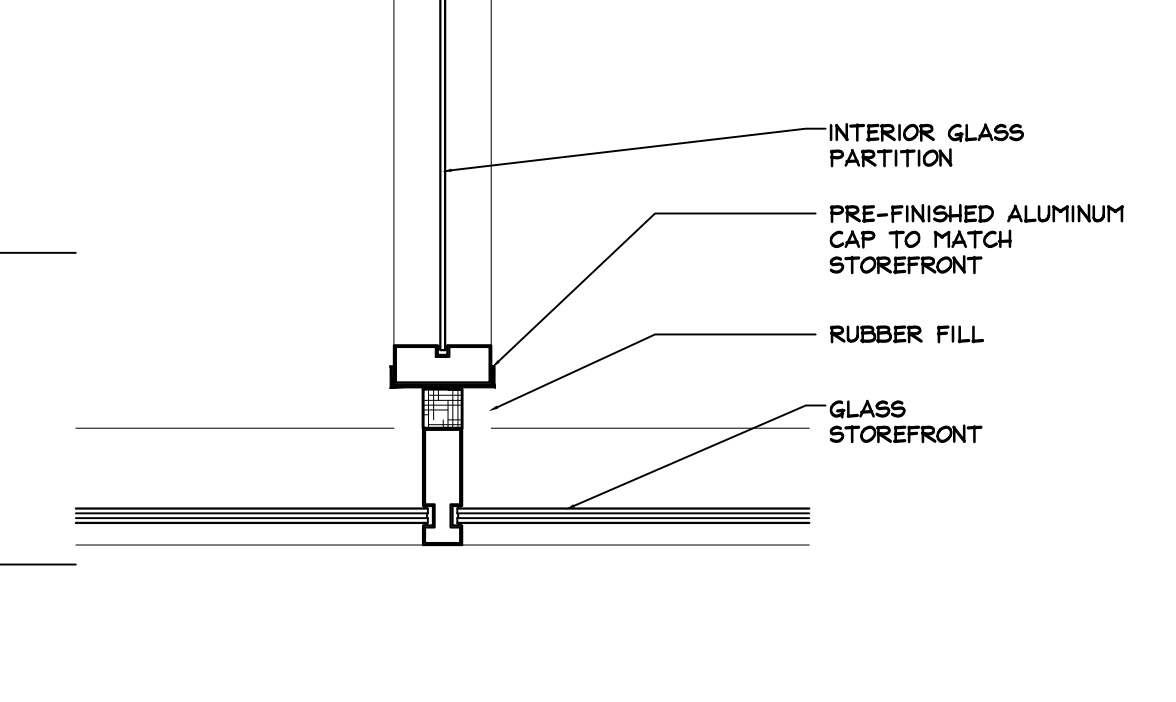
2 COLUMN DETAIL
SCALE: 1-1/2" = 1'-0"



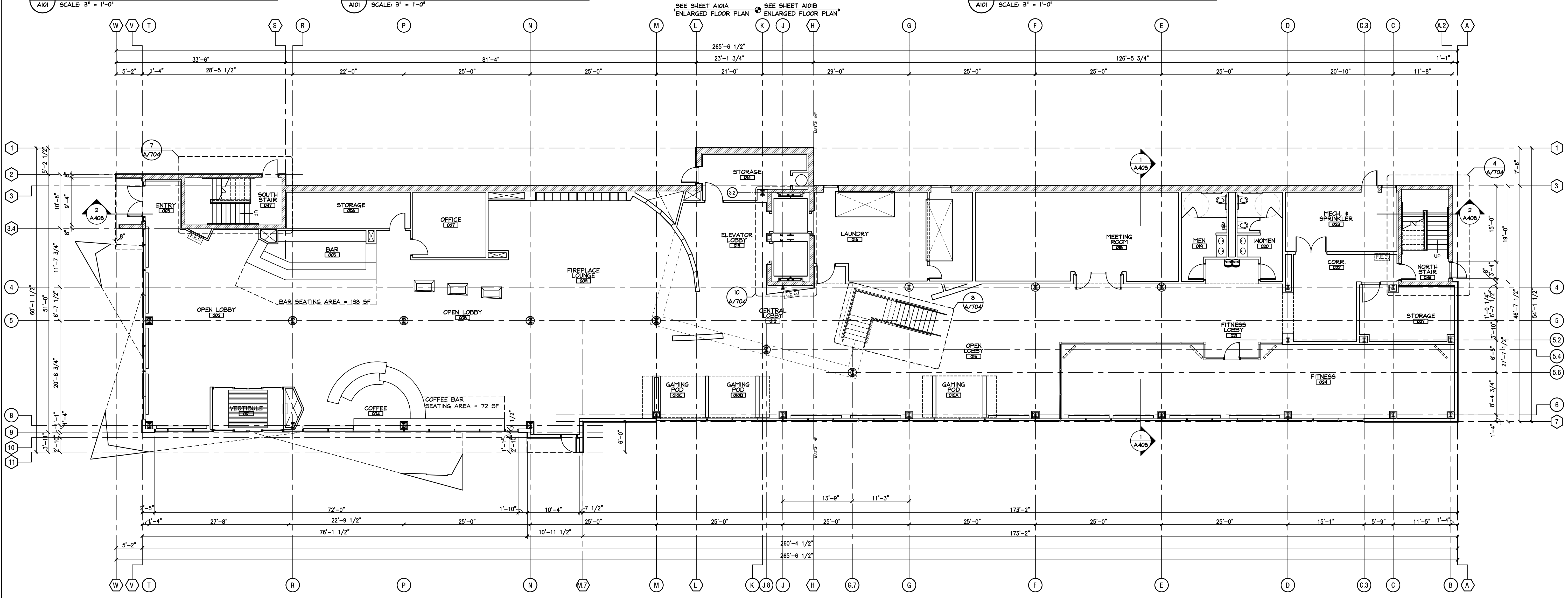
8 INTERIOR GYP. BD. WALL @
CURTAIN WALL DETAIL
SCALE: 3" = 1'-0"



7 INTERIOR GYP. BD. WALL @
CURTAIN WALL DETAIL
SCALE: 3" = 1'-0"



6 INTERIOR GLASS WALL @
CURTAIN WALL DETAIL
SCALE: 3" = 1'-0"



1 COMPOSITE
FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"



RUBBER
(BLACK)

INSERT STYLE

1 15/16"

SEE MEC. DRWG'S.

LINE OF WALL

HEAD
EL. = (SEE ELEV.)

1/4" SHIM w/
CONTINUOUS SEALANT
(MATCH PANEL STAIN)

PREFINISHED ALUMINUM
LOUVER SYSTEM

1/4" SHIM w/
CONTINUOUS SEALANT
(MATCH PANEL STAIN)

SILL
EL. = (SEE ELEV.)

FLASHING SUPPLIED BY
LOUVER MANUF. COLOR
TO MATCH LOUVER

1

1 1/2"

CONTINUOUS SEALANT

EXPANSION ANCHOR

TEK SCREW

INSET SCREEN

TEK SCREW

CONTINUOUS CLIP ANGLE

EXPANSION ANCHOR

SEALANT AND KEEPS

FLASHING

3 LOUVRE DETAIL
AI02 SCALE: 1 1/2" = 1'-0"

1. REFER TO ENLARGED PLANS FOR :
PARTITION TYPES
INTERIOR DIMENSIONS
DOOR AND WINDOW TAGS
OTHER FLOOR PLAN INFORMATION
2. REFER TO DOOR SCHEDULE FOR DOOR TYPES.
3. REFER TO WINDOW SCHEDULE FOR WINDOW TYPES.
4. REFER TO FINISH SCHEDULE FOR FINISH INFORMATION.
5. FIELD VERIFY DIMENSIONS OF ALL MILLWORK AREAS PRIOR TO FABRICATION. REFER TO ENLARGED UNIT SHEETS FOR UNIT REFLECTED CEILING INFORMATION.
6. REFER TO LANDSCAPE DRAWINGS FOR SITE INFORMATION.
7. ALL EXPOSED CONCRETE WALLS IN PUBLIC AREAS SHALL RECEIVE 1/2" FURRING CHANNELS WITH 1/2" TYPISUR WALL BOARD (GYSM) AND THE PROPER CORNER BEADS AND GYPSUM 90 DEGREE ANGLES.
8. REFER TO ENLARGED STAIR PLANS FOR PARTITION TYPE INFORMATION.
9. ALL UNIT DEMISING PARTITIONS SHALL BE ()
UNLESS OTHERWISE NOTED.

FLOOR AREA	
FIRST FLOOR	12,560 SF
MEZZANINE LEVEL	4,238 SF
SECOND FLOOR	12,600 SF
THIRD FLOOR	12,600 SF
FOURTH FLOOR	12,600 SF
TOTAL	54,598 SF

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Ingwood, Illinois 60072
5.653.7100 phone
5.653.7700 fax
w.gillespiedesigngroup.com

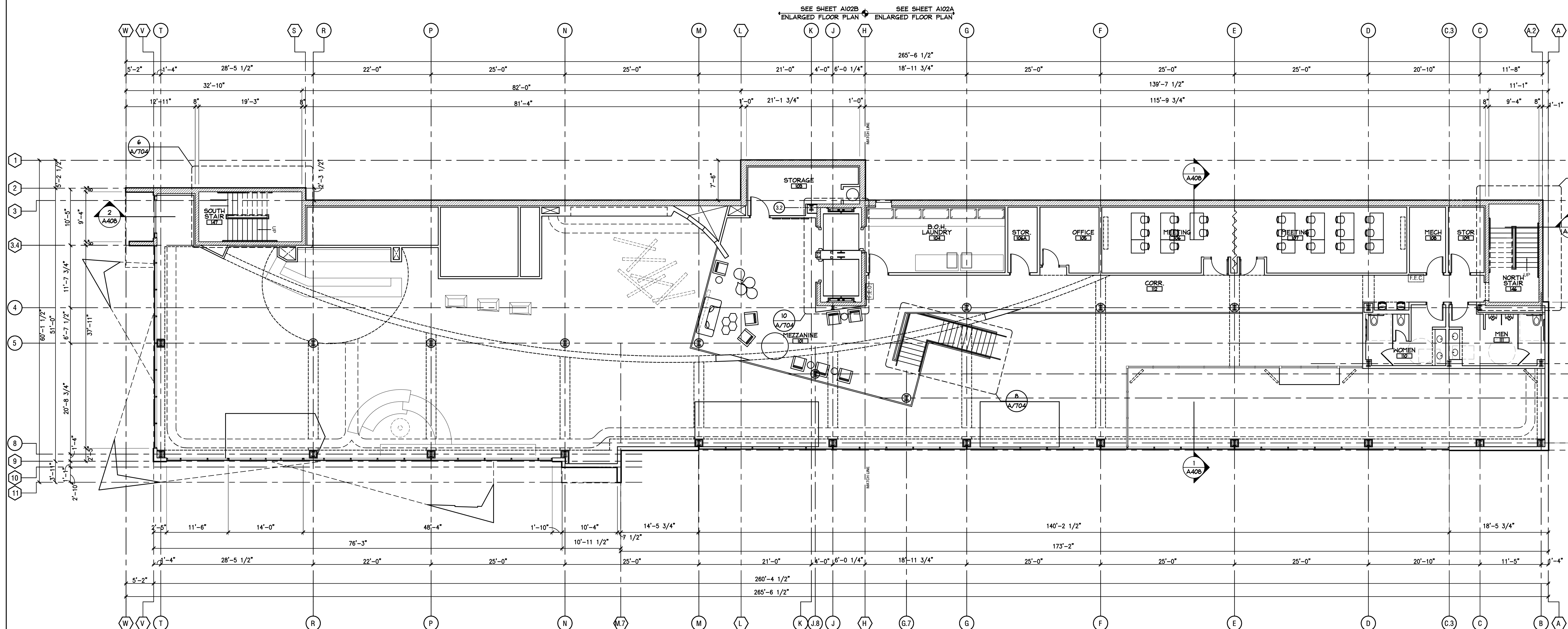
17-052

VIB HOTEL BY BEST WESTERN
ARLINGTON DOWNS PLANNED DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

date	occurrence
9.15.2017	ISSUED FOR PERMIT
5.9.2018	ISSUED FOR PUD AMENDMENT
6.20.2018	REVISED FOR PUD AMENDMENT

MEZZANINE FLOOR PLAN

A301



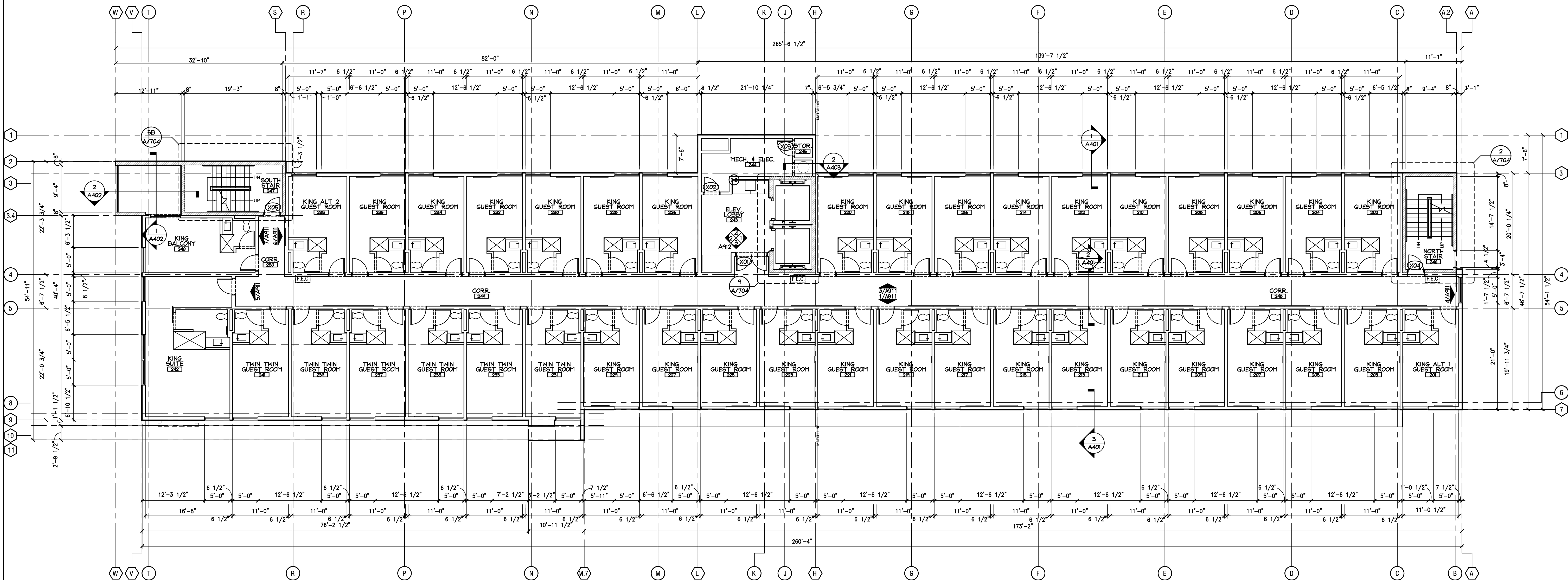
COMPOSITE
MEZZANINE FLOOR PLAN
SCALE: 1/8" = 1'-0"



FLOOR PLAN NOTES:

1. REFER TO ENLARGED PLANS FOR :
PARTITION TYPES
INTERIOR DIMENSIONS
DOOR AND WINDOW TAGS
OTHER FLOOR PLAN INFORMATION
2. REFER TO DOOR SCHEDULE FOR DOOR TYPES.
3. REFER TO WINDOW SCHEDULE FOR WINDOW TYPES.
4. REFER TO FINISH SCHEDULE FOR FINISH INFORMATION.
5. FIELD VERIFY DIMENSIONS OF ALL MILLWORK AREAS PRIOR TO FABRICATION. REFER TO ENLARGED UNIT SHEETS FOR UNIT REFLECTED CEILING INFORMATION.
6. REFER TO LANDSCAPE DRAWINGS FOR SITE INFORMATION.
7. ALL EXPOSED CONCRETE WALLS IN PUBLIC AREAS SHALL RECEIVE 1/2" FURRING CHANNELS WITH 1/2" THICK GYPSUM WALL BOARD (GWB) AND THE PROPER CORNER BEADS AND GYPSUM 90 DEGREE ANGLES.
8. REFER TO ENLARGED STAIR PLANS FOR PARTITION TYPE INFORMATION.
9. ALL UNIT DEMISING PARTITIONS SHALL BE () UNLESS OTHERWISE NOTED.

2nd FLOOR		#				SUB TOTAL	SEE SHEET
ROOM TYPE:							
KING		39	--	--	--	39	A701
KING ALT 1		1	--	--	--	1	A703
KING ALT 2		1	--	--	--	1	A703
KING (ADA)		--	--	--	--	--	--
KING SUITE		1	--	--	--	1	A701
KING SUITE (ADA)		--	--	--	--	--	--
KING BALCONY		1	--	--	--	1	A701
KING PARLOR		--	--	--	--	--	--
TWIN		6	--	--	--	6	A702
TWIN (ADA)		--	--	--	--	--	--
FLOOR TOTAL						40	
AREA THIS FLOOR						12,805 SF	



date	description
9.15.2017	ISSUED FOR PERMIT
5.3.2018	ISSUED FOR PUD AMENDMENT
6.20.2018	REVISED FOR PUD AMENDMENT

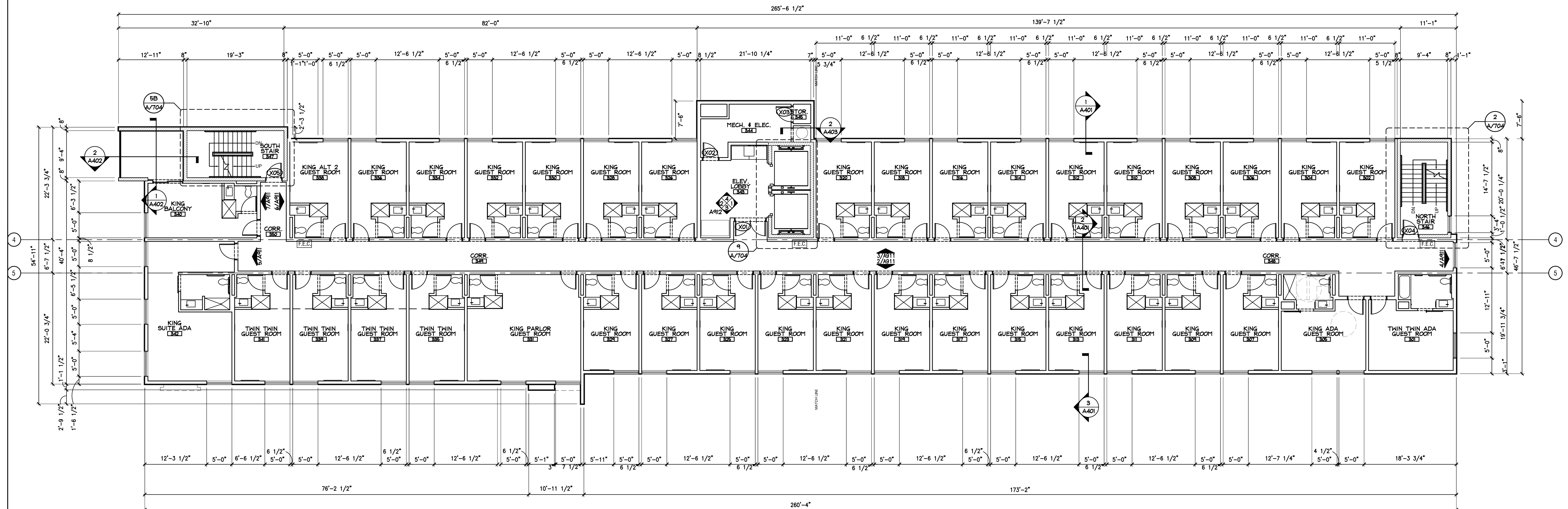
[illegible]

A303

1. REFER TO ENLARGED PLANS FOR :
PARTITION TYPES
INTERIOR DIMENSIONS
DOOR AND WINDOW TAGS
OTHER FLOOR PLAN INFORMATION

2. REFER TO DOOR SCHEDULE FOR DOOR TYPES.
3. REFER TO WINDOW SCHEDULE FOR WINDOW TYPES.
4. REFER TO FINISH SCHEDULE FOR FINISH INFORMATION.
5. FIELD VERIFY DIMENSIONS OF ALL MILLWORK AREAS PRIOR TO FABRICATION. REFER TO ENLARGED UNIT SHEETS FOR UNIT REFLECTED CEILING INFORMATION.
6. REFER TO LANDSCAPE DRAWINGS FOR SITE INFORMATION.
7. ALL EXPOSED CONCRETE WALLS IN PUBLIC AREAS SHALL RECEIVE 1/2" FURRING CHANNELS WITH 1/2" THICK UPTURN WALL BOARD (GWS) AND THE PROPER CORNER BEADS AND GYPSUM 90 DEGREE ANGLES.
8. REFER TO ENLARGED STAIR PLANS FOR PARTITION TYPE INFORMATION.
9. ALL UNIT DEMISING PARTITIONS SHALL BE () UNLESS OTHERWISE NOTED.

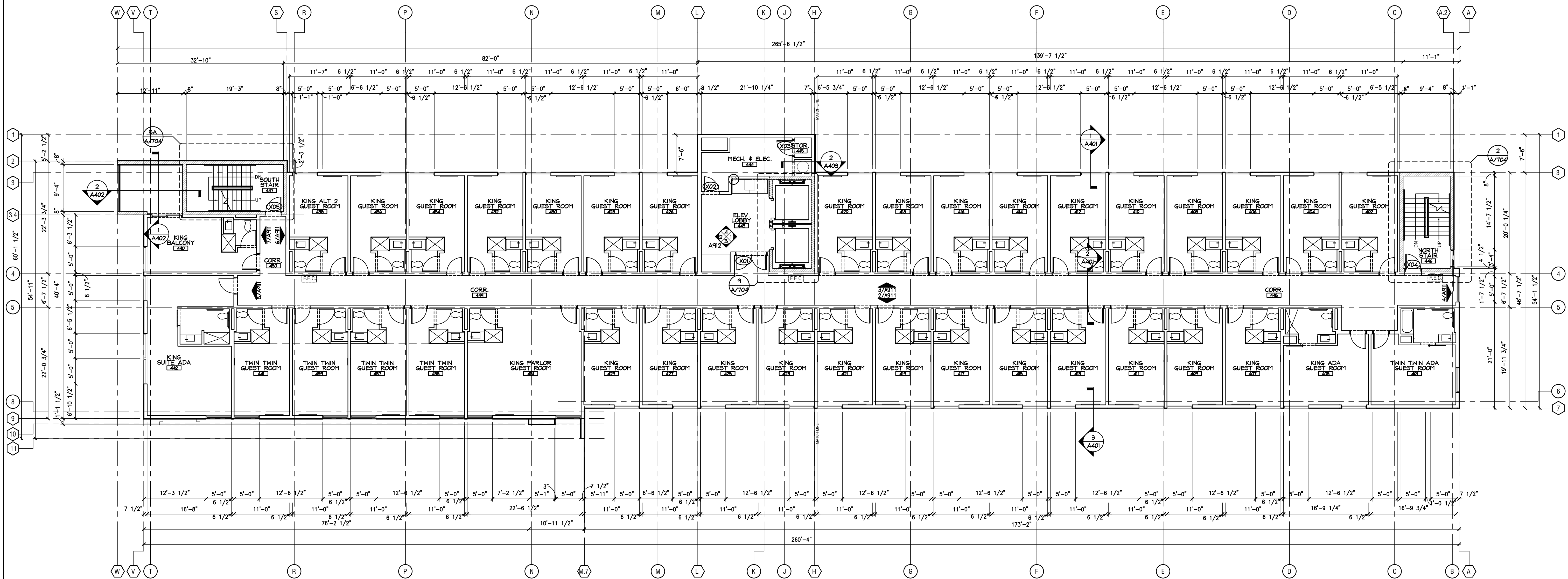
3rd FLOOR ROOM TYPE:		#			SUB TOTAL	SHEET SHEET
KING		28	--	--	28	A701
KING ALT 1		--	--	--		
KING ALT 2		1	--	--	1	A703
KING (ADA)		--	1	--	1	A703
KING SUITE		--	--	--	--	
KING SUITE (ADA)		--	1	--	1	A702
KING BALCONY		1	--	--	1	A701
KING PARLOR		1	--	--	1	A702
TWIN		4	--	--	4	A702
TWIN (ADA)		--	1	--	1	A703
	FLOOR TOTAL				38	
AREA THIS FLOOR	12.60 SF					



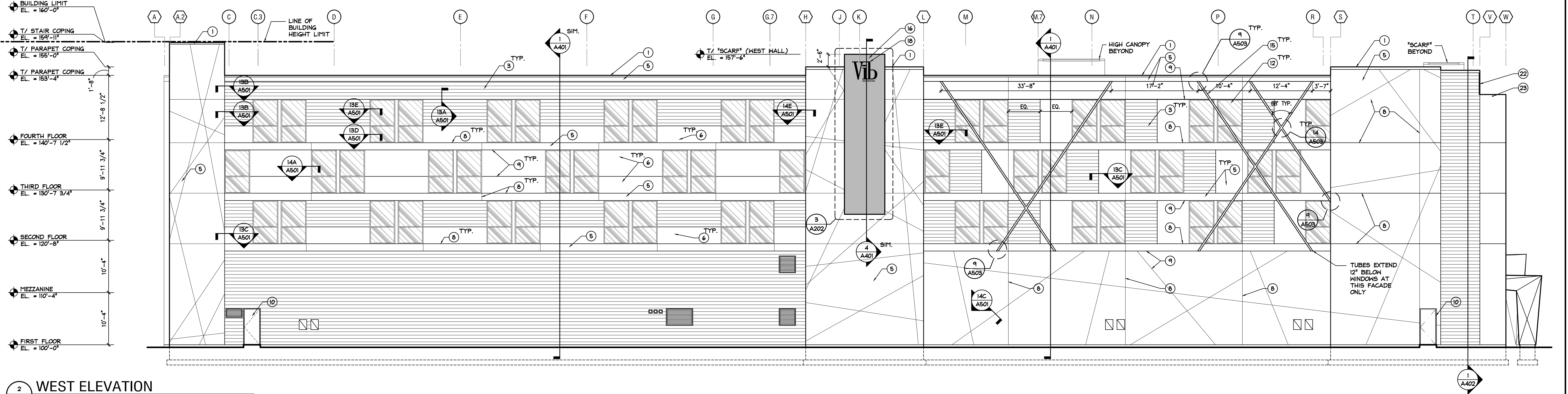
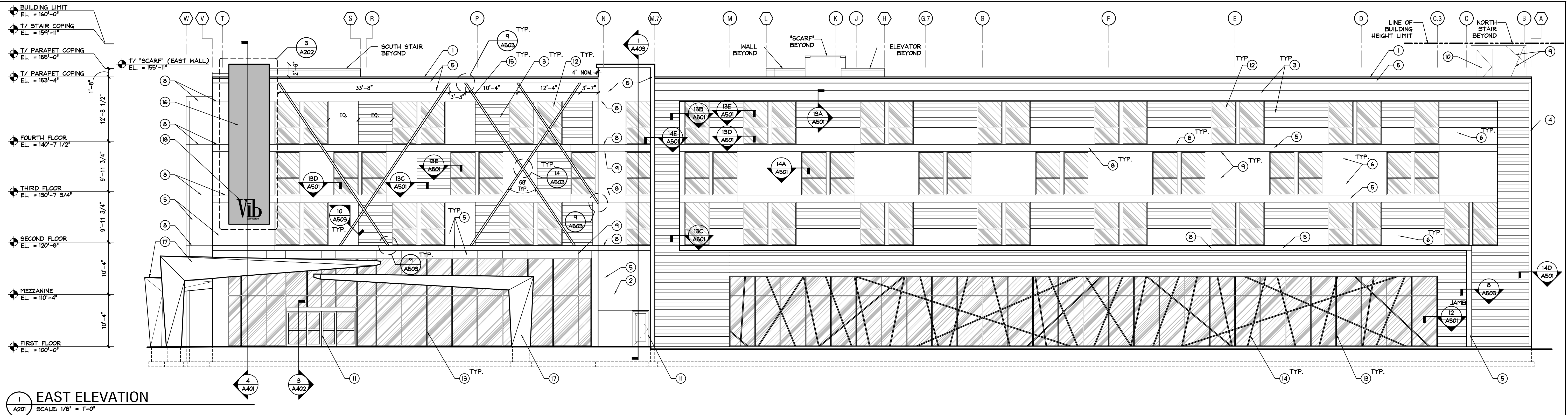
FLOOR PLAN NOTES:

1. REFER TO ENLARGED PLANS FOR :
PARTITION TYPES
INTERIOR DIMENSIONS
DOOR AND WINDOW TAGS
OTHER FLOOR PLAN INFORMATION
2. REFER TO DOOR SCHEDULE FOR DOOR TYPES.
3. REFER TO WINDOW SCHEDULE FOR WINDOW TYPES.
4. REFER TO FINISH SCHEDULE FOR FINISH INFORMATION.
5. FIELD VERIFY DIMENSIONS OF ALL MILLWORK AREAS.
PRIOR TO FABRICATION. REFER TO ENLARGED UNIT SHEETS FOR UNIT REFLECTED CEILING INFORMATION.
6. REFER TO LANDSCAPE DRAWINGS FOR SITE INFORMATION.
7. ALL EXPOSED CONCRETE WALLS IN PUBLIC AREAS SHALL RECEIVE 1/2" FURRING CHANNELS WITH 1/2" GYPSUM WALL BOARD (GWB) AND THE PROPER CORNER BEADS AND GYPSUM 90 DEGREE ANGLES.
8. REFER TO ENLARGED STAIR PLANS FOR PARTITION TYPE INFORMATION.
9. ALL UNIT DENISING PARTITIONS SHALL BE ()
UNLESS OTHERWISE NOTED.

4th FLOOR ROOM TYPE	#			SUB TOTAL	SEE SHEET
KING	28	--	--	28	A701
KING ALT 1	--	--	--	--	--
KING ALT 2	1	--	--	1	A703
KING (ADA)	--	1	--	1	A703
KING SUITE	--	--	--	--	--
KING SUITE (ADA)	--	1	--	1	A702
KING BALCONY	1	--	--	1	A701
KING PARLOR	1	--	--	1	A702
TWIN	4	--	--	4	A702
TWIN (ADA)	--	1	--	1	A703
FLOOR TOTAL				38	
AREA THIS FLOOR	12,605 SF				



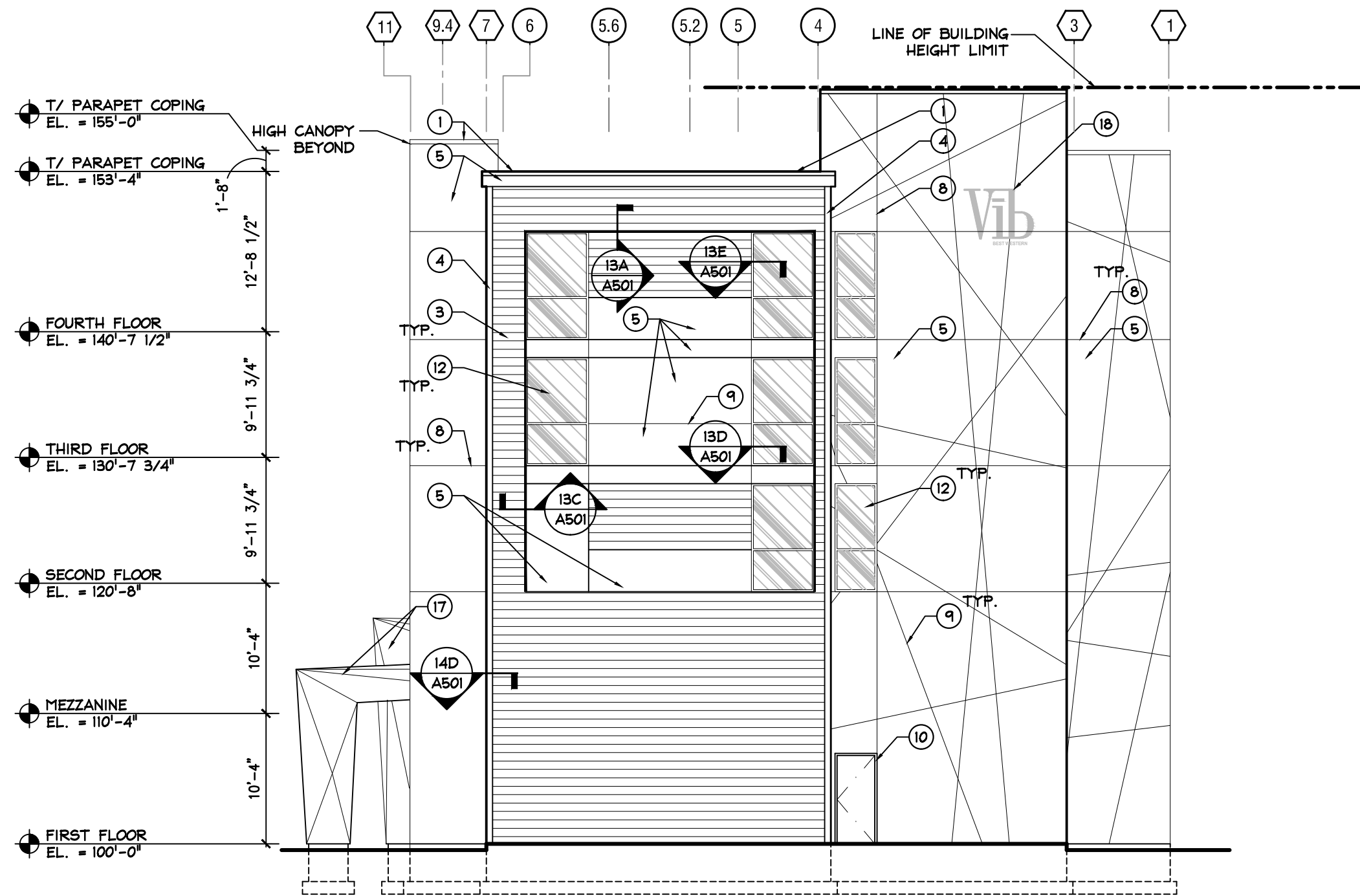
COMPOSITE
FOURTH FLOOR PLAN
SCALE: 1/8" = 1'-0"



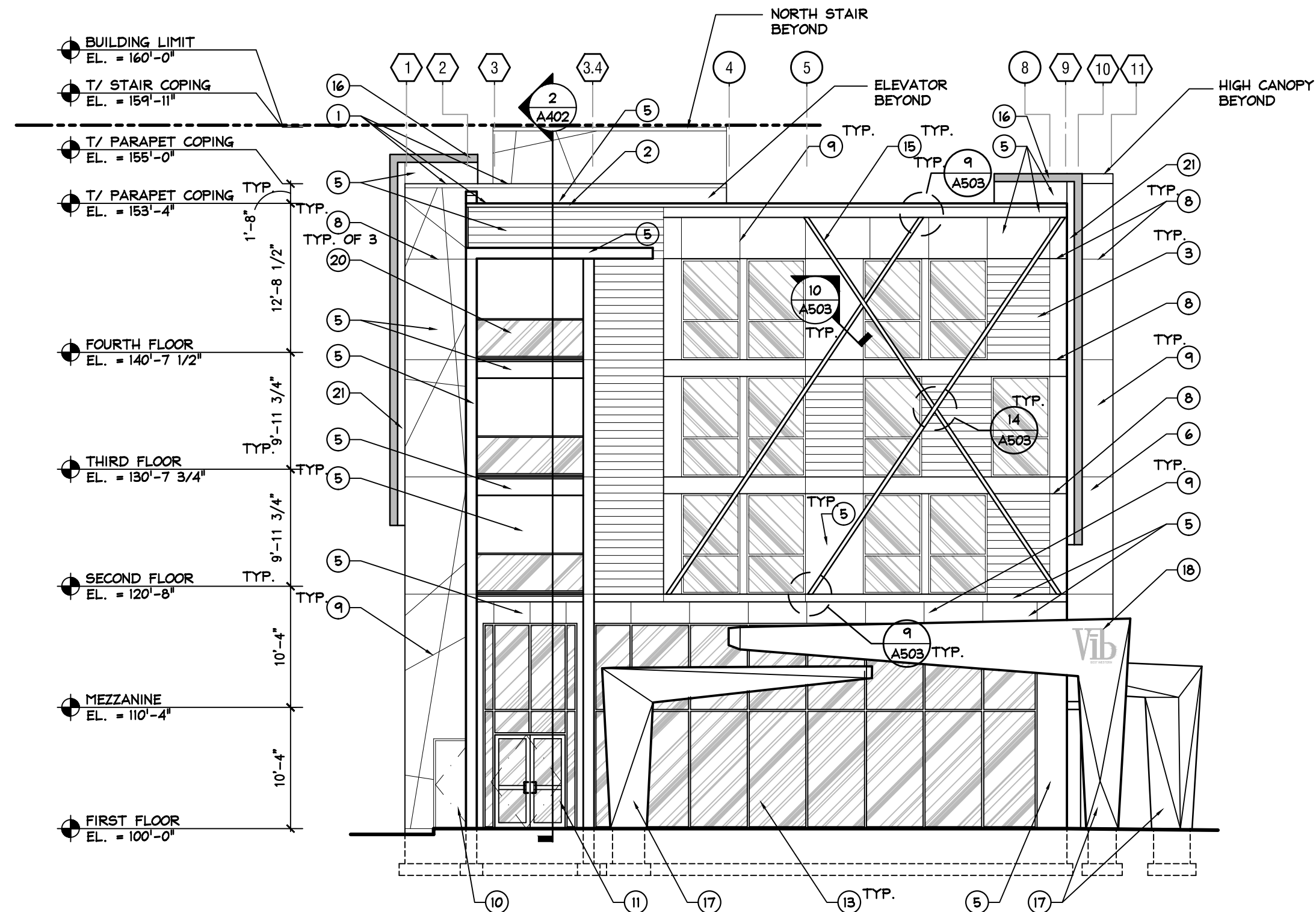
MATERIAL LEGEND					
TAG	ITEM	MANUF.	MODEL	COLOR	REMARK
1	METAL COPING	PETERSON ALUMINUM	PAC-CONTINUOUS CLEAT	---	---
2	METAL ROOF EDGE	PETERSON ALUMINUM	---	---	---
3	8" LAP SIDING (COLOR 1)	LOUISIANA-PACIFIC	LP SMARTSIDE	BENJAMINE MOORE	SMOOTH FINISH, PRIME AND PAINT PER SIDING MFR INSTRUCTIONS
4	6" CORNER BOARD	LOUISIANA-PACIFIC	LP SMARTSIDE	BENJAMINE MOORE	SMOOTH FINISH, PRIME AND PAINT PER SIDING MFR INSTRUCTIONS
5	EIFS-1#	DRYVIT	---	PPG PAINTS: ASH PPG1076-2	MEDIUM SAND TEXTURE
6	EIFS-2#	DRYVIT	---	PPG PAINTS: STONE'S THROW PPG1008-7	MEDIUM SAND TEXTURE
7	NOT USED	---	---	---	---
8	CONTROL JOINT (EIFS)	DRYVIT	---	(MATCH WALL)	SEE DETAIL 12/A502
9	REVEAL (EIFS)	DRYVIT	---	BENJAMINE MOORE	SEE DETAIL 14C/A501
10	HOLLOW METAL DOOR/FRAME	---	---	(MATCH WALL)	---
11	ALUM. DOOR/FRAME	KAWNEER	---	---	---
12	ALUM. STOREFRONT	KAWNEER	TRIFAB 461T CENTER SET-OUTSIDE 1" GLAZING	(ALUM.: CLEAR ANOD.) (GLASS: CLEAR)	1" INSUL GLASS TEMP. (MAXIMUM SHGC < 0.40)
13	ALUM. CURTAINWALL	KAWNEER	1620 CURTAIN WALL 6" SYSTEM 1" GLAZING	(ALUM.: CLEAR ANOD.) (GLASS: LIGHT GREY TINT)	1" INSUL GLASS TEMP. (MAXIMUM SHGC < 0.40)
14	DECORATIVE ALUM. TUBE 2"	---	---	BRONZE	---
15	DECORATIVE ALUM. TUBE 4"	---	2" X 4" TUBE, 1/4" THK.	BRONZE	---
16	FIBER CEMENT PANELS	NICHHA	ILLUMINATION SERIES	VIB RED	---

*NOTE: EIFS AT HIGH IMPACT ZONES TO BE REINFORCED PER MFR RECOMMENDATIONS. A HIGH IMPACT ZONE IS AN 8'-0" RADIUS FROM THE DOOR FRAME AT GRADE TO A HEIGHT OF 6'-0", AND 6'-0" HIGH AT WALKS ABUTTED AGAINST EIFS.

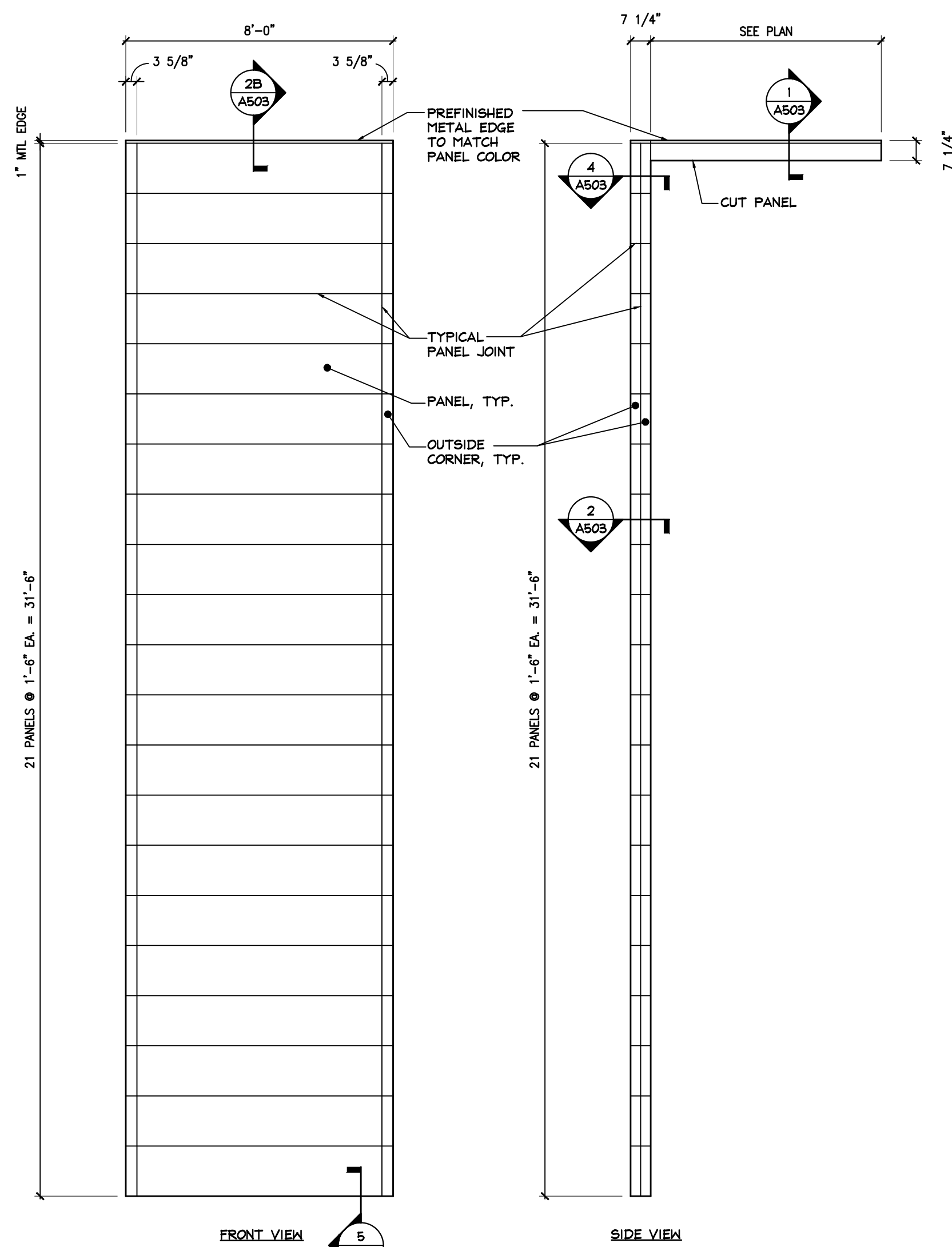
MATERIAL LEGEND					
TAG	ITEM	MANUF.	MODEL	COLOR	REMARK
17	PREFINISHED ALUM. SHEET MTL	PETERSON ALUMINUM	---	PLATINUM	ALUM. COATING TO BE SELF-CLEANING
18	VIB SIGN	---	---	---	---
19	NOT USED	---	---	---	---
20	GLASS GUARDRAIL	DURARAIL	COMPONENT GLASS	---	1/4" TEMPERED GLASS, SEE 11/A502
21	PREFINISHED ALUM. SHEET MTL	PETERSON ALUMINUM	---	---	---
22	2" CORNER BOARD	LOUISIANA-PACIFIC	LP SMARTSIDE	BENJAMINE MOORE	SMOOTH FINISH, PRIME AND PAINT PER SIDING MFR INSTRUCTIONS
23	SPOUT	---	---	---	SEE DETAIL 1/A504
24	---	---	---	---	---
25	---	---	---	---	---
26	---	---	---	---	---
27	---	---	---	---	---
28	---	---	---	---	---
29	---	---	---	---	---
30	---	---	---	---	---
31	---	---	---	---	---
32	---	---	---	---	---



1 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



2 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



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

MATERIAL LEGEND					
TAG	ITEM	MANUF.	MODEL	COLOR	REMARK
1	METAL COPING	PETERSON ALUMINUM	PAC-CONTINUOUS CLEAT	---	---
2	METAL ROOF EDGE	PETERSON ALUMINUM	---	---	---
3	8" LAP SIDING (COLOR 1)	LOUISIANA-PACIFIC	LP SMARTSIDE	BENJAMINE MOORE	SMOOTH FINISH, PRIME AND PAINT PER SIDING MFR INSTRUCTIONS
4	6" CORNER BOARD	LOUISIANA-PACIFIC	LP SMARTSIDE	BENJAMINE MOORE	SMOOTH FINISH, PRIME AND PAINT PER SIDING MFR INSTRUCTIONS
5	EIFS-1*	DRYVIT	---	---	PPG PAINTS: ASH PPG1076-2 MEDIUM SAND TEXTURE
6	EIFS-2*	DRYVIT	---	---	PPG PAINTS: STONE'S THROW PPG1008-7 MEDIUM SAND TEXTURE
7	NOT USED	---	---	---	---
8	CONTROL JOINT (EIFS)	DRYVIT	---	(MATCH WALL)	SEE DETAIL 12/A502
9	REVEAL (EIFS)	DRYVIT	---	BENJAMINE MOORE	SEE DETAIL 14C/A501
10	HOLLOW METAL DOOR/FRAME	---	---	(MATCH WALL)	---
11	ALUM. DOOR/FRAME	KAWNEER	---	---	---
12	ALUM. STOREFRONT	KAWNEER	TRIFAB 461T CENTER SET-OUTSIDE 1" GLAZING	(ALUM: CLEAR ANOD.) (GLASS: CLEAR)	1" INSUL GLASS TEMP. (MAXIMUM SHGC < 0.40)
13	ALUM. CURTAINWALL	KAWNEER	1620 CURTAIN WALL 6" SYSTEM 1" GLAZING	(ALUM: CLEAR ANOD.) (GLASS: LIGHT GREY TINT)	1" INSUL GLASS TEMP. (MAXIMUM SHGC < 0.40)
14	DECORATIVE ALUM. TUBE 2"	---	---	BRONZE	---
15	DECORATIVE ALUM. TUBE 4"	---	2" X 4" TUBE, 1/4" THK.	BRONZE	---
16	FIBER CEMENT PANELS	NICHIA	ILLUMINATION SERIES	VIB RED	---

NOTE: EIFS AT HIGH IMPACT ZONES TO BE REINFORCED PER MFR RECOMMENDATIONS. A HIGH IMPACT ZONE IS AN 8'-0" RADIUS FROM THE DOOR FRAME AT GRADE TO A HEIGHT OF 6'-0", AND 6'-0" HIGH AT WALKS ABUTTED AGAINST EIFS.

MATERIAL LEGEND					
TAG	ITEM	MANUF.	MODEL	COLOR	REMARK
17	PREFINISHED ALUM. SHEET MTL	PETERSON ALUMINUM	---	PLATINUM	ALUM. COATING TO BE SELF-CLEANING
18	VIB SIGN	---	---	---	---
19	NOT USED	---	---	---	---
20	GLASS GUARDRAIL	DURARAIL	COMPONENT GLASS	---	1/4" TEMPERED GLASS, SEE 11/A502
21	PREFINISHED ALUM. SHEET MTL	PETERSON ALUMINUM	---	---	---
22	2" CORNER BOARD	LOUISIANA-PACIFIC	LP SMARTSIDE	BENJAMINE MOORE	SMOOTH FINISH, PRIME AND PAINT PER SIDING MFR INSTRUCTIONS
23	SPOUT	---	---	---	SEE DETAIL 14/A504
24	---	---	---	---	---
25	---	---	---	---	---
26	---	---	---	---	---
27	---	---	---	---	---
28	---	---	---	---	---
29	---	---	---	---	---
30	---	---	---	---	---
31	---	---	---	---	---
32	---	---	---	---	---

GILLESPIE
DESIGN
GROUP

5307 Business Parkway, 101
Ringwood, Illinois 60072
815.653.7100 phone
815.653.7700 fax
www.gilspiesgroup.com

project number
17-052

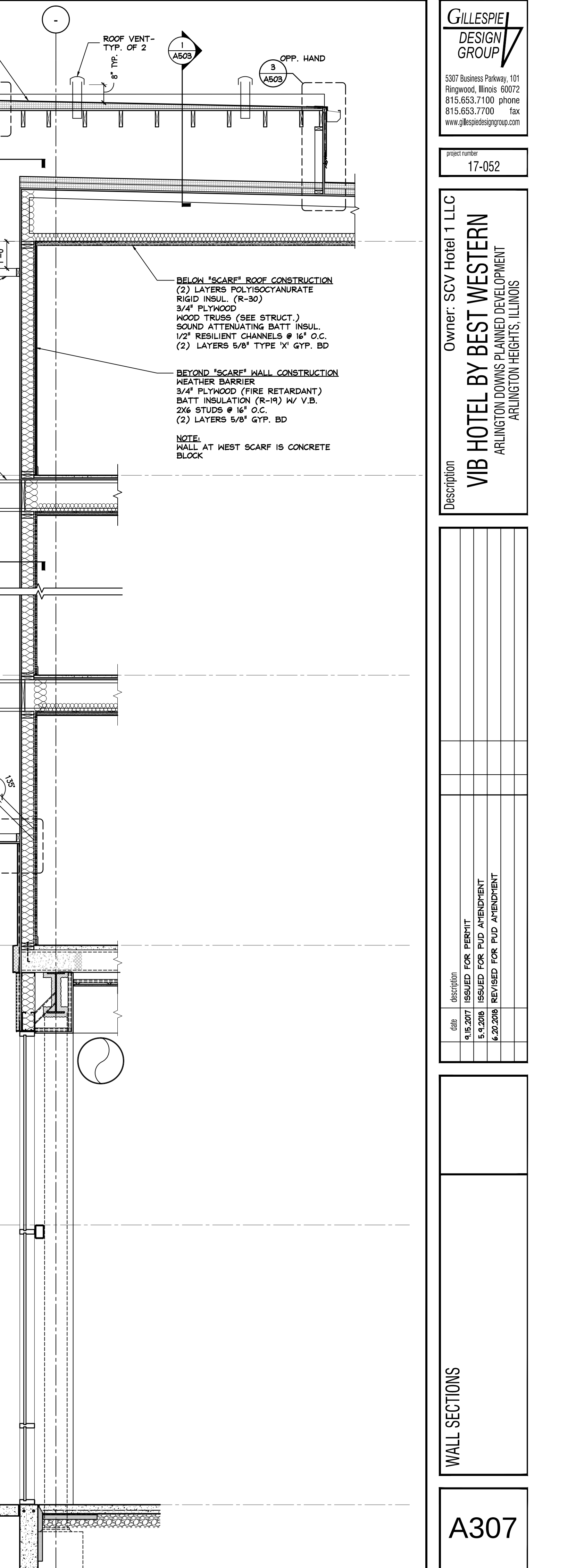
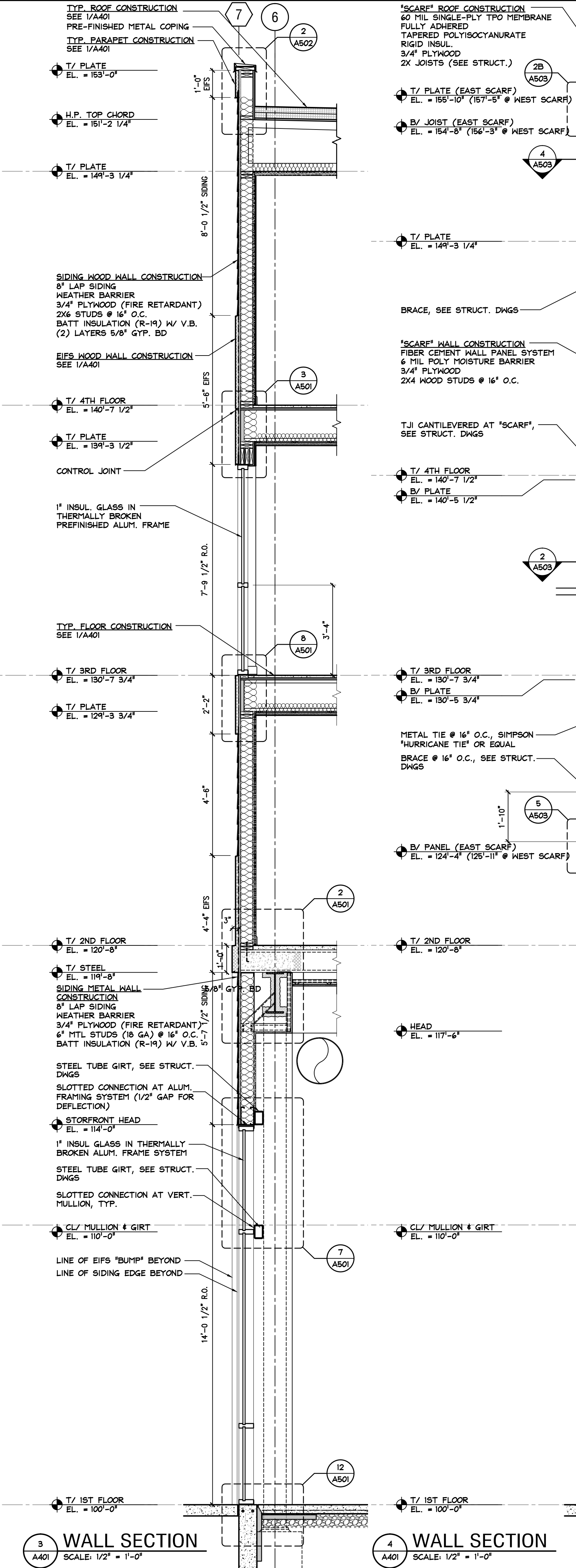
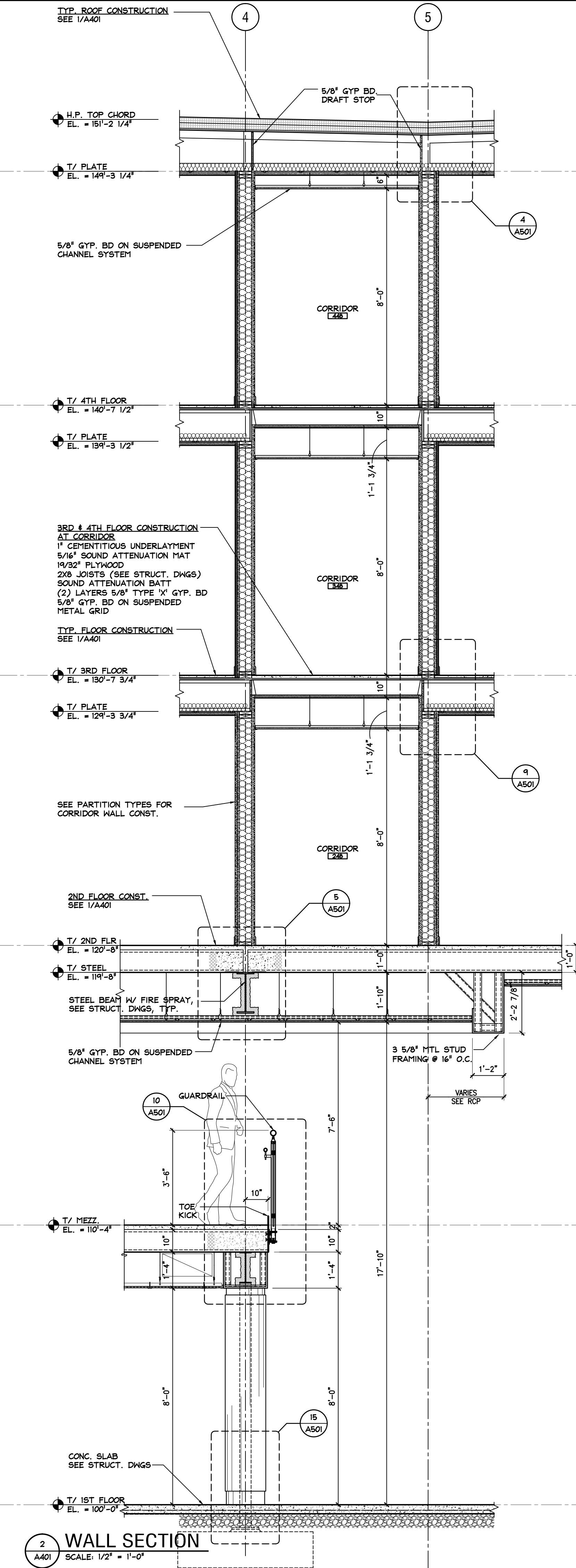
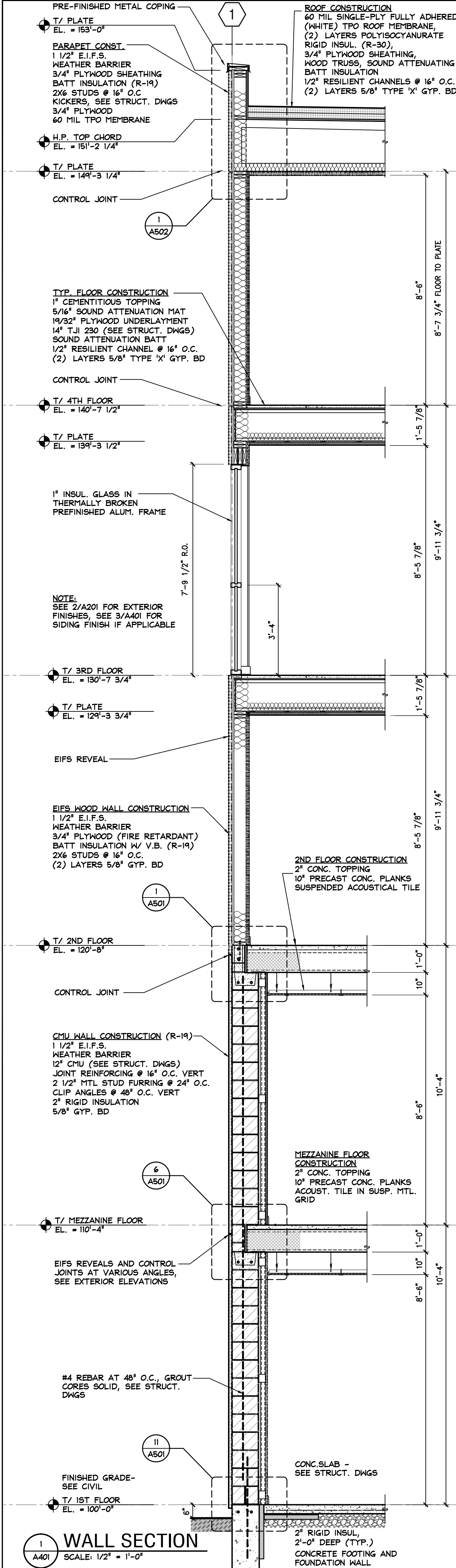
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Description
VIB HOTEL BY BEST WESTERN
ARLINGTON DOWNS PLANNED DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

date
9.15.2017
5.4.2018
6.20.2018

description
ISSUED FOR PERMIT
ISSUED FOR PUD AMENDMENT
REVISED FOR PUD AMENDMENT

EXTERIOR ELEVATIONS

A306



GILLESPIE
DESIGN
GROUP

5307 Business Parkway, 101
Ringwood, Illinois 60072
815.653.7100 phone
815.653.7700 fax
www.gilspiedesigngroup.com

project number
17-052

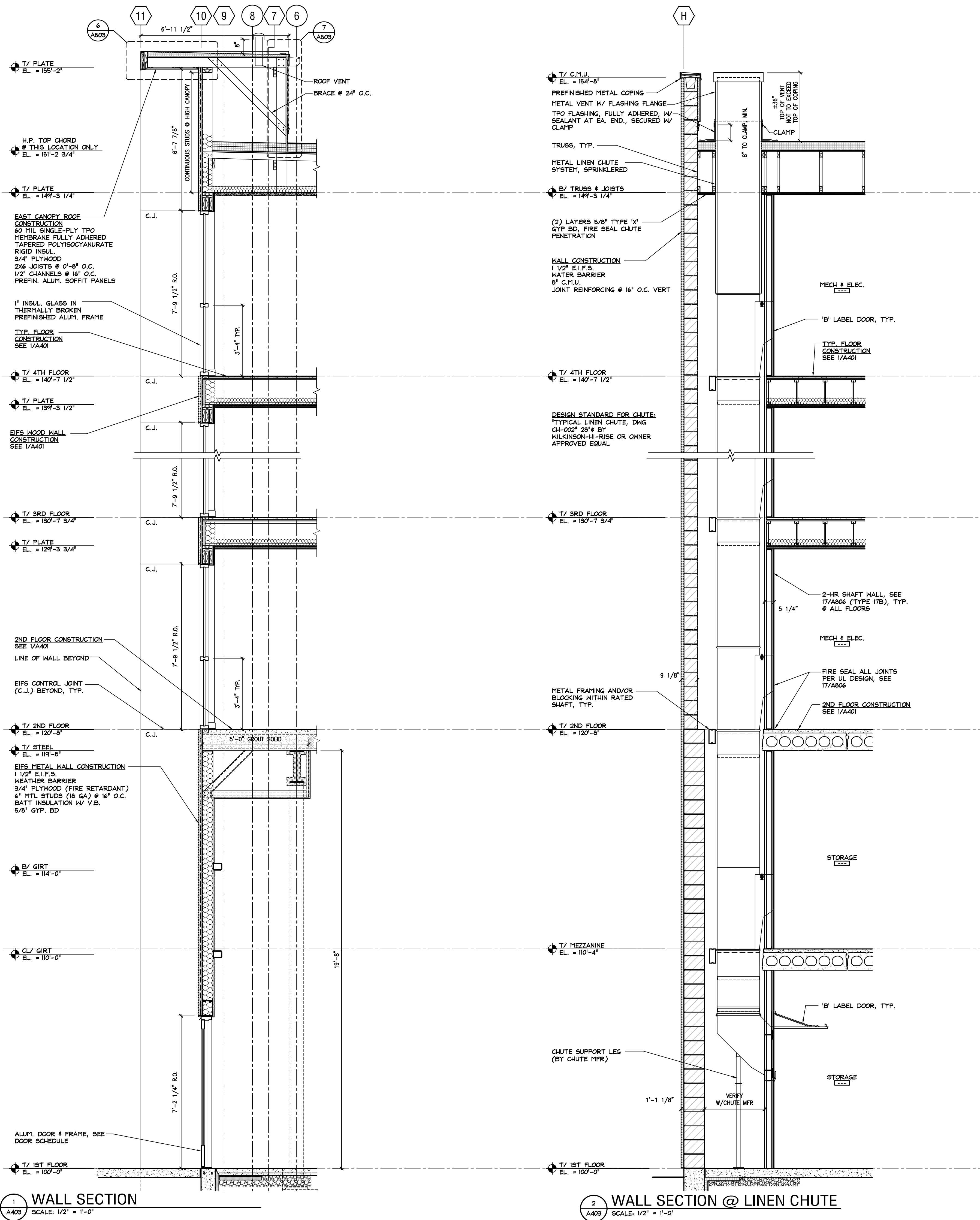
Owner: SCV Hotel 1 LLC
Description
VIB HOTEL BY BEST WESTERN
ARLINGTON DOWNS PLANNED DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

date	description
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5.3.2018	ISSUED FOR PUD AMENDMENT
6.20.2018	REVISED FOR PUD AMENDMENT

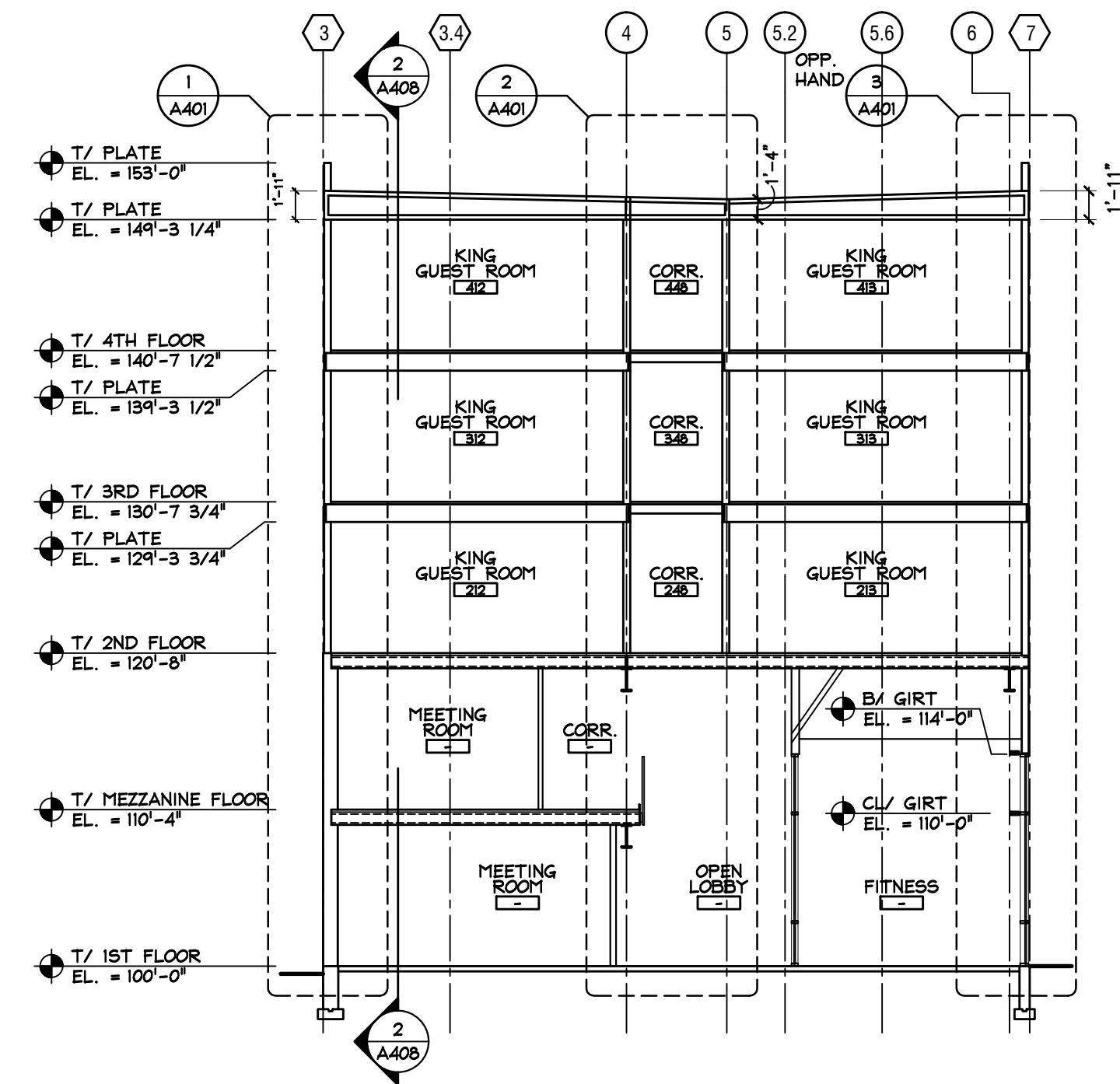
WALL SECTIONS

A307

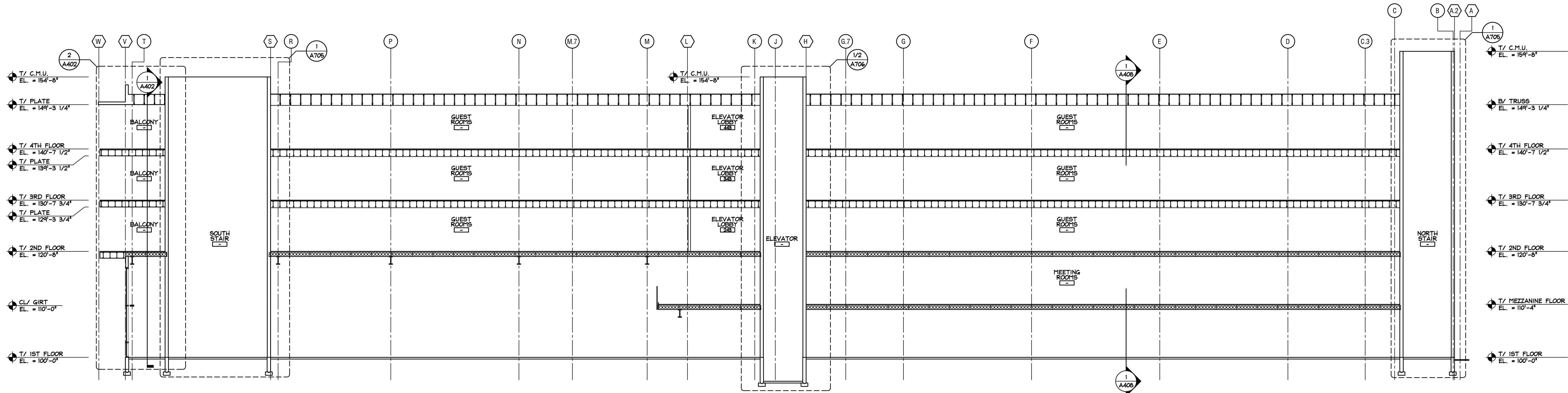
ISSUED FOR PERMIT	9.15.2017	1000-100011		
ISSUED FOR PUD AMENDMENT	5.9.2016			
REVISED FOR PUD AMENDMENT	6.20.2016			



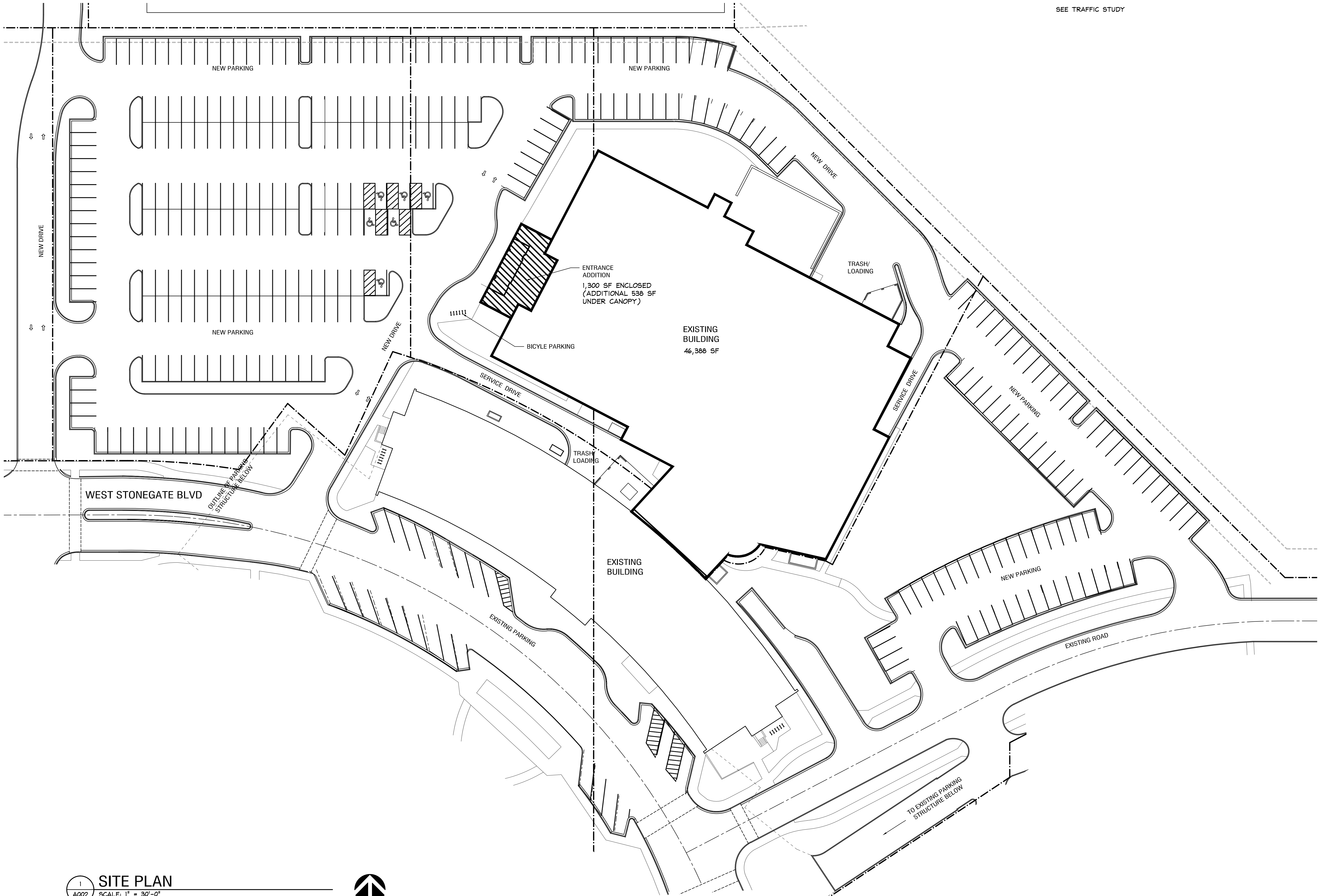
date	description
9.15.2017	ISSUED FOR PERMIT
5.4.2018	ISSUED FOR PUD AMENDMENT
6.20.2018	REVISED FOR PUD AMENDMENT



1 BUILDING SECTION
SCALE: 1/8" = 1'-0"



2 BUILDING SECTION
SCALE: 1/8" = 1'-0"



PARKING REQUIREMENTS:

SEE TRAFFIC STUDY

PARKING PROVIDED:

SEE TRAFFIC STUDY

GILLESPIE
DESIGN
GROUP

5307 Business Parkway, 101
Ringwood, Illinois 60072
815.653.7100 phone
815.653.7700 fax
www.gillespiedesigngroup.com

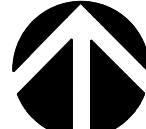
project number
17-042

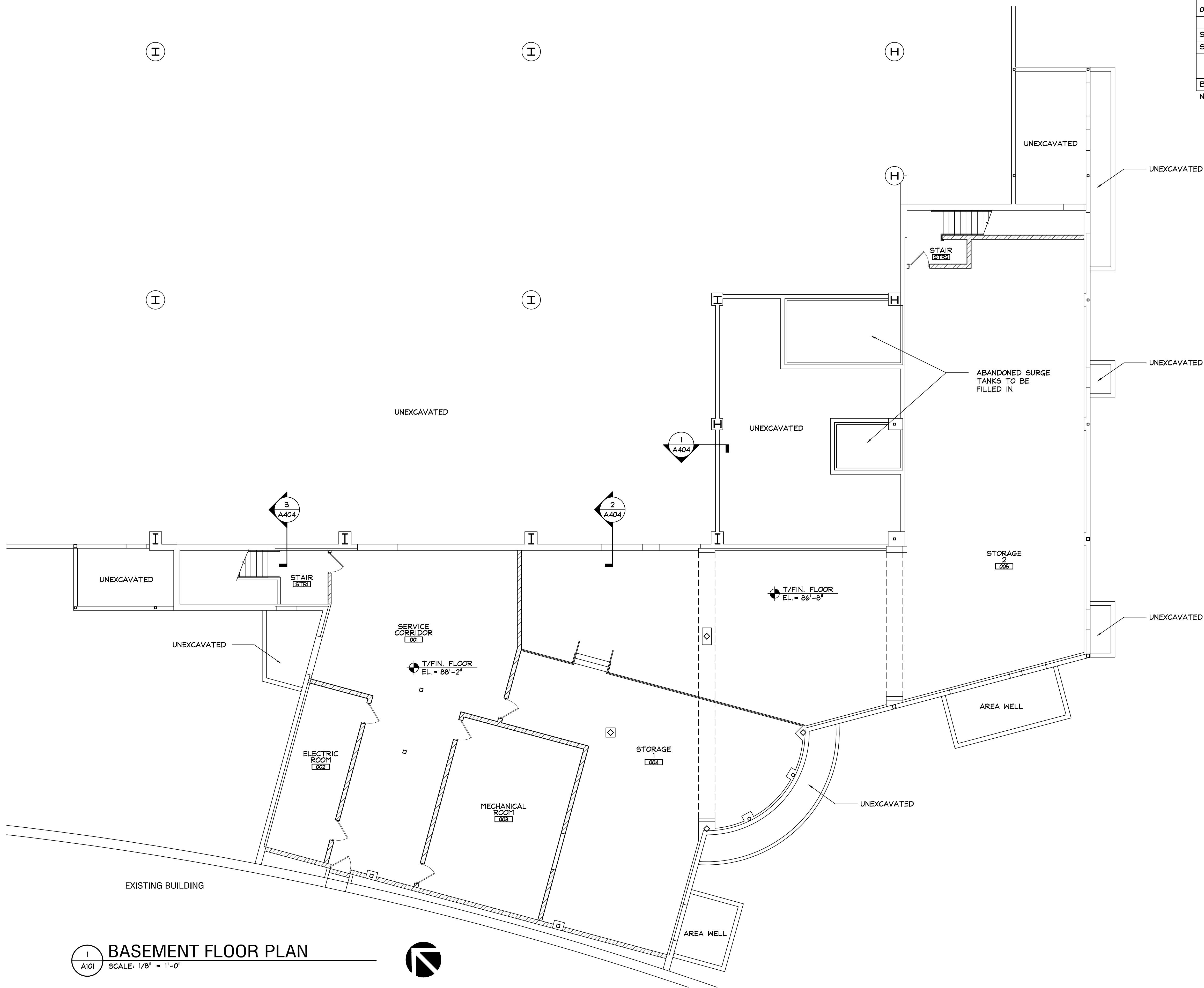
BUILDING RENOVATION
FAMILY RECREATION CENTER
3400 W. EUCLID AVENUE
ARLINGTON HEIGHTS, IL

date	description
02/25/18	FOR SPECIAL USE PERMIT
04/05/18	FOR DESIGN COMMISSION
04/15/18	REVISED FOR SPECIAL USE PERMIT
06/20/18	FOR PUD AMENDMENT

PROPOSED SITE PLAN

A400



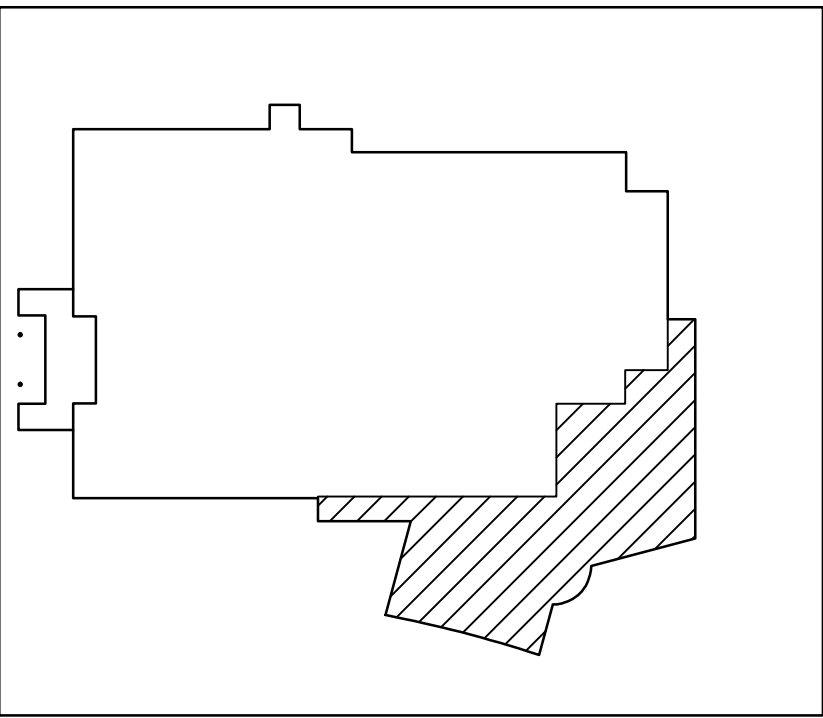


BASEMENT OCCUPANCY (PER CODE)

ROOM #	ROOM NAME	AREA (SF)	OCCUPANCY LOAD	MAXIMUM OCCUPANCY
001	SERVICE CORRIDOR	1,159	NSO	--
002	ELECTRIC ROOM	264	NSO	--
003	MECHANICAL ROOM	570	NSO	--
004	STORAGE 1	1,238	NSO	--
005	STORAGE 2	3,388	NSO	--
STR1	STAIR	207	NSO	--
STR2	STAIR	156	NSO	--
BASEMENT GROSS AREA: 8,043 SF			TOTAL:	--

NSO = NON-SIMULTANEOUS OCCUPANCY

KEY PLAN

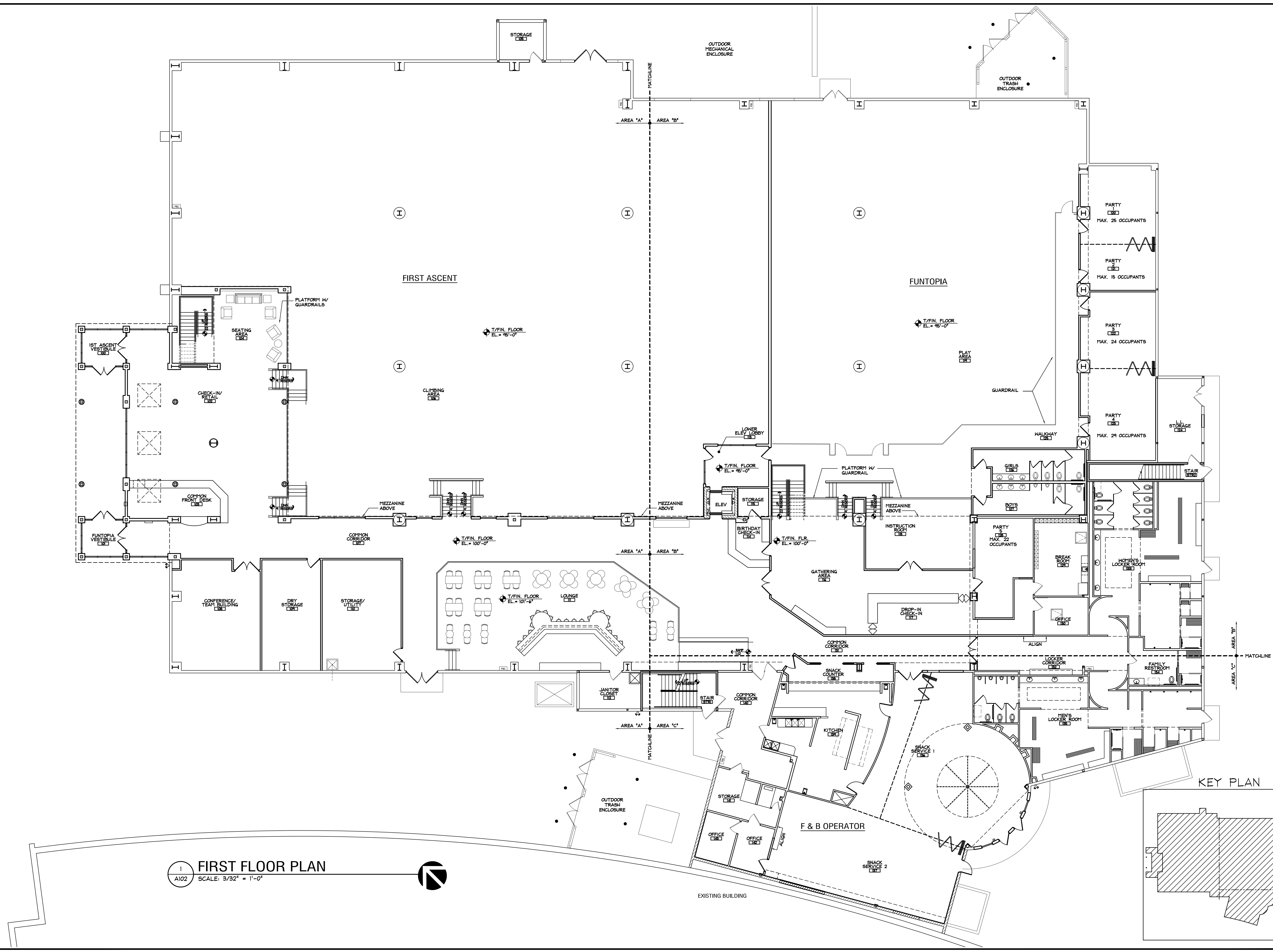


1
A101
BASEMENT FLOOR PLAN
SCALE: 1/8" = 1'-0"

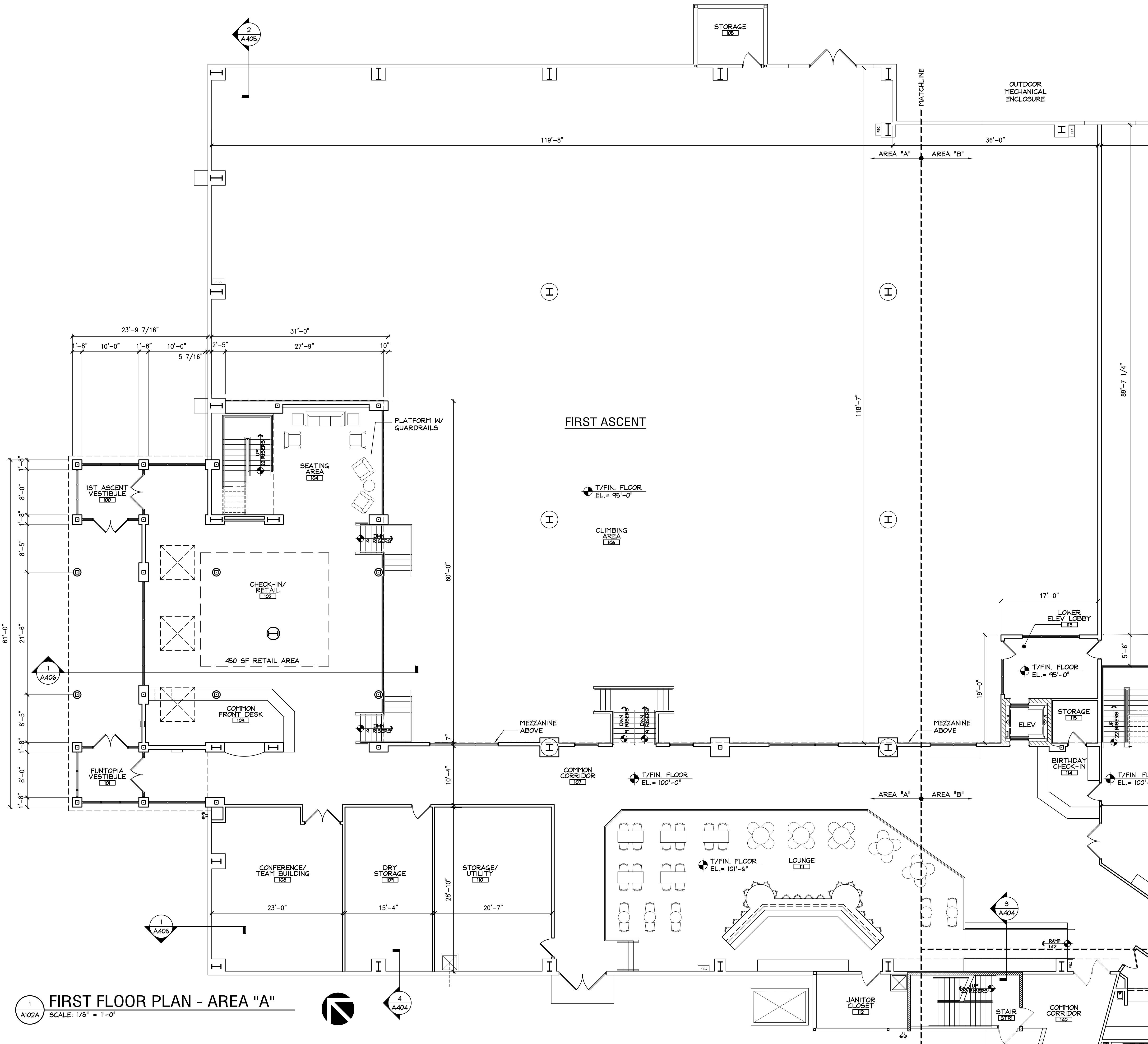


date	description
02/25/18	FOR SPECIAL USE PERMIT
04/05/18	FOR DESIGN COMMISSION
04/19/18	REVISED FOR SPECIAL USE PERMIT
06/20/18	FOR PUD AMENDMENT

date	description
02/28/18	FOR SPECIAL USE PERMIT
04/05/18	FOR DESIGN COMMISSION
04/19/18	REVISED FOR SPECIAL USE PERMIT
06/20/18	FOR PUD AMENDMENT

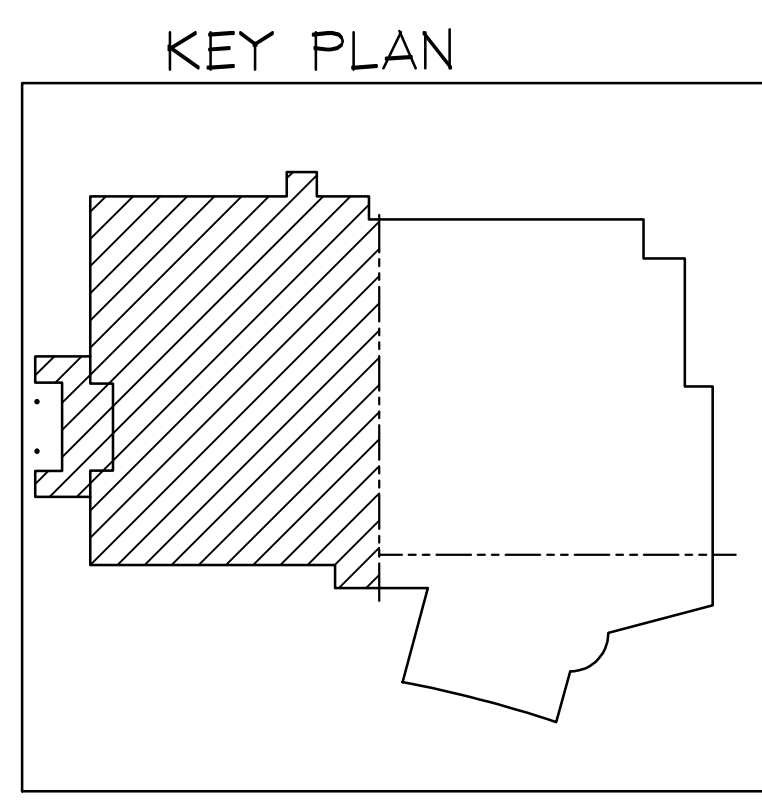


FIRST FLOOR PLAN
SCALE: 3/32" = 1'-0"
A102

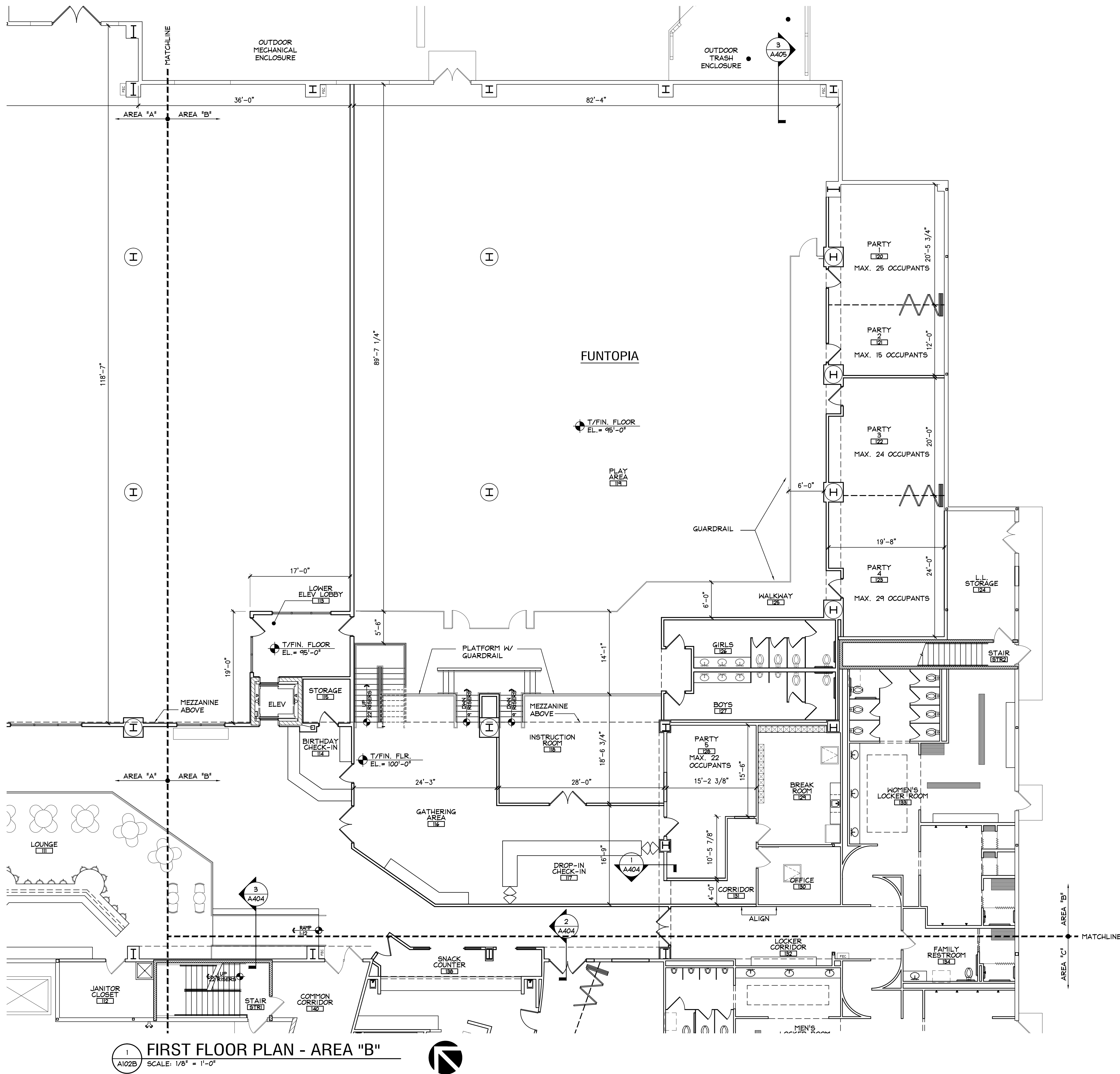


FIRST FLOOR OCCUPANCY (PER CODE)				
ROOM #	ROOM NAME	AREA (SF)	OCCUPANCY LOAD	MAXIMUM OCCUPANCY
100	FIRST ASCENT VESTIBULE	104	NSO	--
101	FUNTOPIA VESTIBULE	104	NSO	--
102	CHECK-IN/RETAIL	1,348	100 SF/OCC	13
103	COMMON FRONT DESK	180	N/A	1
104	SEATING AREA	428	N/A	7
105	STORAGE	112	NSO	--
106	CLIMBING AREA	15,706	50 SF/OCC	314
107	COMMON CORRIDOR	3,059	NSO	--
108	CONF./TEAM BUILDING	629	15 SF/OCC	41
109	DRY STORAGE	437	NSO	--
110	STORAGE/UTILITY	590	NSO	--
111	LOUNGE	1,650	15 SF/OCC	110
112	JANITOR CLOSET	125	NSO	--
113	LOWER ELEV. LOBBY	172	NSO	--
114	BIRTHDAY CHECK-IN	74	N/A	1
115	STORAGE	60	NSO	--
116	GATHERING AREA	886	15 SF/OCC	59
117	DROP-IN CHECK-IN	205	N/A	3
118	INSTRUCTION ROOM	496	15 SF/OCC	33
119	PLAY AREA	6,742	50 SF/OCC	134
120	PARTY 1	389	15 SF/OCC	25
121	PARTY 2	231	15 SF/OCC	15
122	PARTY 3	371	15 SF/OCC	24
123	PARTY 4	440	15 SF/OCC	29
124	L.L. STORAGE	251	NSO	--
125	WALKWAY	1,123	NSO	--
126	GIRLS	219	NSO	--
127	BOYS	219	NSO	--
128	PARTY 5	337	15 SF/OCC	22
129	BREAK ROOM	281	NSO	--
130	OFFICE	137	100 SF/OCC	1
131	CORRIDOR	114	NSO	--
132	LOCKER CORRIDOR	366	NSO	--
133	WOMEN'S LOCKER ROOM	1,133	50 SF/OCC	22
134	FAMILY RESTROOM	183	NSO	--
135	MEN'S LOCKER ROOM	1,064	50 SF/OCC	21
136	SNACK SERVICE 1	1,128	15 SF/OCC	75
137	SNACK SERVICE 2	1,066	15 SF/OCC	71
138	SNACK COUNTER	129	15 SF/OCC	8
139	KITCHEN	625	200 SF/OCC	3
140	COMMON CORRIDOR	380	NSO	--
141	STORAGE	195	NSO	--
142	OFFICE	110	100 SF/OCC	1
143	OFFICE	109	100 SF/OCC	1
STR1	STAIR	179	NSO	--
STR2	STAIR	117	NSO	--
FIRST FLOOR GROSS AREA: 47,699 SF		TOTAL:	1034	
MEZZANINE GROSS AREA: 10,808 SF		TOTAL:	241	
		OCCUPANCY TOTAL:	1275	

NSO = NON-SIMULTANEOUS OCCUPANCY



date	description
02/25/18	FOR SPECIAL USE PERMIT
04/05/18	FOR DESIGN COMMISSION
04/19/18	REVISED FOR SPECIAL USE PERMIT
06/20/18	FOR PUD AMENDMENT



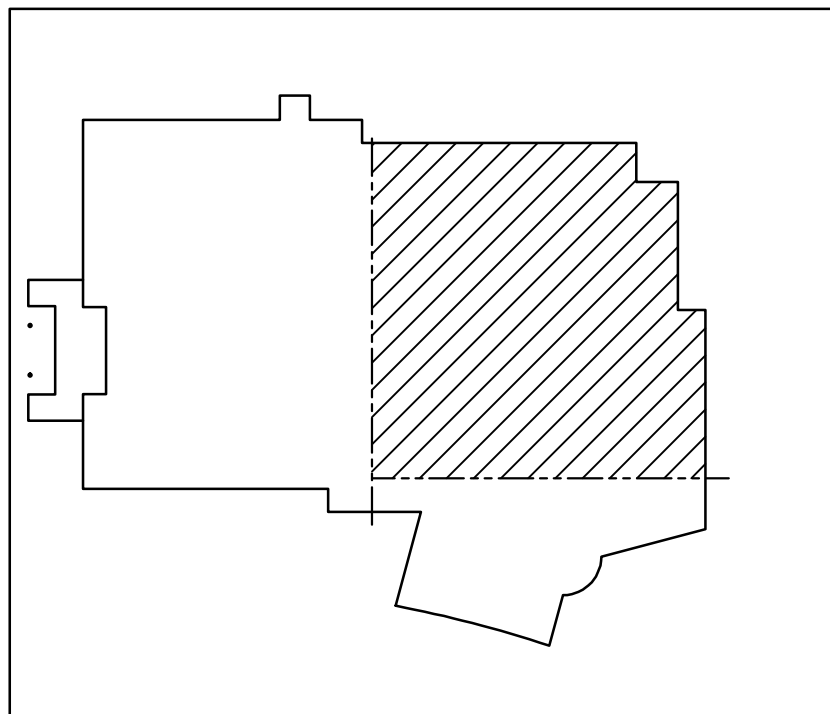
1 FIRST FLOOR PLAN - AREA "B"
A102B SCALE: 1/8" = 1'-0"

FIRST FLOOR OCCUPANCY (PER CODE)

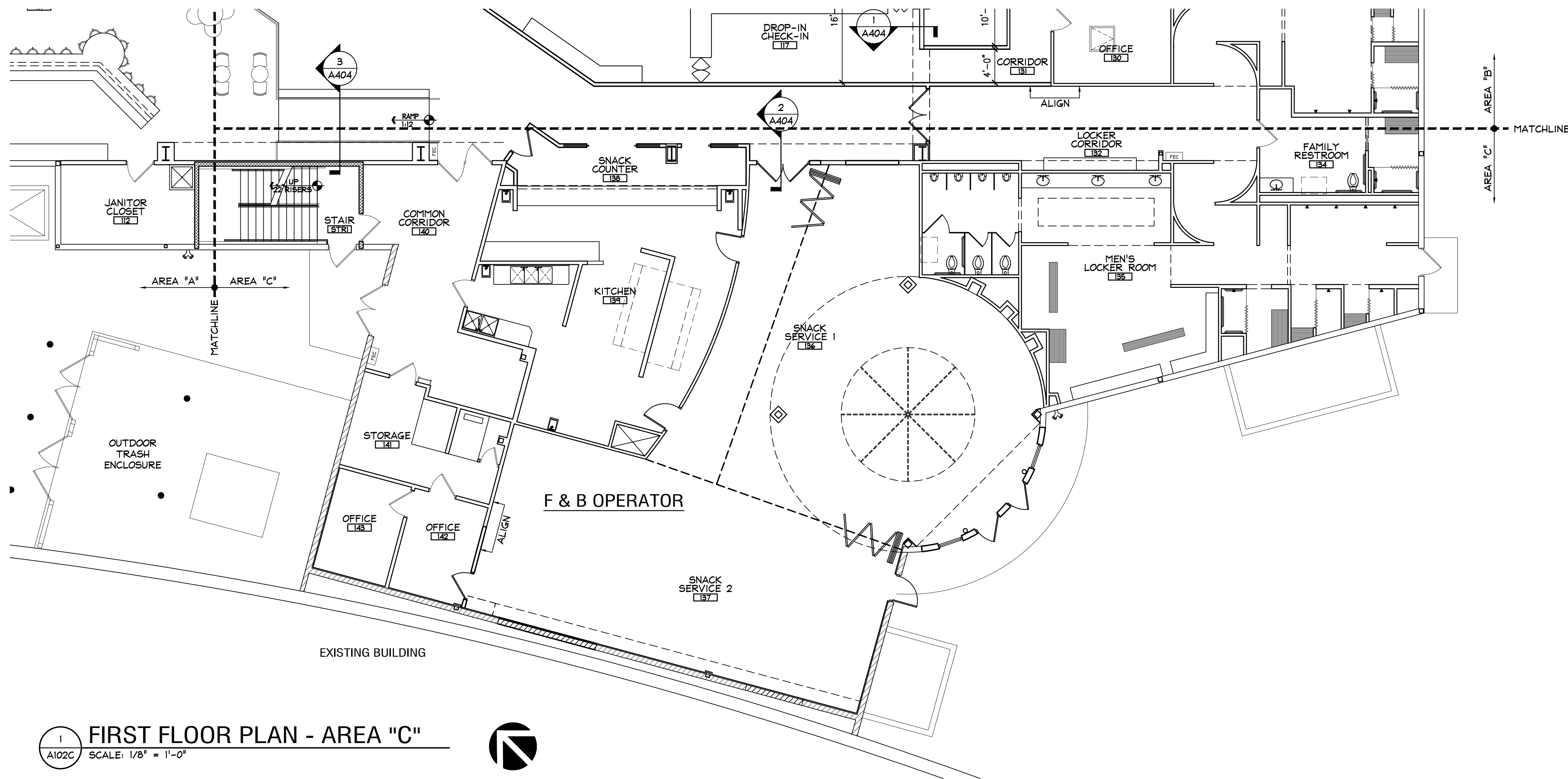
ROOM #	ROOM NAME	AREA (SF)	OCCUPANCY LOAD	MAXIMUM OCCUPANCY
100	FIRST ASCENT VESTIBULE	104	NSO	--
101	FUNTOPIA VESTIBULE	104	NSO	--
102	CHECK-IN/RETAIL	1,348	100 SF/OCC	13
103	COMMON FRONT DESK	180	N/A	1
104	SEATING AREA	428	N/A	7
105	STORAGE	112	NSO	--
106	CLIMBING AREA	15,706	50 SF/OCC	314
107	COMMON CORRIDOR	3,059	NSO	--
108	CONF./TEAM BUILDING	629	15 SF/OCC	41
109	DRY STORAGE	437	NSO	--
110	STORAGE/UTILITY	590	NSO	--
111	LOUNGE	1,650	15 SF/OCC	110
112	JANITOR CLOSET	125	NSO	--
113	LOWER ELEV. LOBBY	172	NSO	--
114	BIRTHDAY CHECK-IN	74	N/A	1
115	STORAGE	60	NSO	--
116	GATHERING AREA	886	15 SF/OCC	59
117	DROP-IN CHECK-IN	205	N/A	3
118	INSTRUCTION ROOM	496	15 SF/OCC	33
119	PLAY AREA	6,742	50 SF/OCC	134
120	PARTY 1	389	15 SF/OCC	25
121	PARTY 2	231	15 SF/OCC	15
122	PARTY 3	371	15 SF/OCC	24
123	PARTY 4	440	15 SF/OCC	29
124	L.L. STORAGE	251	NSO	--
125	WALKWAY	1,123	NSO	--
126	GIRLS	219	NSO	--
127	BOYS	219	NSO	--
128	PARTY 5	337	15 SF/OCC	22
129	BREAK ROOM	281	NSO	--
130	OFFICE	137	100 SF/OCC	1
131	CORRIDOR	114	NSO	--
132	LOCKER CORRIDOR	366	NSO	--
133	WOMEN'S LOCKER ROOM	1,133	50 SF/OCC	22
134	FAMILY RESTROOM	183	NSO	--
135	MEN'S LOCKER ROOM	1,064	50 SF/OCC	21
136	SNACK SERVICE 1	1,128	15 SF/OCC	75
137	SNACK SERVICE 2	1,066	15 SF/OCC	71
138	SNACK COUNTER	129	15 SF/OCC	8
139	KITCHEN	625	200 SF/OCC	3
140	COMMON CORRIDOR	380	NSO	--
141	STORAGE	195	NSO	--
142	OFFICE	110	100 SF/OCC	1
143	OFFICE	109	100 SF/OCC	1
STR1	STAIR	179	NSO	--
STR2	STAIR	117	NSO	--
FIRST FLOOR GROSS AREA: 47,699 SF		TOTAL:	1034	
MEZZANINE GROSS AREA: 10,808 SF		TOTAL:	241	
		OCCUPANCY TOTAL:	1275	

NSO = NON-SIMULTANEOUS OCCUPANCY

KEY PLAN



date	description
02/25/18	FOR SPECIAL USE PERMIT
04/05/18	FOR DESIGN COMMISSION
04/19/18	REVISED FOR SPECIAL USE PERMIT
06/20/18	FOR PUD AMENDMENT

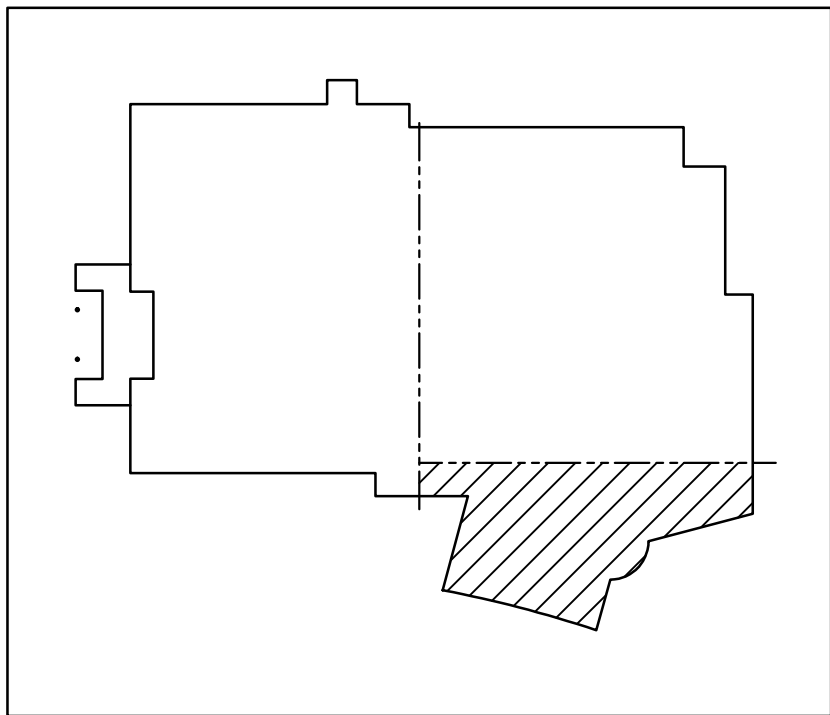


FIRST FLOOR OCCUPANCY (PER CODE)

ROOM #	ROOM NAME	AREA (SF)	OCCUPANCY LOAD	MAXIMUM OCCUPANCY
100	FIRST ASCENT VESTIBULE	104	NSO	--
101	FUNTOPIA VESTIBULE	104	NSO	--
102	CHECK-IN/RETAIL	1,348	100 SF/OCC	13
103	COMMON FRONT DESK	180	N/A	1
104	SEATING AREA	428	N/A	7
105	STORAGE	112	NSO	--
106	CLIMBING AREA	15,706	50 SF/OCC	314
107	COMMON CORRIDOR	3,059	NSO	--
108	CONF./TEAM BUILDING	629	15 SF/OCC	41
109	DRY STORAGE	437	NSO	--
110	STORAGE/UTILITY	590	NSO	--
111	LOUNGE	1,650	15 SF/OCC	110
112	JANITOR CLOSET	125	NSO	--
113	LOWER ELEV. LOBBY	172	NSO	--
114	BIRTHDAY CHECK-IN	74	N/A	1
115	STORAGE	60	NSO	--
116	GATHERING AREA	886	15 SF/OCC	59
117	DROP-IN CHECK-IN	205	N/A	3
118	INSTRUCTION ROOM	496	15 SF/OCC	33
119	PLAY AREA	6,742	50 SF/OCC	134
120	PARTY 1	389	15 SF/OCC	25
121	PARTY 2	231	15 SF/OCC	15
122	PARTY 3	371	15 SF/OCC	24
123	PARTY 4	440	15 SF/OCC	29
124	L.L. STORAGE	251	NSO	--
125	WALKWAY	1,123	NSO	--
126	GIRLS	219	NSO	--
127	BOYS	219	NSO	--
128	PARTY 5	337	15 SF/OCC	22
129	BREAK ROOM	281	NSO	--
130	OFFICE	137	100 SF/OCC	1
131	CORRIDOR	114	NSO	--
132	LOCKER CORRIDOR	366	NSO	--
133	WOMEN'S LOCKER ROOM	1,133	50 SF/OCC	22
134	FAMILY RESTROOM	183	NSO	--
135	MEN'S LOCKER ROOM	1,064	50 SF/OCC	21
136	SNACK SERVICE 1	1,128	15 SF/OCC	75
137	SNACK SERVICE 2	1,066	15 SF/OCC	71
138	SNACK COUNTER	129	15 SF/OCC	8
139	KITCHEN	625	200 SF/OCC	3
140	COMMON CORRIDOR	380	NSO	--
141	STORAGE	195	NSO	--
142	OFFICE	110	100 SF/OCC	1
143	OFFICE	109	100 SF/OCC	1
STR1	STAIR	179	NSO	--
STR2	STAIR	117	NSO	--
FIRST FLOOR GROSS AREA: 47,699 SF		TOTAL:	1034	
MEZZANINE GROSS AREA: 10,808 SF		TOTAL:	241	
		OCCUPANCY TOTAL:	1275	

NSO = NON-SIMULTANEOUS OCCUPANCY

KEY PLAN



date	description
02/25/18	FOR SPECIAL USE PERMIT
04/05/18	FOR DESIGN COMMISSION
04/15/18	REVISED FOR SPECIAL USE PERMIT
06/20/18	FOR PUD AMENDMENT

PROJECTED TOTAL OCCUPANCY (PER HOUR AT PEAK TIME)

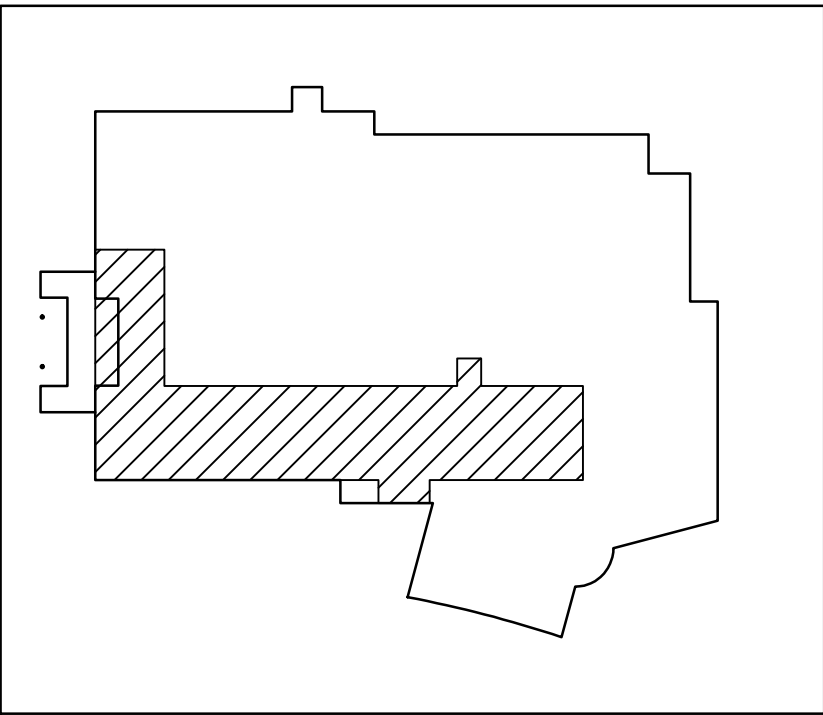
TENANT	PATRON COUNT	EMPLOYEE COUNT	OCCUPANCY
FIRST ASCENT	125	15	140
FUNTOPIA	300	25	325
FOOD/BEVERAGE	-	5	5
OCCUPANCY TOTAL:			470

MEZZANINE OCCUPANCY (PER CODE)

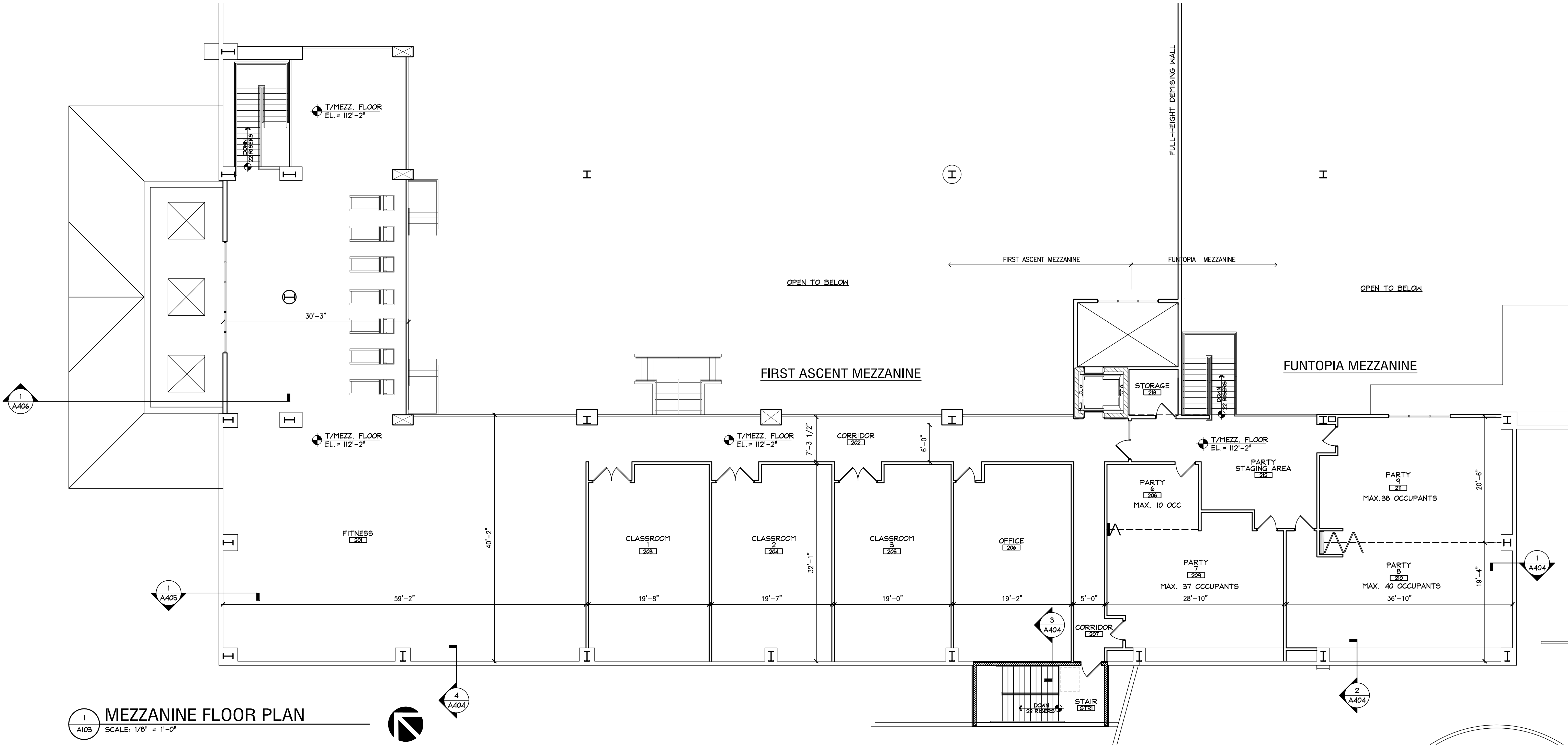
ROOM #	ROOM NAME	AREA (SF)	OCCUPANCY LOAD	MAXIMUM OCCUPANCY
201	FITNESS	3,865	50 SF/OCC	77
202	CORRIDOR	738	NSO	--
203	CLASSROOM 1	606	50 SF/OCC	12
204	CLASSROOM 2	599	50 SF/OCC	11
205	CLASSROOM 3	582	50 SF/OCC	11
206	OFFICE	598	100 SF/OCC	5
207	CORRIDOR	177	NSO	--
208	PARTY 6	158	15 SF/OCC	10
209	PARTY 7	561	15 SF/OCC	37
210	PARTY 8	600	15 SF/OCC	40
211	PARTY 9	574	15 SF/OCC	38
212	PARTY STAGING AREA	417	NSO	--
213	STORAGE	60	NSO	--
STRI	STAIR	195	NSO	--
MEZZANINE GROSS AREA: 10,808 SF			TOTAL:	241
FIRST FLOOR GROSS AREA: 47,699 SF			TOTAL:	1034
OCCUPANCY TOTAL:				1275

NSO = NON-SIMULTANEOUS OCCUPANCY

KEY PLAN



date	description
02/25/18	FOR SPECIAL USE PERMIT
04/05/18	FOR DESIGN COMMISSION
04/19/18	REVISED FOR SPECIAL USE PERMIT
06/20/18	FOR PUD AMENDMENT



date	description
02/25/18	FOR SPECIAL USE PERMIT
04/05/18	FOR DESIGN COMMISSION
04/15/18	REVISED FOR SPECIAL USE PERMIT
06/20/18	FOR PUD AMENDMENT

T/PARAPET (EXIST)
EL. = 151'-8"

T/PARAPET (EXIST)
EL. = 137'-0"

T/PARAPET (EXIST)
EL. = 127'-0"

T/SLAB (EXIST)
EL. = 100'-0"

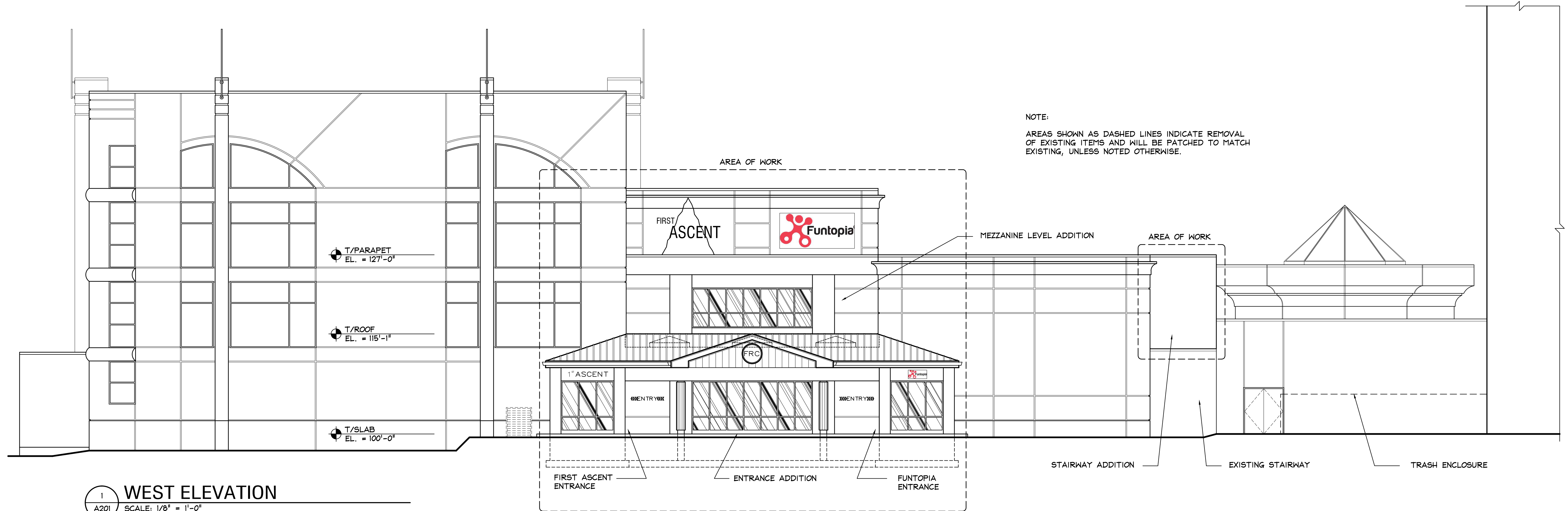
T/PARAPET
EL. = 127'-0"

T/ROOF
EL. = 115'-1"

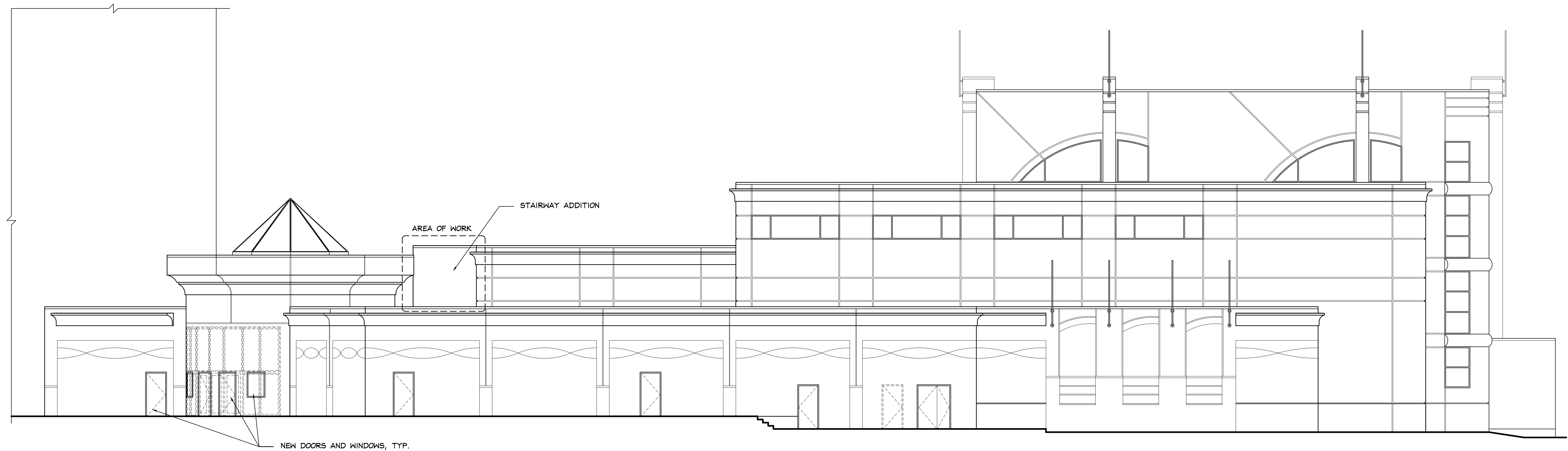
T/SLAB
EL. = 100'-0"

NOTE:

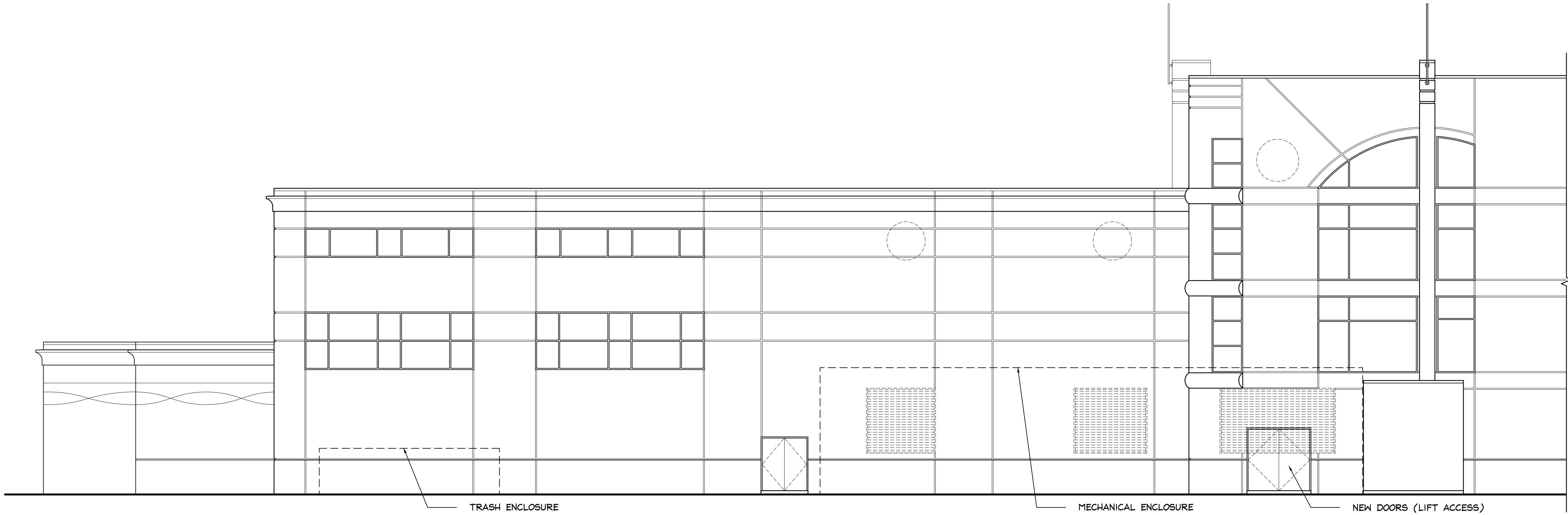
AREAS SHOWN AS DASHED LINES INDICATE REMOVAL
OF EXISTING ITEMS AND WILL BE PATCHED TO MATCH
EXISTING, UNLESS NOTED OTHERWISE.



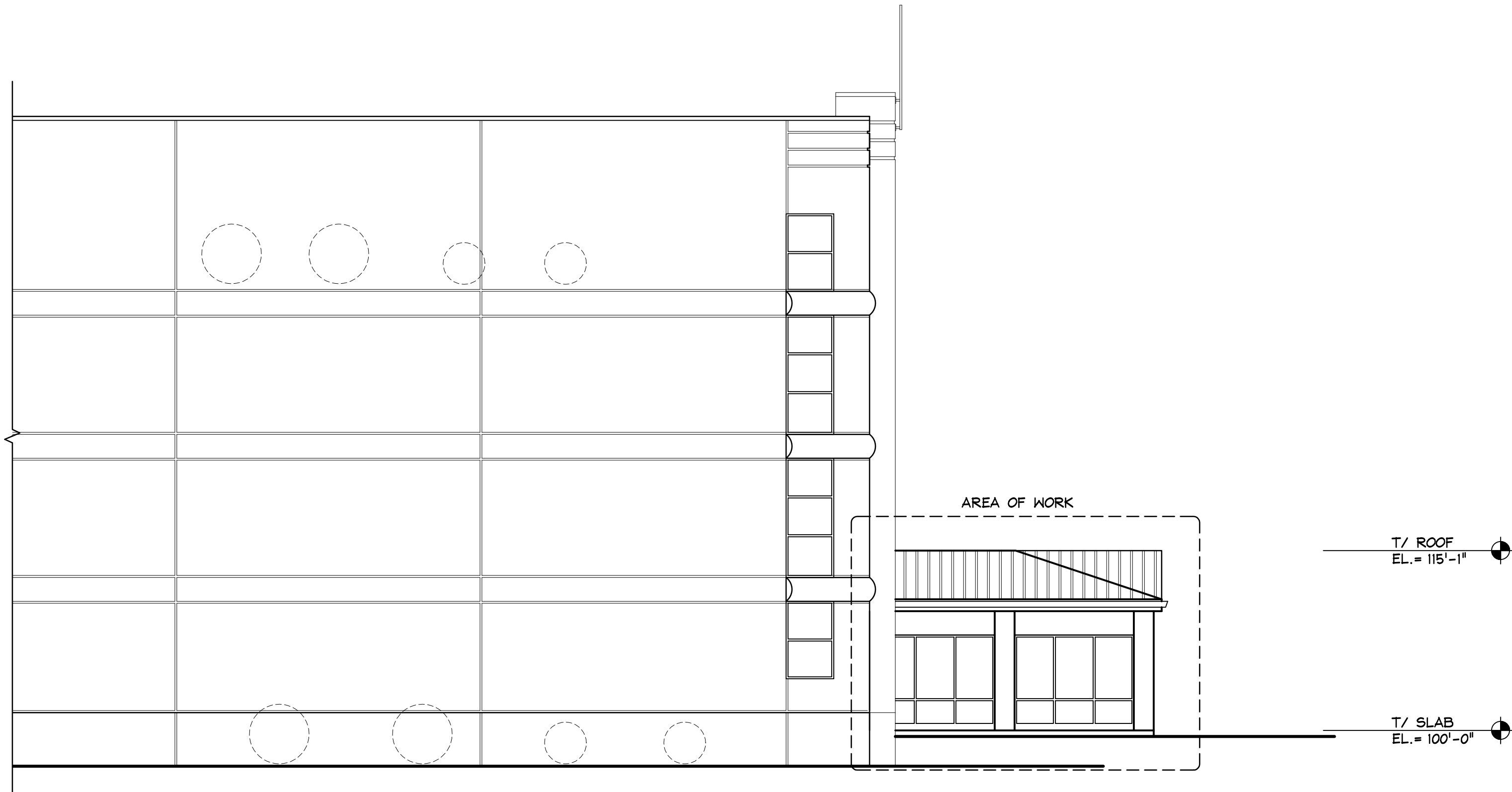
1 WEST ELEVATION
A201 SCALE: 1/8" = 1'-0"



2 EAST ELEVATION
A201 SCALE: 1/8" = 1'-0"

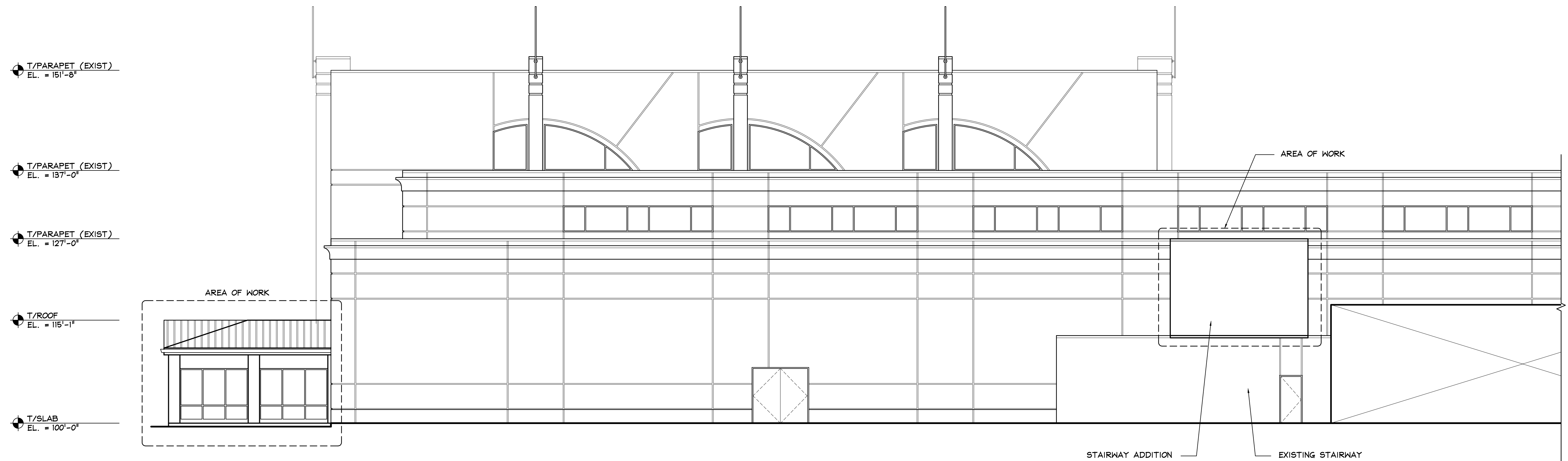


1 NORTH ELEVATION
A202 SCALE: 1/8" = 1'-0"

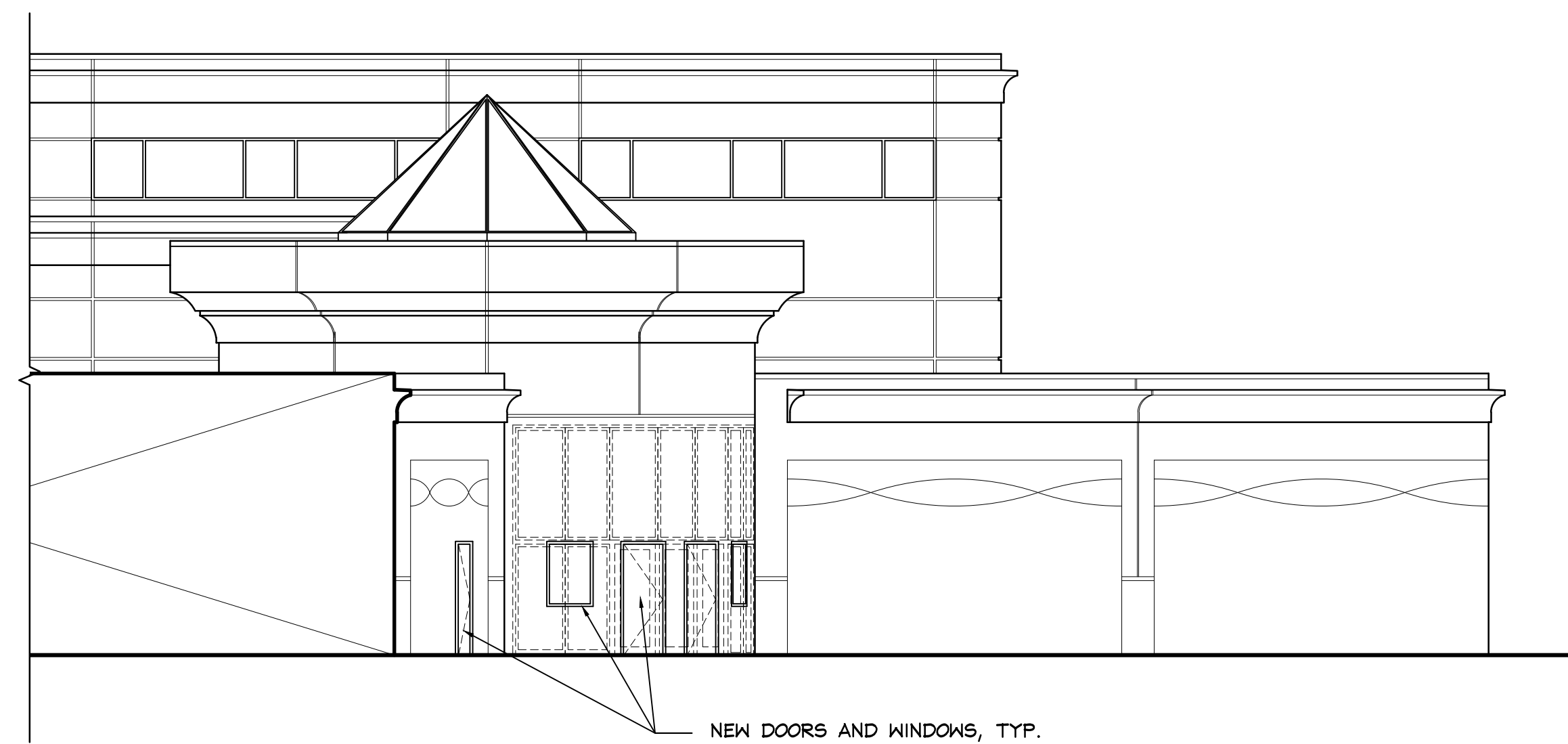


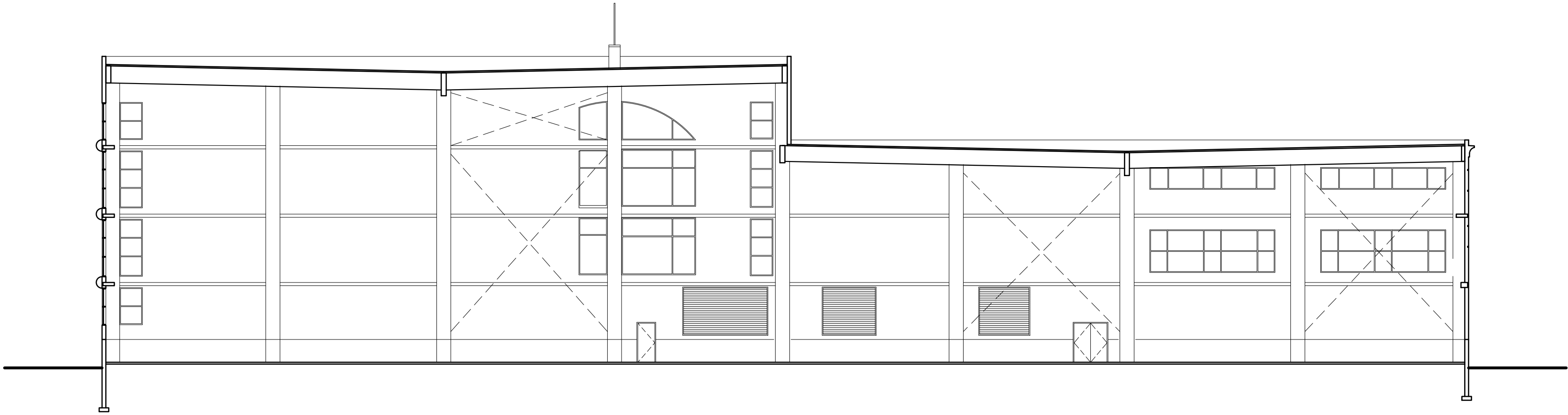
date	description
02/25/18	FOR SPECIAL USE PERMIT
04/05/18	FOR DESIGN COMMISSION
04/15/18	REVISED FOR SPECIAL USE PERMIT
06/20/18	FOR PUD AMENDMENT

date	description
02/25/18	FOR SPECIAL USE PERMIT
04/05/18	FOR DESIGN COMMISSION
04/15/18	REVISED FOR SPECIAL USE PERMIT
06/20/18	FOR PUD AMENDMENT



1
A203 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

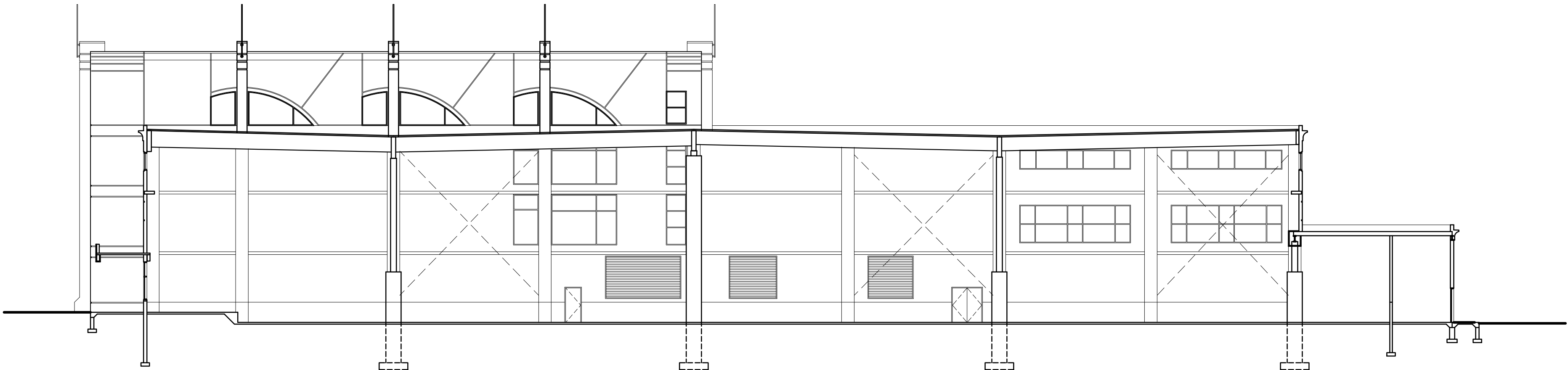




1
A401

EXISTING BUILDING SECTION

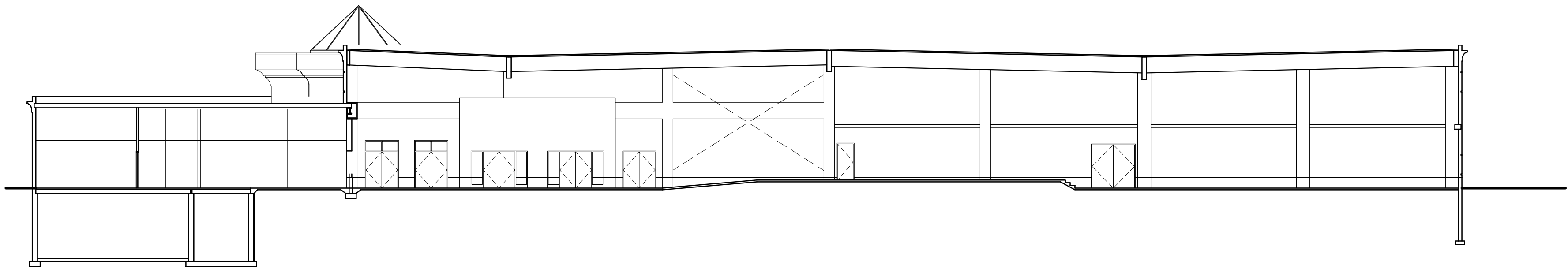
SCALE: 1/16" = 1'-0"



2
A401

EXISTING BUILDING SECTION

SCALE: 1/16" = 1'-0"

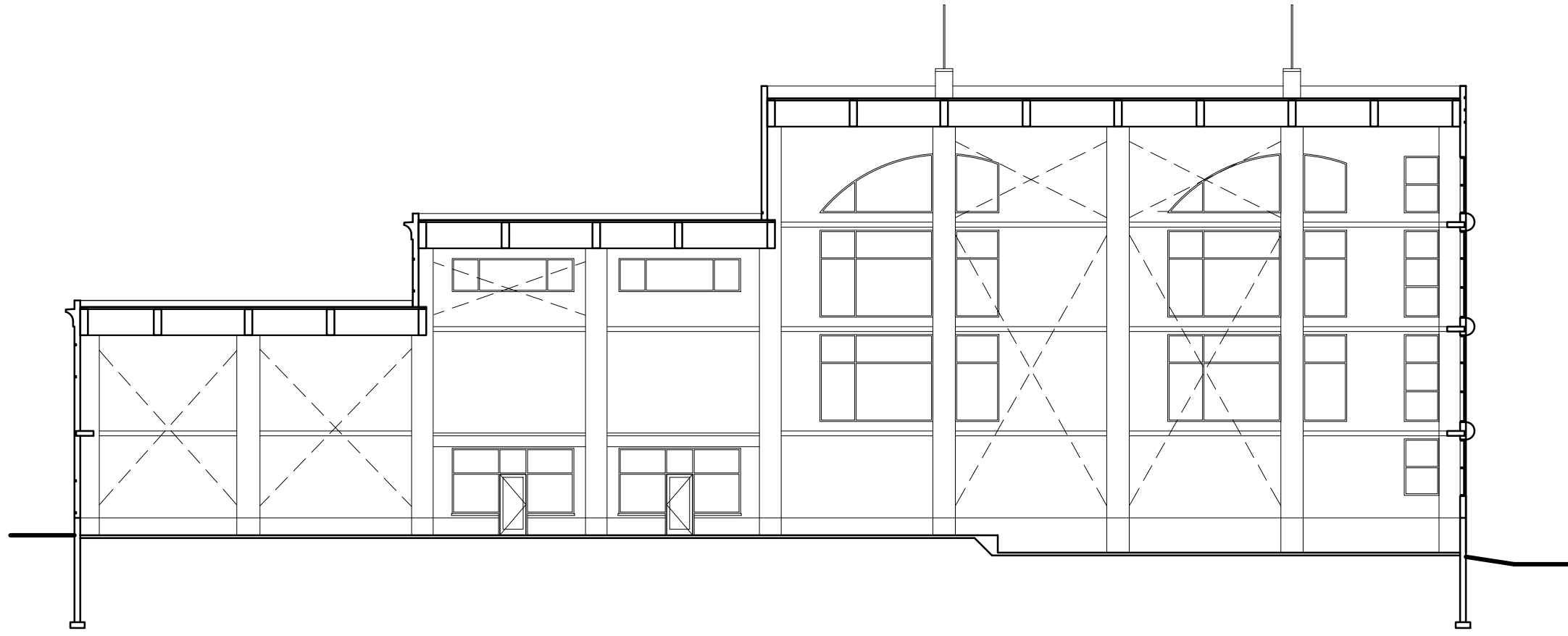


3
A401

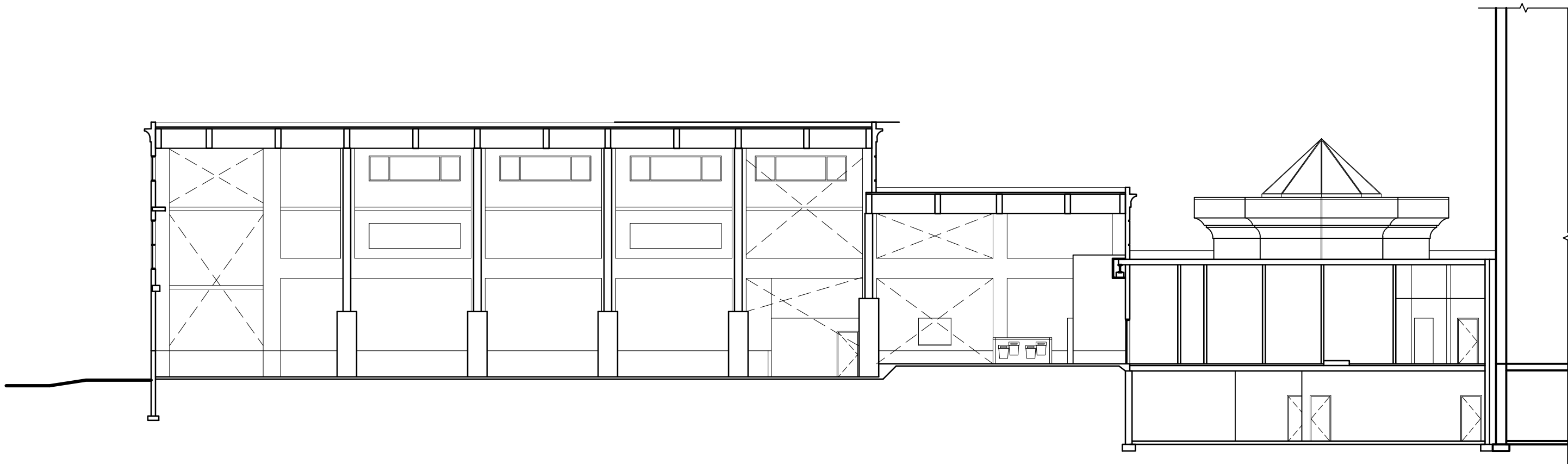
EXISTING BUILDING SECTION

SCALE: 1/16" = 1'-0"

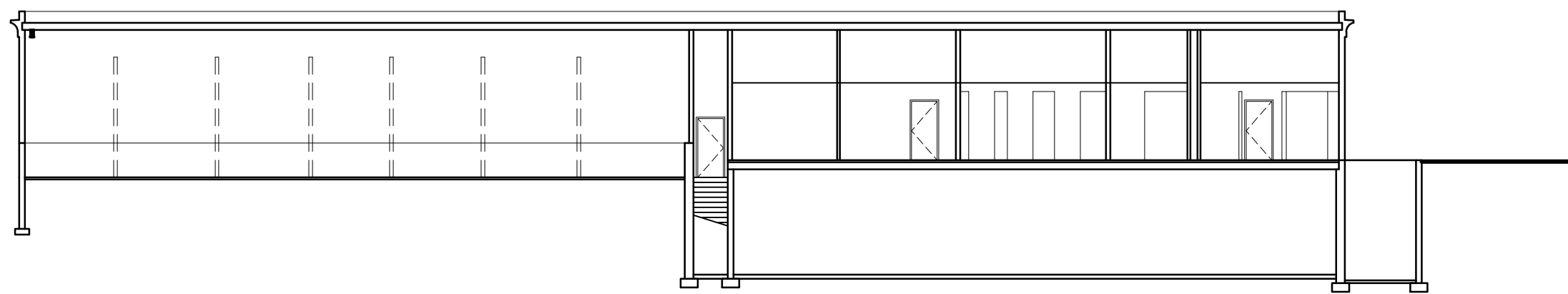
date	description
02/25/18	FOR SPECIAL USE PERMIT
04/05/18	FOR DESIGN COMMISSION
04/15/18	REVISED FOR SPECIAL USE PERMIT
06/20/18	FOR PUD AMENDMENT



1
A402
EXISTING BUILDING SECTION
SCALE: 1/16" = 1'-0"

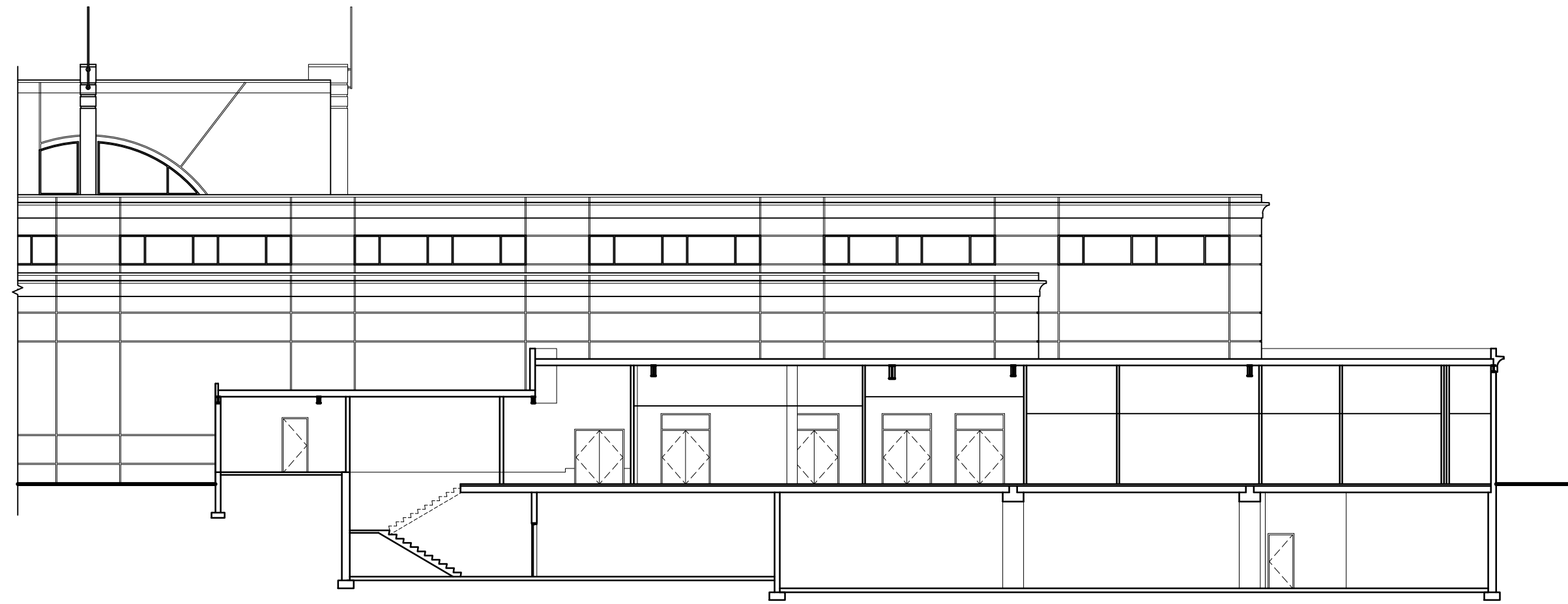


2
A402
EXISTING BUILDING SECTION
SCALE: 1/16" = 1'-0"

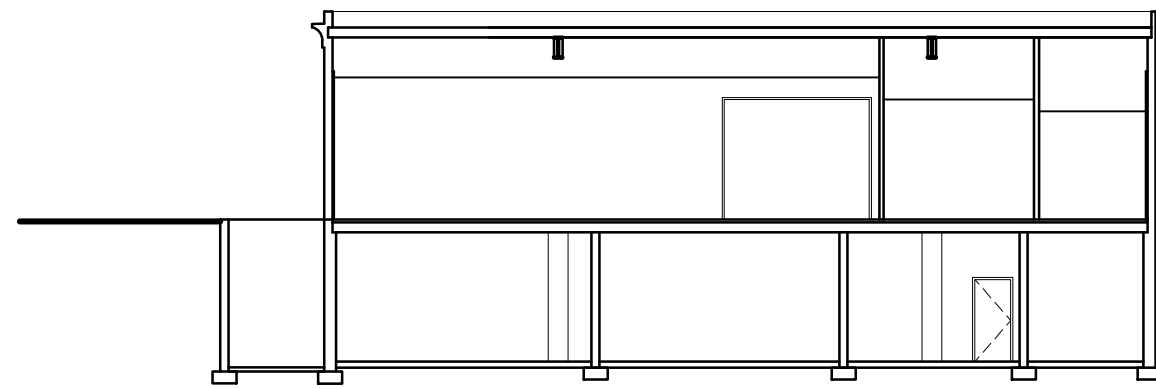


3
A402
EXISTING BUILDING SECTION
SCALE: 1/16" = 1'-0"

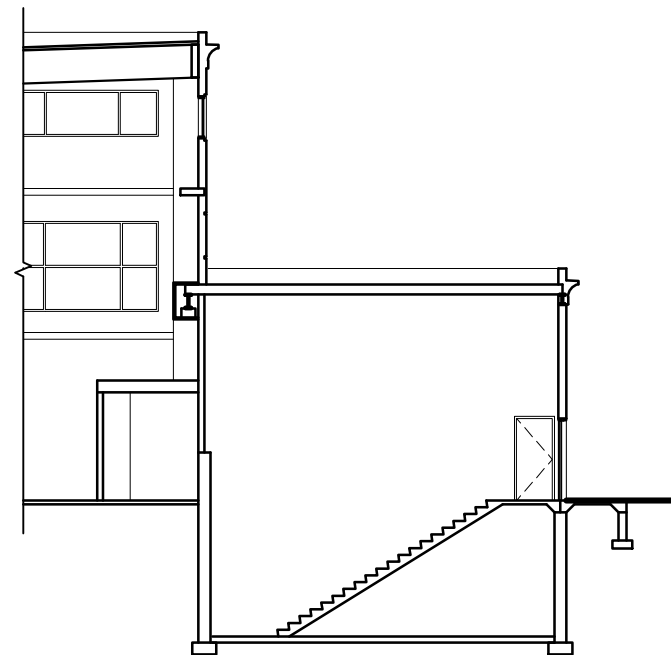
date	description
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04/05/18	FOR DESIGN COMMISSION
04/15/18	REVISED FOR SPECIAL USE PERMIT
06/20/18	FOR PUD AMENDMENT



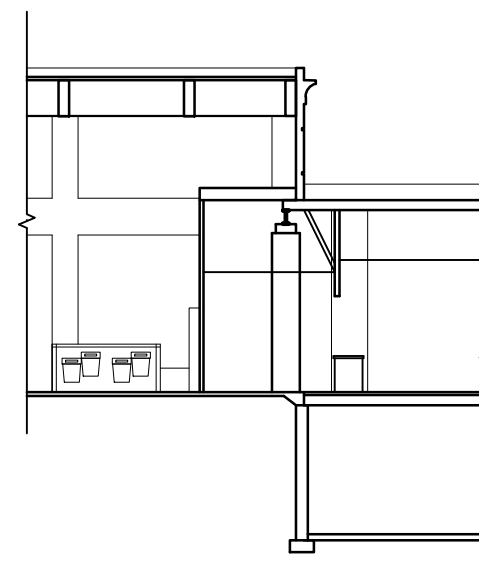
1 EXISTING BUILDING SECTION
A403 SCALE: 1/16" = 1'-0"



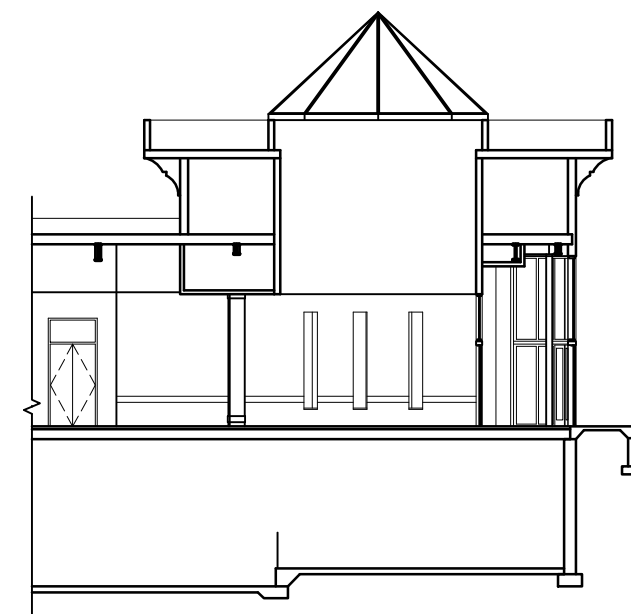
2 EXISTING BUILDING SECTION
A403 SCALE: 1/16" = 1'-0"



3 EXISTING BUILDING SECTION
A403 SCALE: 1/16" = 1'-0"



5 EXISTING BUILDING SECTION
A403 SCALE: 1/16" = 1'-0"



4 EXISTING BUILDING SECTION
A403 SCALE: 1/16" = 1'-0"

date	description
02/25/18	FOR SPECIAL USE PERMIT
04/05/18	FOR DESIGN COMMISSION
04/15/18	REVISED FOR SPECIAL USE PERMIT
06/20/18	FOR PUD AMENDMENT

NOT FOR
CONSTRUCTION

3	PLANNING COMMISSION REVISIONS	2018.06.22
2	PLANNING COMMISSION REVISIONS	2018.05.09
NO.	ISSUED FOR	DATE



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F 312.798.7777
www.okwarchitects.com

ARLINGTON DOWNS

ARLINGTON HEIGHTS, IL

PHOTOMETRIC SITE PLAN

DRAFTED BY
JB
DATE
4/24/2018
SCALE
Not to Scale
KSA CONTACT
PAGE SIZE
ARCH E1
1 of 3

DRAWN BY: _____ CHECKED: _____

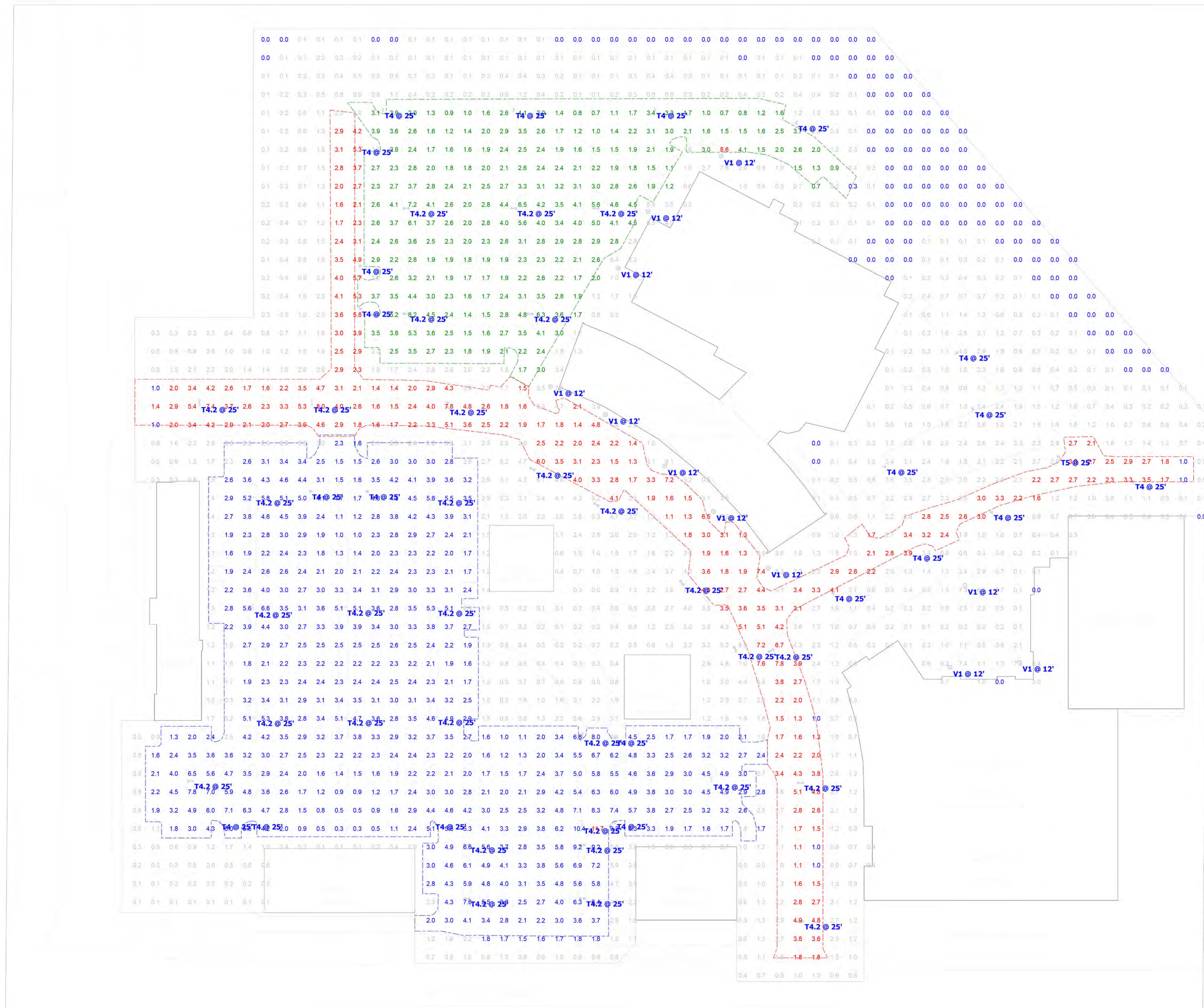
DATE
May 15, 2017

SHEET NO.:

PROJ. NO.:

16093

P-100



Schedule									
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF
	T4	21	Lithonia Lighting	DSX1 LED P7 40K T4M MVOLT	DSX1 LED P7 40K T4M MVOLT	LED	1	20295	0.92
	T4.2	31	Lithonia Lighting	DSX1 LED P7 40K T4M MVOLT	DSX1 LED P7 40K T4M MVOLT	LED	1	20295	0.92
			Lithonia Lighting	DSX1 LED P7 40K T4M MVOLT	DSX1 LED P7 40K T4M MVOLT	LED	1	20295	0.92
			Lithonia Lighting	DSX1 LED P7 40K T4M MVOLT	DSX1 LED P7 40K T4M MVOLT	LED	1	20295	0.92
	V1	11	Visionaire Lighting LLC	PRE-2-L-T5-64LC-5-4K-	27 in. Diameter LED LUMINAIRE		1	13255	0.92

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Full Area Calc.	+	2.1 fc	11.7 fc	0.0 fc	N/A	N/A
W STONEGATE BLVD	X	3.0 fc	8.0 fc	1.0 fc	8.0:1	3.0:1
ZONE B LOT 2A	X	2.6 fc	8.6 fc	0.3 fc	28.7:1	8.7:1
ZONE D - LOT 4A	X	3.3 fc	11.7 fc	0.3 fc	39.0:1	11.0:1

NOTES:

1. CALCULATION POINTS ARE AT GROUND LEVEL.
2. ALL T5 FIXTURES ARE POLE MOUNTED AT 25'-0" AFF. UNO.
3. ALL V1 FIXTURES ARE YOKE MOUNTED AT 12'-0" AFF. UNO.
4. T5-N FIXTURES ARE
5. CALCULATIONS PROVIDED ARE NOT A GUARANTEE OF PERFORMANCE. ACTUAL LIGHT LEVELS MAY VARY.
- **FIELD VERIFICATION REQUIRED.

**THIS DOCUMENT CONTAINS CONFIDENTIAL AND PROPRIETARY INFORMATION OF KSA LIGHTING & CONTROLS. THIS DOCUMENT MAY ONLY BE USED BY OR FOR THE BENEFIT OF KSA LIGHTING & CONTROLS REPRESENTATIVES AND CUSTOMERS. FOR LIGHTING DESIGNS THIS LIGHTING DESIGN IS NOT A PROFESSIONAL ENGINEERING DRAWING AND IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY, WITHOUT WARRANTY AS TO ACCURACY, COMPLETENESS, RELIABILITY OR OTHERWISE. KSA LIGHTING & CONTROLS IS NOT RESPONSIBLE FOR SPECIFYING THE LIGHTING OR ILLUMINATION REQUIREMENTS FOR ANY SPECIFIC PROJECT, INCLUDING MUNICIPAL OR BUILDING CODE REQUIREMENTS. IT IS THE OBLIGATION OF THE END-USER TO CONSULT WITH A PROFESSIONAL ENGINEERING ADVISOR TO DETERMINE WHETHER THIS LIGHTING DESIGN MEETS THE APPLICABLE PROJECT REQUIREMENTS FOR LIGHTING SYSTEM PERFORMANCE, SAFETY, SUITABILITY AND EFFECTIVENESS FOR USE IN A PARTICULAR APPLICATION. FIELD VERIFICATION IS RECOMMENDED WHEN CALCULATIONS ARE BASED ON END-USER OR CUSTOMER-PROVIDED INFORMATION. END-USER ENVIRONMENT AND APPLICATION (INCLUDING, BUT NOT LIMITED TO, VOLTAGE VARIATION AND DIRT ACCUMULATION) CAN CAUSE ACTUAL FIELD PERFORMANCE TO DIFFER FROM THE CALCULATED PHOTOMETRIC PERFORMANCE REPRESENTED IN THIS LIGHTING DESIGN. IN NO EVENT WILL KSA LIGHTING & CONTROLS BE RESPONSIBLE FOR ANY LOSS RESULTING FROM ANY USE OF THIS LIGHTING DESIGN.



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: 3400 W Euclid Ave – PUD Amendment, Prelim/Final Plat of Subdivision, Land Use Variation to allow residential uses below the 1st floor in the B-2 District
PC#: 18-010 – Round 1
Date: April 17, 2018

General Comments:

The information provided is conceptual only and subject to a formal plan review.

Deferred submittals are required for Elevators, Fire Suppression and Fire Alarm.

Residential Building II

1. All currently adopted codes and Village amendments shall apply.
2. Design Firm Registration numbers shall be provided on the plans for all design firms.
3. This review is based on the R-2 / S-2 Use Groups.
4. Provide the proposed construction type of the building.
5. Provide a height and area calculation.
6. 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, 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 doorframe.
7. If the electrical service is over 1,200 amps, the electrical room would be required to have a one hour fire rating or shall be rated equal to the designed structure, whichever is greater, and require two exits on opposite ends of the room, with panic hardware rated equal to the room.
8. The service disconnecting means shall be within 5 feet of the point of entrance of the service conductors. An exterior service disconnect is not permitted.

9. The electrical rooms shall be properly identified.
10. All bedrooms are required to have a properly sized egress window, which provides a minimum net clear opening of 5.7 square feet obtained in the normal operation of the window.
11. Provide an occupant load calculation by floor. Provide the minimum required egress width and the provided egress width.
12. Shaft enclosures for stairways, elevators and trash chute shall be 2-hour fire barriers.
13. Trash room shall have a minimum fire-resistance rating of a 1-hour fire barrier and 1-hour horizontal assembly.

VIB Hotel by Best Western

1. All currently adopted codes and Village amendments shall apply.
2. Design Firm Registration numbers shall be provided on the plans for all design firms.
3. This review is based on the R-1, and A-2 Use Groups.
4. Provide the proposed construction type of the building.
5. Provide a height and area calculation.
6. 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, 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 doorframe.
7. If the electrical service is over 1,200 amps, the electrical room would be required to have a one hour fire rating or shall be rated equal to the designed structure, whichever is greater, and require two exits on opposite ends of the room, with panic hardware rated equal to the room.
8. The service disconnecting means shall be within 5 feet of the point of entrance of the service conductors. An exterior service disconnect is not permitted.
9. The electrical room shall be properly identified
10. Provide an occupant load calculation by floor. Provide the minimum required egress width and the provided egress width.



Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

11. Shaft enclosures for stairways, elevators and trash/linen chute shall be 2-hour fire barriers.
12. Any room/space of assembly with an occupant load of 50 or more shall have panic hardware on all exit doors from the room/space.
13. Each room or space that is an assembly occupancy shall have to occupant load of the room or space posted in a conspicuous place, near the main exit or exit access doorway from the room or space.



**Village of Arlington Heights, IL
Department of Building & Life Safety**

Fire Safety Division

Date: 4/16/2018

P.C. Number: 18-010

Project Name: Proposed Land Use

Project Location: 3400 N. Euclid 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. All currently adopted codes shall apply.
2. Fire department connections shall be located on the street side of buildings, 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 and in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved.
3. Sprinkler access/equipment room should be located on the first floor.
4. 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.
5. An approved water supply capable of supplying the required fire flow for fire protection shall be provided.
6. Fire protection equipment and service rooms shall be identified in an approved manner.
7. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.
8. 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.
9. In buildings and structures where standby power is required or furnished to operate an elevator the operation shall comply with current code requirements.
10. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.
11. Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.

12. 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.
13. 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.
14. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.
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. 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.
21. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet exclusive of shoulders, in the immediate vicinity of any building or portion of building more than 30 feet in height.
22. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building.
23. Buildings shall have approved address numbers.
24. Signs shall be posted on both sides of an approach of any fire lane stating "NO PARKING – FIRE LANE". Signs shall have arrows indicating the area of parking restriction.
25. Fire lane signs shall be white with red three-inch letters. The dimensions of the sign shall be 12 inches horizontally and 18 inches vertically. These signs shall be installed so that the top of the sign is no less than 6 feet nor more than 6 feet above grade.

26. All new elevators shall be equipped with emergency key opening devices at all landings. The location and specific type of device shall be approved by the Fire Department.
27. If the elevator uses an automatic dialer, the ten digit number 847-590-3470 shall be used. If bidirectional communication is available and is used, the elevator should call 911. The phone line used to dial 911 must have the correct address information affiliated with that phone line.
28. **Emergency Signs required for elevators** shall be 7 inches by 5 inches and read as follows: IN FIRE EMERGENCY, DO NOT USE ELEVATOR. USE EXIT STAIRS.
29. 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.

Date 04-16-18

Reviewed By: 
Fire Safety Supervisor



**Village of Arlington Heights, IL
Department of Building & Life Safety**

Fire Safety Division

Date: 4/23/2018

P.C. Number: 18-010 Round 2

Project Name: Proposed Land Use

Project Location: 3400 N. Euclid Ave.

Planning Department Contact: Sam Hubbard, Planning and Community Development

There are several outstanding concerns which were discussed at the planning meeting. It was requested and agreed the developer would provide a scaled site plan showing several items regarding FD access. As of this time this has not been provided.

Additional information requested:

1. Location of the proposed fire dept. connection and how fire apparatus will negotiate access to the FDC.
2. Dimensions of the surrounding streets and fire lanes showing widths of those existing streets and proposed pavement.
3. The drawing discussed showed a dead end on the east side of the building. The revised plan shows this fire lane being extended eastward along the property line. What is the proposed width of this lane?
4. It was requested that a drawing showing the ability for the FD truck to negotiate turns onto and from the site to include the fire lane.

Date 04-23-18

Reviewed By: 

Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: May 7, 2018
Subject: 3400 W Euclid Ave, P.C. #18-010 Round 1



Regarding the proposed PUD Amendment, PW has the following comments:

1. Provide a plan detail that shows method of abandonment of all existing sanitary and storm lines that are connected to sanitary and storm sewers that are going to remain.
2. Provide a profile detail for all sanitary and storm crossings of proposed water main installation.
3. Are the proposed water and sewer lines connecting to the north side of the parking structure going to supply and convey all flows to the proposed development? If so, the water main needs to be metered as it enters the parking structure. Future maintenance to lines poured into the foundation are going to be difficult.
4. I would suggest a fire flow test before proceeding with water main sizing and design. This can be coordinated with the Village Public Works Department. At 847-368-5800 and a contractor for the owner or general contractor.
5. Sheet C5.04 was not included and cannot be reviewed.

VAHPW has no further comments at this time.

C: File

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-010
 Petitioner: ARLINGTON DEVELO, LLC
 Owner: ARLINGTON DEVELO, LLC
 Contact Person: CHRIS GIBBS
 Address: 350 W. HUBBARD ST., SUITE 640
CHICAGO, IL 60654
 Phone #: 312 477-8022
 Fax #: 312 377-8351
 E-Mail: C.GIBBS@ARTANLEGACYGROUP.COM

P.I.N.# MULTIPLE PINS (SEE ATTACHMENT)
 Location: 3400 W. EUCLID AVE
 Rezoning: _____ Current: B-2 Proposed: _____
 Subdivision: Reconfigure lots 3 and 5
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: Amendment For: _____
 Special Use: _____ For: _____
 Land Use Variation: ✓ For: _____
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 27 ACRES
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

(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 _____

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC _____ X _____

b. IDOT _____

c. ARMY CORP _____

d. IEPA _____ X _____e. CCHD _____ X _____

YES NO COMMENTS

3. R.O.W. DEDICATIONS? _____ X _____4. SITE PLAN ACCEPTABLE? _____ X _____5. PRELIMINARY PLAT ACCEPTABLE? _____ X _____6. TRAFFIC STUDY ACCEPTABLE? _____ X _____7. STORM WATER DETENTION REQUIRED? _____ X _____8. CONTRIBUTION ORDINANCE EXISTING? _____ X _____9. FLOOD PLAIN OR FLOODWAY EXISTING? _____ X _____10. WETLAND EXISTING? _____ X _____

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: ERIKSSON ENG.DATE OF PLANS: 4-4-18

Director

Date

John J. Mull 4/23/18

PLAN COMMISSION PC #18-010
Arlington Downs Phase 2
3400 W. Euclid Ave.
PUD Amendment, Pre/Final Plat of Subdivision, LUV
Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
12. Since a subdivision is being proposed the plans must meet all subdivision requirements. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. This estimate should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.
13. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
Prime Meridian:	Greenwich
Angular Unit:	Degree

14. The Final Plat of Subdivision must be reviewed and approved by the Engineering Department prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.
15. The proposed detention facilities will be a private system and as such will not be the Village's responsibility to maintain. There is an existing Onsite Utility Maintenance Agreement recorded as Doc #1410049002.
16. The Stormwater Management Report is acceptable. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. Clearly show the overflow route for the site.
17. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

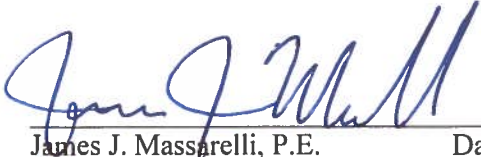
18. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.
19. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy-duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

Traffic

20. Will the new hotel contain any space for meetings, parties, events, etc. that may place additional demands on parking?
21. Please define the proposed number of drive-thru restaurants.
22. The breakout of different zoning uses and a comparison of the shifts between these uses for trip generation would be helpful to understand the traffic projection and parking changes occurring. This most recent revision provided for creating an additional 361 housing units. It would be nice to see in a chart format the addition/reductions in gross retail, restaurant, housing, modifications from each P.U.D. request, to clarify the shifts for traffic and parking for the total site.
23. Lot 16 proposing 360 units does not seem to be able to handle the parking requirement for this density.
24. The traffic signal and lane modifications for the Rohlwing Road at Euclid Avenue intersection are mentioned but there is no firm identification for when these modifications are going to be provided, and in what phase of project this work will commence. Please clarify. All work within the Rohlwing Road ROW and the Euclid Avenue ROW requires a permit from the City of Rolling Meadows. In addition, all work in the Euclid Avenue ROW requires a permit from the Cook County Department of Transportation and Highways.
25. There will be a condition formulated for the PUD ordinance covering responsibilities for signalization of Stonegate Boulevard at Euclid Avenue if traffic signal warrants are met. The developer/property management company will be responsible for design, engineering, and construction of a traffic signal if ever required.
26. The plans attached for this PUD amendment include the residential proposal in Lot E, however the traffic report and parking analysis do not cover this part of the development into the trip analysis or parking count.
27. If this part of the proposal is being included, a detailed plan showing the proposed floor layouts for each level of the proposed parking garage needs to be provided for review.
28. It is unclear in the parking study why the parking ratios utilized in Table 7 were not the Village Code required parking rates. Required parking per Village Code is necessary to determine if a variation is necessary, and the magnitude of the variation. The values used provide for fewer required parking stalls than are required by Code.

Preliminary Plat of Subdivision:

29. There was no new Plat of Resubdivision to review. Complete all the items on the attached Preliminary Plat of Subdivision Checklist.
30. For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist. The elementary school district is Consolidated Community School District #15, Township High School District #211, Township High School District #214, and Harper Community College District #512. Include the utility signature blocks. The plat should show the boundary line for the high school districts.

 4/23/18
James J. Massarelli, P.E. Date
Director of Engineering

Attachments:

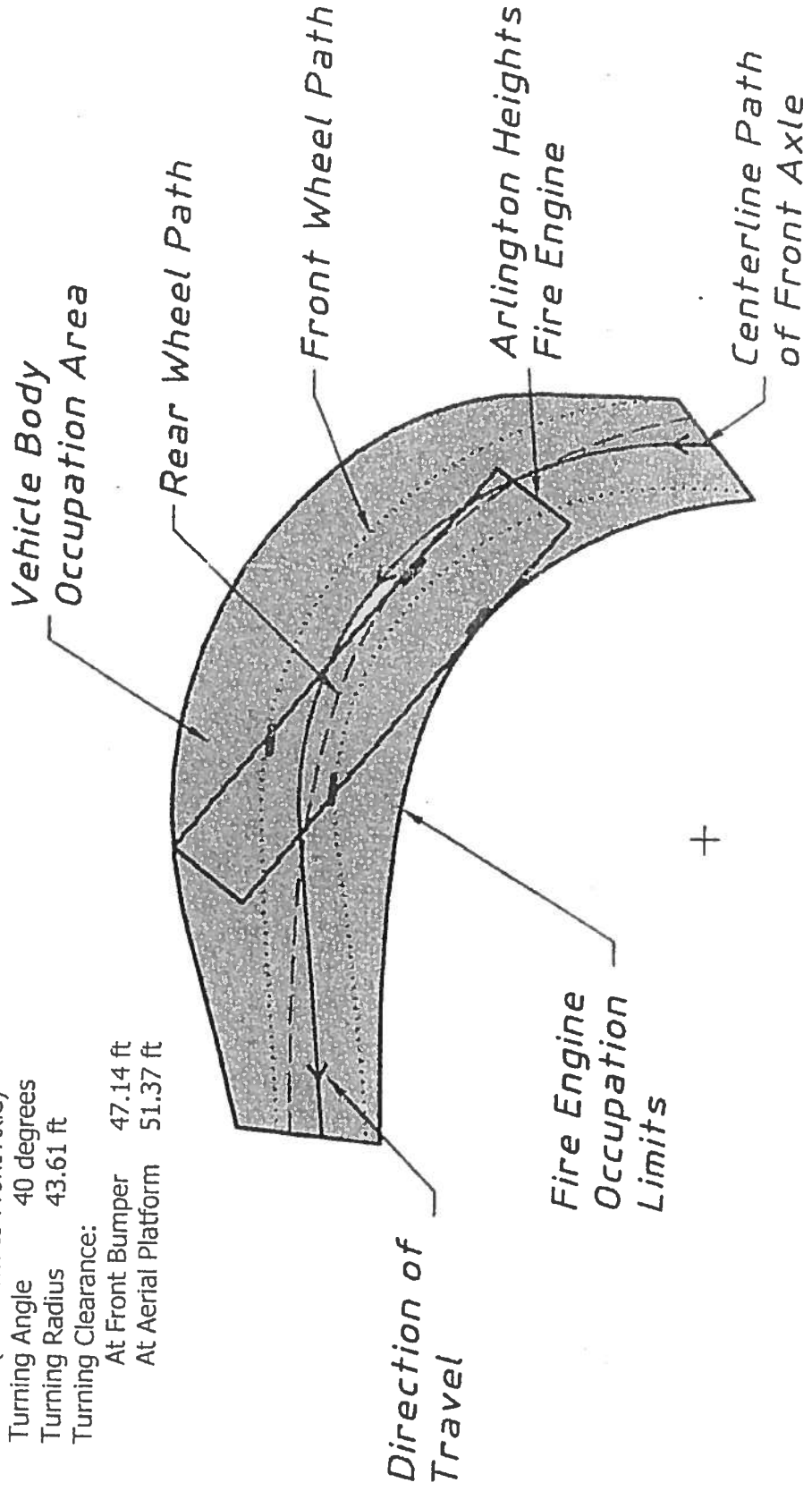
- Fire Apparatus Tower 131 Specifications (1 page)
- Preliminary Plat of Subdivision Checklist (1 page)
- Final Plat of Subdivision Checklist (3 pages)
- Contacts for Plat Signatures (1 page)
- Sample Utility Signature Blocks (1 page)

FIRE ENGINE TURNING TEMPLATE

Village of Arlington Heights Tower 131

Scale: 1"=15'

Overall Height	11 ft - 8 in
Overall Length	48 ft - 0 in
Overall Width	8 ft - 6 in
Overall Wheelbase	21 ft - 2 in
Front Overhang	14 ft - 0 in
(Platform to Front Axle)	
Turning Angle	40 degrees
Turning Radius	43.61 ft
Turning Clearance:	
At Front Bumper	47.14 ft
At Aerial Platform	51.37 ft



Preliminary Plat of Subdivision Checklist

Municipal Code Section 29-201(b)(1 – 13)

- ☐ 1. The name of the proposed subdivision.
- ☐ 2. A north-point indication, scale, date of preparation of the Preliminary plat, and by whom prepared.
- ☐ 3. A legal description of land proposed to be subdivided, by section, township and range, and other terms as used in describing land on the records of the Recorder of Deeds or Registrar of Titles, Cook County, Illinois.
- ☐ 4. Sufficient information to locate accurately the proposed subdivision in relation to its general neighborhood, by means of references to streets, railroad lines, recorded plats, etc. If the foregoing references cannot be made, then a vicinity plat showing the location of the proposed subdivision, drawn to a smaller scale, shall accompany the Preliminary plat.
- ☐ 5. The description and location of all survey monuments, existing and to be erected, in the area of the proposed subdivision.
- ☐ 6. The boundary lines of the proposed subdivision, drawn to accurate scale and bearing, and a statement of the total area encompassed by the boundary lines.
- ☐ 7. The location and dimensions of streets, easements, improvements and utilities within and immediately contiguous to the proposed subdivision, as well as the location and dimensions of major features such as railroad lines, airports, water courses, lakes and exceptional topography.
- ☐ 8. The location, dimensions and layout of proposed streets, alleys, and sidewalks of the proposed subdivision.
- ☐ 9. The layout, number, dimensions and area of each lot of the proposed subdivision.
- ☐ 10. The location, dimensions and layout of all parcels of land intended to be dedicated for public use, such as parks and other open spaces, or reserved for the use of all subdivision property owners, together with an indication of the nature of each such use within the proposed subdivision.
- ☐ 11. The location, dimensions and layout of all public utility easements in the proposed subdivision.
- ☐ 12. The location and dimensions of all building setback lines in the proposed subdivision.
- ☐ 13. The names and last known addresses of the owners of the land proposed to be subdivided, the subdivider and all owners of land immediately adjoining the land proposed to be subdivided.

The Village of Arlington Heights Municipal Code can be accessed over the internet at www.vah.com .

Final Plat of Subdivision Checklist
Municipal Code Section 29-209(a – t)

- ☐ a. The date of preparation of the final plat and by whom prepared.
- ☐ b. The boundary of the plat, based on accurate traverse, with angles and lineal dimensions.
- ☐ c. All permanent survey monuments, markers and bench marks.
- ☐ d. Exact location, width and name of all streets within and adjoining the plat, and the exact location and widths of all cross walkways.
- ☐ e. True angles and distances to the nearest established street lines or official monuments, not less than three.
- ☐ f. Municipal, township, county and section lines accurately tied to the lines of the subdivision by distances and angles.
- ☐ g. Radii, internal angles, points and curvatures, tangent bearings and lengths of all arcs.
- ☐ h. All easements for rights of way established for public use and utilities.
- ☐ i. All lot numbers and lines, with accurate dimensions given in hundredths of feet.
- ☐ j. Accurate outlines and legal descriptions of all areas dedicated or reserved for public use, with the proposed uses indicated thereon; and all areas to be reserved by deed covenant for the common use of all property owners; together with the proposed uses indicated thereon.
- ☐ k. The text of protective covenants, approved by the Plan Commission, relating to the proposed subdivision.
- ☐ l. An endorsement by the County Clerk in the form acceptable to Cook County, that there are no delinquent, forfeited, foreclosed or purchased general taxes, or unpaid current general taxes, against the land proposed to be subdivided.
- ☐ m. A summary of all restrictions applicable to any part of such subdivision concerning building restrictions, use restrictions, building setback lines and similar matters.
- ☐ n. A deed of dedication in the form set forth in Section 29-217(a):
The Final plat shall contain a deed of dedication substantially as follows:

"We, the undersigned, (Names), owners of the real estate shown and described herein, do hereby lay off, plat and subdivide said real estate in accordance with the within plat. This subdivision shall be known and designated as (Name), an addition to the Village of Arlington Heights, Cook County. All streets and alleys and public open spaces shown and not heretofore dedicated are hereby dedicated to the public. Front and side yard building setback lines are established as shown on this plat, between which lines and the property lines of the streets, there shall be erected or maintained no building or structure. There are strips of ground, (Number) feet in width, as shown on this plat and marked 'Easement' reserved for the use of public utilities for the installation of water and sewer mains, poles, ducts, lines and wires, subject at all times to the proper authorities and to the easement herein reserved. No permanent or other structures are to be erected or maintained upon

these strips of land, but owners of lots in this subdivision shall take their titles subject to the rights of the public utilities, and to the rights of the owners of other lots in this subdivision.

(Additional dedications and protective covenants, or private restrictions, would be inserted here upon the subdivider's initiative or the recommendation of the Plan Commission or Village Board; important provisions are those specifying the use to be made of the property and, in the case of residential use, the minimum habitable floor area.)

The foregoing covenants (or restrictions), are to run with the land and shall be binding on all parties and all persons claiming under them until January 1, 20____ [25 year period is suggested], at which time said covenants (or restrictions) shall be automatically extended for successive periods of ten years unless indicated otherwise by negative vote of a majority of the then owners of the building sites covered by these covenants (or restrictions), in whole or in part, which said vote will be evidenced by a petition in writing signed by the owners and duly recorded. Invalidation of any one of the foregoing covenants (or restrictions) by judgment or court order shall in no way affect any of the other various covenants (or restrictions), which shall remain in full force and effect.

The right to enforce these provisions by injunction, together with the right to cause the removal, by due process of law, of any structure or part thereof erected or maintained in violation, is hereby dedicated to the public, and reserved to the several owners of the several lots in this subdivision and to their heirs and assigns.

WITNESS our hands and seals this ____ day of _____, 20____.

STATE OF ILLINOIS)
COUNTY OF COOK) SS.

Before me the undersigned Notary Public, in and for the County and State aforesaid, personally appeared (Names), and each separately and severally acknowledged the execution of the foregoing instrument as his or her voluntary act and deed, for the purposes therein expressed.

WITNESS my hand and notarial seal this ____ day of 20 ____.

Notary Public"

- ☐ o. A blank certificate of approval in the form set forth in Section 29-217(b).
The Final plat shall contain a certificate of approval as follows:

"Under the authority provided by 65 ILCS 5/11-12 as amended by the State Legislature of the State of Illinois and Ordinance adopted by the Village Board of the Village of Arlington Heights, Illinois, this plat was given approval by the Village of Arlington Heights AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED by the Plan Commission at a meeting held _____

Chairman

Secretary

APPROVED by the Village Board of Trustees at a meeting held _____

President

Village Clerk

APPROVED by the Village Collector

APPROVED by the 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@comcast.com

Alternate: Martha Gieras 630/600-6352
Martha_gieras@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@agresources.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: _____

Cook County Signature Block:

This plat has been approved by the Cook County Highway Department with respect to roadway access pursuant to 765 ILCS 205/2. However, a Highway Permit, conforming to the standards of the Cook County Highway Department is required by the owner of the property for this access.

Superintendent of Highways
Cook County, Illinois



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 18-010

Project Name

Arlington Downs

Project Location

3400 W. Euclid Ave.

Planning Department Contact Sam Hubbard

General Comments

Round 1

1) Building is to be sprinkled per code.

2) The Fire Department Connection shall be located at the main front entrance of the building, be fully visible and accessible, and located within 100 feet of the nearest fire hydrant.

3) A Knox Box containing keys shall be mounted at the main front entrance of the building.

4) A fully operational annunciator panel or alarm panel shall be located at the main front entrance of the building.

5) The Fire Department requests an auto-diagram.

6) Please review section 503 of the 2009 International Fire Code and any applicable codes to ensure all Fire Apparatus roads will comply.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date April 25, 2018

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

3400 W. Euclid Ave.

PC#18-010

Round 1 Review Comments

04/17/2018

1. Character of use:

The character of use is consistent with the area.

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, entrances/exits and parking lot. Special attention should be given to illuminating the parking garage, areas around the building- to include entries/exits. These areas should be illuminated specifically during hours of darkness for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing vehicle burglaries, theft, trespassing, vandalism, and other criminal activity.

3. Present traffic problems?

There are no traffic problems at this location.

4. Traffic accidents at particular location?

This is not a problem area in relation to traffic accidents.

5. Traffic problems that may be created by the development.

This development will create an increase in traffic volume. This increase is unlikely to cause any problems since there will be vehicle access off Rohlwing Rd (3), Euclid Ave (2) and Salt Creek Ln (1).

6. General comments:

- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. The 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.

- The addition of Trespass signage is recommended. Consider posting no trespassing / loitering/ no unauthorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

RS **RECEIVED**

Brandi Romag, Crime Prevention Officer
Community Services Bureau

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

Approved by:

[Signature] #557
Supervisor's Signature

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

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>18 - 010</u>	P.I.N.# <u>MULTIPLE PINS (SEE ATTACHED)</u>
Petitioner: <u>ARLINGTON DEVELO, LLC</u>	Location: <u>3400 W. GULF</u>
	Rezoning: _____ Current: <u>B-2</u> Proposed: _____
	Subdivision: <u>Reconfigure lots</u>
	# of Lots: _____ Current: _____ Proposed: _____
Owner: <u>ARLINGTON DEVELO, LLC</u>	PUD: <u>Amendment</u> For: _____
	Special Use: _____ For: _____
	Land Use Variation: ☒ For: _____
Contact Person: <u>CHRIS GORZEL</u>	Land Use: _____ Current: _____
Address: <u>350 W. HUBBARD ST, SUITE 640</u>	Proposed: _____
<u>CHICAGO, IL 60654</u>	Site Gross Area: <u>27 ACRES</u>
Phone #: <u>312 477-8022</u>	# of Units Total: _____
Fax #: <u>312 377-8351</u>	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____
E-Mail: <u>C.GORZEL@ARLINGTONDEVELO.COM</u>	

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

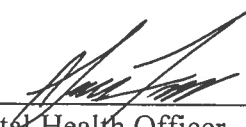
The Village Code requires that recycling be provided in all multi-family properties. A recycling plan will need to be submitted during the Building permit phase.

Solid waste storage sites must comply with the following:

- Container Site
 - Area shall be of a sufficient size to easily accommodate the container.
 - The surface shall be paved, curbed and graded to the front to prevent accumulation of liquid.
 - Visual screening of the site shall be provided.
- Access to Container
 - Sufficient space to accommodate the turning requirements of the scavenger truck shall be provided.
 - Parking, fences, plantings, etc., shall be located so as to create no obstacles to service vehicles.

Building permit plans must comply with the attached Food Service Plan Review Requirements.

See the attached accessibility comments.

Sean Freres 
Environmental Health Officer

4/20/18
Date

James McCalister 
Director

4/20/18
Date

Plan Review

Project: 3400 W. Euclid Avenue
PUD Amendment, Prelim/Final Plat of Subdivision, Land Use
Variation to allow residential uses below the 1st floor in the B-2
District

PC# 18-010 Round 1

From: David Robb, Disability Services Coordinator
Health & Human Services Department
(847) 368-5793



To: Sam Hubbard

Date: April 19, 2018

Re: Illinois Accessibility Code (IAC) Requirements

Sheet C-2.02

1. Seven Reserved Accessible Parking Spaces are required in parking lots with a total of 201 to 300 total parking spaces. Per IAC Section 400.310(c)(1).
2. Identify the depressed curb/curb ramps from the Reserved Accessible Parking Spaces to the sidewalk. Per IAC Section 400.310(d)(1) in accordance with IAC Section 400.310(a)(1)(A).
3. Identify the curb ramp at the curb leading to the "FRC Entrance." Per IAC Section 400.310(d)(1) in accordance with IAC Section 400.310(a)(1)(A).

Sheet C-2.04

4. Curb ramps are required at all locations where a sidewalk crosses a curb. Per IAC section 400.310(d)(1).

Sheet C-2.05

5. Identify the depressed curb/curb ramps from the Reserved Accessible Parking Space to the sidewalk. Per IAC Section 400.310(d)(1) in accordance with IAC Section 400.310(a)(1)(A).

Sheets A101 and A102

6. Identify the Areas of Rescue Assistance serving occupiable levels above and below grade equal to the number of required exits. Per IAC Section 400.310(b)(5).

RECEIVED
APR 23 2018
**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

Sheets A302

7. Identify the Area of Rescue Assistance serving occupiable levels above and below grade equal to the number of required exits. Per IAC Section 400.310(b)(4).

Sheet ADRII DD Progress Set Architectural – Revised

8. IAC Section 400.350 Multistory Housing New Construction and
9. IAC Section 400.360 Requirements for Adaptable Dwelling Units apply.

Sheet A103

10. Entrance doors to all individual dwelling units shall comply with IAC Section 400.310(j) and 400. Illustration B Figure 25 Maneuvering Clearances at Doors in accordance with Section 400.350(a).
11. Note: The “Seven Requirements of Accessibility” of the Federal Fair Housing Accessibility Guidelines apply to 100 percent of the dwelling units in elevator buildings. Per the Fair Housing Amendments Act, 42 U.S.C. §3601 et seq. See HUD Fair Housing Equal Opportunity at:
https://www.hud.gov/program_offices/fair_housing_equal_opp/disabilities/accessibilityR

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-010
 Petitioner: ARLINGTON DEVELOPMENT, LLC

Owner: ARLINGTON DEVELOPMENT, LLC

Contact Person: CHRIS GEORGE
 Address: 350 W. HUBBARD ST., SUITE 600
CHICAGO, IL 60654

Phone #: 312 477-8022

Fax #: 312 377-8351

E-Mail: C.GEORGE@TAXMANEBATTYBLOOM.COM

P.I.N.# MULTIPLE PINS (SEE ATTACHED)

Location: 3400 W. GULLY

Rezoning: _____ Current: B-2 Proposed: _____

Subdivision: Reconfigure Lot 3 and 5

of Lots: _____ Current: _____ Proposed: _____

PUD: Amendment For: _____

Special Use: _____ For: _____

Land Use Variation: ☒ For: Residential

uses on 1st floor in B-2 District

Land Use: _____ Current: _____

Proposed: _____

Site Gross Area: 27 ACRES

of Units Total: _____

1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

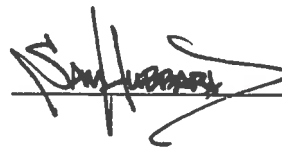
(Petitioner: Please do not write below this line.)

YES NO

1. ☒ _____ COMPLIES WITH COMPREHENSIVE PLAN?
2. ☒ _____ COMPLIES WITH THOROUGHFARE PLAN?
3. ☒ _____ VARIATIONS NEEDED FROM ZONING REGULATIONS?
 (See below.)
4. _____ ☒ VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
 (See below.)
5. ☒ _____ SUBDIVISION REQUIRED?
6. ☒ _____ SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
 (See below.)

Comments:

SEE ATTACHED COMMENTS



4.25.18

Date

Planning & Community Development Dept. Review

April 25, 2018



REVIEW ROUND 1

Project: 3400 W. Euclid Ave.
Arlington Downs PUD Amendment

Case Number: PC 18-010

General:

7. Please acknowledge that zoning approval for the future residential uses (ADR-III and ADR-IV) cannot be granted at this time. Once formal plans have been developed for these sites, a PUD amendment will be required to grant zoning approval. Please note that staff does not have any objections to the proposed future use of ADR-III and ADR-IV as residential, however, based on the actual parking demand generated by the First Ascent/Funtopia facility, additional overflow parking areas may be required on Lot 2B, which could impact the number of units that could be constructed within ADR-IV.
8. Please clarify phasing for this project. Will all surface improvements (landscaping, parking lot and drive aisles, etc.) be constructed within Zone D as part of the hotel? If certain improvements will not be constructed at this time, please prepare a phasing plan outlining which improvements will be constructed when. Please note that the drive aisle exit north to Salt Creek Lane will need to be constructed as part of the First Ascent/Funtopia development.
9. The Plan Commission must review and approve the following actions:
 - a) Amendment to PUD Ordinance Numbers 12-006, 12-037, 12-039, 14-025, and 15-049 to allow modifications to the approved development plan for Arlington Downs.
 - b) Land Use Variation to allow residential uses as a principal use in the B-2 District in Zones B and E.
 - c) Plat of Subdivision to reconfigure lots 3 and 5 to accommodate for the proposed "ADR-II" and "ADR-III" residential buildings.
 - d) Special Use Permit for an arcade/amusement facility (Funtopia) and a Special Use Permit for a restaurant.
 - e) Amendment to the hotel Special Use Permit to reduce the number of rooms from 161 to 116, and to allow for development within Zone C prior to constructing the foundation of the hotel.
 - f) Chapter 28, Section 11.4, to reduce the required parking. The extent of this parking variation will be determined once additional information has been provided.
 - g) Chapter 28, Section 5.1-22.1(c), to reduce the required setback for parking areas along Rohlwing Road and Euclid Avenue from 15 feet to approximately 10 feet.
 - h) Chapter 28, Section 5.1-11.1(a), to allow dwelling units on the first floor within "ADR-II".
 - i) Chapter 28, Section 11.7, to reduce the required number of loading spaces. The extent of this variation will be determined once additional information has been provided.
10. 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.
11. Per my email from April 9, 2018, the following items were missing from the application and must be provided in order to complete our review and proceed to the Plan Commission:
 - a) Project Description (including details on phasing, green design/sustainable features).
 - b) Preliminary and Final Plats of Subdivision
 - c) Photometric Plan (including catalog cuts for all fixtures)
 - d) Market Study (for residential)
 - e) Affordable Multi-Family Assessment

12. 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. If you end up proceeding with Preliminary Plat approval only, a copy of the Plat which reads "Preliminary" will be required one week prior to the Plan Commission hearing.
13. 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 any necessary 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.
14. Will the proposed hotel be located on a separate subdivided lot? If so, the Plat of Subdivision should incorporate this lot.
15. Will any Bylaws or Covenants be established for the proposed development? Please provide these (in draft form) if so. How will shared parking and cross access be governed if individual lots will be sold off? Will easements be dedicated?
16. Impact Fee's will be required for the residential portion of the development, in accordance with Village Policy.
17. Please note that approval ordinances 12-006, 12-037, 12-039, 14-025, and 15-049 contain specific infrastructure requirements that must be completed along with "Phase II" of the development. Please familiarize yourself with these infrastructure requirements as outlined in the conditions of approval within each ordinance. Please note that staff is recommending a landscape median be installed within Euclid Avenue, subject to review and approval by Cook County and the City of Rolling Meadows, which was not part of the original approval conditions from 2012, 2014, and 2105.
18. For all variations and land use variations requested, please provide a written response to the hardship criteria for variation approval, as outlined on page 2B of the zoning application and summarized below.
Variations and Land Use Variations:
 - The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and
 - The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned; and
 - The proposed variation is in harmony with the spirit and intent of this Chapter; and
 - The variance requested is the minimum variance necessary to allow reasonable use of the property.
19. The petitioner must meet with the Housing Commission prior to appearing before the Plan Commission. Once your response to the Affordable Housing criteria has been received, please work with Nora Boyer in scheduling the meeting with the Housing Commission.
20. Design Commission application documents are still needed on the Vib Hotel. Please note that Design Commission process must be complete prior to appearing before the Plan Commission.

Site Plan/Landscaping:

21. Please note that the Euclid/Rohlwing Overlay District requires a minimum 15' setback from parking lots and drive aisles abutting Euclid Avenue. The proposed drive-thru lane appears to be setback approx. 11' from the Euclid Avenue ROW, which would require a variation. Additional landscaping is needed within this setback

area. Finally, please note that any menu boards for a drive-thru in this location would also likely need a variation from the signage regulations as contained within Chapter 30 of the Municipal Code.

22. Sheet A010 needs revisions. Please clarify/revise the following:

- a) Does the overall square footage calculation include Lot 16? The lot acreage only seems to take into consideration the area of Lot 2B, but it does not seem to take into account the area in Lot 16. Please add this to the Lot Coverage table.
- b) The parking areas on do not match what is shown on the landscape and civil plans in multiple areas (orientation/layout of parking lots, location of loading areas/trash receptacles, etc.). Please revise so that the plan is coordinated with all other plans.
- c) Please provide a dimension for the minimum setback of the parking lot area along Rohlwing Road.
- d) Please provide a dimension for the minimum setback of the drive-thru lane along Euclid Ave.
- e) Please add a column to the Lot Coverage Table that outlines the proposed F.A.R. for each building, per the definition of F.A.R. in the zoning code.
- f) Please add a column to the Lot Coverage Table that outlines the maximum building height for each building.
- g) Please add a column to the Lot Coverage Table that outlines the impervious surface coverage in each zone except Zone C, Lot 2B, and Lot 16.
- h) Please incorporate the following density table to sheet A010

Density Table				
	One Arlington	ADR-II	ADR-III	ADR-IV
Lot Area				
Total Number of Units				
Studio & 1-Bdrm Units				
2-Bdrm Units				
3-Bdrm Units				

23. What is the object located northwest of the northwest corner of the hotel building?

24. Please provide details on all exterior dumpster enclosures (height, materials, etc.). Please note that exterior dumpster enclosures were never contemplated for the retail/office spaces in Zone B. Where feasible, interior dumpster enclosure spaces shall be provided in Zone D.

25. Please provide details on the corner "Sign Plaza" feature at the northeast corner of Rohlwing and Euclid. Please note that signage in this location was to include a "Welcome to Arlington Heights" sign.

26. What is the cross-hatched feature on sheet L-2.2 on the landscape plan?

27. Are any fences or retaining walls proposed as part of this development? Please indicate their locations and details on the site plan if so (heights, materials, etc.).

28. Other than the generator proposed within the garage of ADR-II, are there any other generators, transformers, AC units, mechanical equipment, or utility pedestals proposed to be ground mounted on the site? Please note that there are several existing utility pedestals at the south east corner of Stonegate Blvd and Rohlwing Road.

29. The engineering plans do not appear to take into account the recommended improvement needed to the access drive where it intersects with to Salt Creek Lane on the east side of the site. The traffic study recommended improvements to the lanes in these areas, which is not reflected on the site plans.

Buildings/Uses:

30. The plaza area connecting One Arlington to Zone D needs further development. Please reference previous concepts for this area, which included decorative paving, seat walls, bike racks, benches and seating areas, pergolas, etc. Please re-work this area to align it more with previous approvals.

31. Please address the previous comments which asked for commercial/active uses on the 1st floor of ADR-II where the building abutted Stonegate Blvd.
32. Please provide square footage of all meeting spaces/conference rooms within the hotel.
33. Please provide a dashed line outlining the seating area of the bar within the hotel and provide a square footage calculation. Will any food service be offered within the hotel?
34. How many employees will the hotel have at peak shift?
35. Where the drive aisle located on Lot 16 leads north from Lot 2B to Salt Creek Lane, additional landscape area should be provided on the east side of this drive aisle. Please shift the drive aisle on Lot 16 slightly to the west in order to provide a 10' wide planting area on the eastern side of Lot 16 (as measured from back of curb to property line). The width of the current planting area appears to be only 3'-4'.

Parking and Traffic:

36. Please provide a parking chart on sheet A010 that outlines the total number of parking spaces provided in each zone (excluding zones C, Lot 2B, and Lot 16). Please differentiate between surface parking and garage parking.
37. The "Lot Data Summary" chart indicates that a total of 1,549 parking spaces will be provided upon the completion of this phase of development (482 spaces in Zone D + 672 spaces in Zone A & B + 395 spaces in Zone E). Is this figure accurate?
38. Does the 395 parking spaces shown for ADR-II take into account the 24 surface parking spaces? Please note that the provision of handicap parking spaces in the ADR-II garage may reduce the total number of parking spaces provided.
39. Please provide a breakdown of the number of handicap accessible stalls required for each zone vs. the number of handicap spaces proposed for each zone. It appears that ADR-II may be short on the number of required handicap accessible stalls.
40. Please provide parking spaces dimensions for all parking rows, and please provide drive-aisle widths for all drive aisles. Additionally, the architectural plans for ADR-II must be revised to show the width and length of parking spaces in each parking row of the garage, and the width of all drive aisles within the garage.
41. Please explain how drop-off/pick-up, deliveries/loading, and trash collection will function at the hotel. Is the drop-off/pick-up area suitable? Please explore options to cut into the concrete plaza at the rear of the building to provide space for a small pull over area for drop-offs, or whether the row of 15 parking spaces at the rear of the building could be shortened to include a small drop-off area.
42. The loading area/trash collection area for ADR-II needs further development. Please rework this area and provide additional details. Where will dumpsters be stored? Where will the loading space be located? How will move-ins/move-outs function? Where will parcel delivery occur? Please explain where trucks will parking during these functions.
43. Per Section 11.7 of the zoning code, one 10' x 35' loading space is required for any multi-family dwelling that is between 10,000 sq. ft. and 200,000 sq. ft. in size. For each additional 200,000 sq. ft. of floor area (or fraction thereof), and additional 10' x 35' loading space is required. Please clarify the total square footage for ADR-II, and indicate on the plans where the required loading spaces are provided. If a variation is requested, please provide the necessary justification for the variation.
44. Per Section 11.7 of the zoning code, one 10' x 35' loading space is required for any hotel that is between 10,000 sq. ft. and 200,000 sq. ft. in size. For each additional 200,000 sq. ft. of floor area (or fraction

thereof), and additional 10' x 35' loading space is required. Please clarify the total square footage of the hotel and indicate on the plans where the required loading spaces are provided.

45. Per Section 11.7 of the zoning code, two 10' x 50' loading space is required for any retail or restaurant development that is between 25,000 sq. ft. and 40,000 sq. ft. in size. Please indicate on the plans where the required loading spaces are provided. If a variation is requested, please provide the necessary justification for the variation.
46. The Village has recently adopted a bicycle parking space requirement. Per Section 11.8 of the zoning code, the following bicycle parking spaces are required for each of the referenced developments:

One Arlington	21 spaces
25N Coworking	2 spaces
Funtopia/First Ascent	11 spaces
ADR-II	26 spaces
Commercial	5 spaces (if all retail), 17 if all restaurant (assuming seating area is 50% of total unit area)
Hotel	2 spaces (plus additional spaces for restaurant/bar area, TBD once details on the bar area are received)

Please outline the location of all bicycle parking spaces on the site plans and provide a table on sheet A101 outlining each development, how many bicycle parking spaces are required, and how many are proposed (distinguishing between interior bicycle parking spaces and exterior bicycle parking spaces).

47. Peak demand for visitor parking in ADR-II was estimated at 39 vehicles. It is noted that there is a "visitor" surface parking area at the entrance of the building which includes 24 spaces. Will the garage be open to guest parking as well?

Prepared by:



Arlington Downs
3400 W. Euclid
PC 18-010
April 20, 2018

Landscape Comments

- 1) Please provide enlarged details of key areas in plan view that show the landscaping and design elements for various key areas throughout the site including:
 - Retail plazas and storefronts.
 - The corner focal element at the intersection of Euclid and Rohlwing Road. Per the design guidelines, the feature element at the corner of Euclid and Rohlwing, which will serve gateway, shall be heavily landscaped with evergreens, flowering shrubs and perennials. Provide a plan view and elevations of the proposed sign.
 - The crosswalks – incorporate decorative crosswalks throughout the site.
 - Loading areas and trash enclosures.
 - The pavilion/seating areas near retail 'D' and 'C'. The design shall be comparable to the plan approved in 2015. Provide a plaza area that consists of site furnishings, seat walls and landscaping.
- 2) Provide additional landscaping along the northeast property line adjacent to Funtopia. The landscaping should consist of a mix of evergreen trees in order to screen the loading, trash and mechanical area in the rear of Funtopia.
- 3) Provide foundation plantings on the south elevation of the retail buildings along Euclid Avenue and along the west elevations of the retail buildings along Rohlwing Road. The landscaping proposed is minimal. Per the Design Guidelines, the foundation areas around the buildings will be planted with a mixture of trees, shrubs and perennials to complement the architecture.
- 4) Must provide screening for service areas/drive aisles along Euclid and Rohlwing Road. The service area south of the parking garage must be fully screened and consist of walls and landscaping. Please identify how the refuse will be screened for retail 'A' and retail 'B'.
- 5) Provide a detail and statement demonstrating that all landscaping above the parking garage or above the below grade detention is feasible. There is storm detention system and sewer located below some of the parking lot islands. Please verify that this will not conflict with the code required shade trees within the islands and that it will not interfere with maintenance obligations.
- 6) Provide three foot high landscaping adjacent to the parking lots that are located along the drive aisle that connects Euclid, Rohlwing and Salt Creek Road.

- 7) Provide a three foot high screen along Euclid in front of retail 'A' and retail 'B'. In addition, provide a mix of perennials and shade trees. An abundance of landscaping must be provided along the corridor. The drive aisle must be fully screened. Identify what the cross hatch is along Euclid.
- 8) Full screening is required to enclose the trash corrals, loading areas, and utility/mechanical areas with a masonry wall or landscaping or a combination. There is mechanical equipment north of the hotel along Rohlwing Road. The equipment should be located away from the road and must be fully screened. Explore options for relocating the equipment.
- 9) Specialty pavement should be in the plaza areas in front of the retail and within the crosswalks. Please identify what material will be used for crosswalks, sidewalks, entrances and the plaza areas. In addition, please provide a plan that identifies where the specialty pavement is proposed.
- 10) Per the design guidelines, pedestrian poles and bollard lighting is required. Incorporate a pedestrian lights throughout the site and within the retail areas.
- 11) Site furnishings are required on the parking side of all retail buildings per the Design Guidelines. Site furnishing plans are required with manufacturer cut sheets for all proposed site furnishings.
- 12) Provide cut sheets of the decorative light and the site furnishings. Please refer to the approved design guidelines regarding the site furnishings. The proposed furnishings must be compliment with the proposed architecture.
- 13) Per the approved design guidelines, the project entries are to be planted and heavily landscaped. Identify what will be planted within the crosshatch. The landscaping must be consistent with the prior approved plan.
- 14) For the drive aisle that connect Salt Creek Lane in the northwest corner of the property, provide three foot high shrubs and shade trees on the east side of the drive aisle. Move the drive so that there is a minimum of ten feet between the back of curb and the property line.
- 15) Provide landscape medians along Euclid Avenue subject to approval from Cook County and Rolling Meadows.
- 16) A landscape compliance bond in the amount of 30% of the landscaping costs will be required for each phase. A tree fee of \$200 is required for each tree identified for transplanting or preservation. In addition, a \$4 tree fee is required for each lineal foot of frontage.

May 9, 2018

Plan Commission of Arlington Heights
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Regarding: 2018 PUD – Comments on Initial PUD Review
Arlington Downs | 2400 Stonegate Boulevard | Arlington Heights, IL

Commission Members:

These comments are submitted in response to the review comments received April 25th, 2018. Numbering is coordinated to the comments received from each reviewing department.

Building & Life Safety Department

Residential Building II

1. We acknowledged and will comply with all codes and amendments when submitting for permit.
2. Design Firm Registration numbers shall be provided on the plans for all design firms.
3. Building II is a multi-family residential building of R2 occupancy with an attached parking structure of S2 occupancy.
4. The proposed construction type is IIIA for the residential building and IIB for the attached parking structure. This has been noted on sheet A100.
5. A height and area calculation has been added to sheet A100.
6. An elevator meeting the fire department emergency access will be provide when submitting for permit.
7. Two means of egress have been provided and the room will be rated appropriately when submitting for permit.
8. The service disconnect will be located within 5 feet of the point of entrance of the service conductors when submitting for permit.
9. All electric rooms will be properly identified at building permit submittal.
10. All egress windows will comply with the clear opening of 5.7 square feet when submitting for permit.
11. Acknowledged. The occupant load calculations and egress strategy will be provided for the building permit.
12. Acknowledged. Shaft enclosures will be provided as required and shown on design documents when submitting for building permit.
13. Acknowledged. Trash room enclosures will be provided as required and shown on design documents when submitting for building permit.



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VIB Hotel by Best Western

Refer to comments from Gillespie Design Group.

Fire Safety Division

1. Acknowledged.
2. Fire department connections have been located on the plans in locations to meet requirements.
3. The sprinkler access/equipment room is located in the basement but will be accessible by Fire Department as the site grading allows exterior access to the portion of the basement in question.
4. Acknowledged. Such a fire suppression system shall be provided. Further information shall be provided on the building permit application drawings.
5. Acknowledged. Such a water supply shall be provided. Further information shall be provided on the building permit application drawings.
6. Acknowledged. Fire equipment and service rooms shall be identified appropriately.
7. Acknowledged. Access shall be provided and maintained appropriately.
8. Acknowledged. Such radio coverage shall be provided. Further information shall be provided on the building permit application drawings.
9. Acknowledged.
10. Acknowledged. Such an alarm and annunciator shall be provided. Further information shall be provided on the building permit application drawings.
11. Acknowledged. Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.
12. Acknowledged. Such visible alarms shall be provided. Further information shall be provided on the building permit application drawings.
13. Acknowledged. Such a panel shall be provided. Further information shall be provided on the building permit application drawings.
14. Acknowledged. A Knox Box shall be provided. Further information shall be provided on the building permit application drawings.
15. Acknowledged.
16. Acknowledged.
17. Acknowledged.
18. Acknowledged.
19. In ADR II, an alternating tread device shall be provided to access the roof. For VIB Hotel, please refer to comments from Gillespie Design Group.
20. Acknowledged. Aerial fire access roads shall be provided. A meeting with the Fire Department will be requested to ensure compliance.
21. Acknowledged. Aerial fire access roads shall be 26 feet wide.
22. Acknowledged. A meeting with the Fire Department will be requested to ensure compliance.
23. Acknowledged. Individual building addresses will be applied for and obtained.
24. Acknowledged. Such signs shall be posted.
25. Acknowledged. Such signs shall be provided.
26. Acknowledged. An approved opening device shall be provided.
27. Acknowledged. Such a phone shall be provided.
28. Acknowledged. Such a sign shall be provided.
29. Acknowledged. Such an elevator shall be provided.

Additional Information Requested

1. Locations of proposed fire department connections are indicated on updated plans.
2. Dimensions of surrounding streets and fire lanes both existing and proposed have been provided.
3. The width of the proposed fire lane extending eastward from ADR II is 26'-0".
4. A drawing shall be provided that illustrates the ability for a fire department truck to negotiate turns onto and from the site, including the fire lane.

Public Works Department

1. Please refer to Civil Engineering documents.
2. Please refer to Civil Engineering documents.
3. Please refer to Civil Engineering documents.
4. Acknowledged. A flow test will be conducted.
5. Acknowledged. It has been included in the revised set.

Engineering Department

1. Acknowledged. Please refer to Civil Engineering documents and responses.
2. Acknowledged. Please refer to Civil Engineering documents and responses.
3. Acknowledged. Please refer to Civil Engineering documents and responses.
4. Acknowledged. Please refer to Civil Engineering documents and responses.
5. Acknowledged. Please refer to Civil Engineering documents and responses.
6. Acknowledged. Please refer to Civil Engineering documents and responses.
7. Acknowledged. Please refer to Civil Engineering documents and responses.
8. Acknowledged. Please refer to Civil Engineering documents and responses.
9. Acknowledged. Please refer to Civil Engineering documents and responses.
10. Acknowledged. Please refer to Civil Engineering documents and responses.
11. Acknowledged. Please refer to Civil Engineering documents and responses.
12. EEA to provide estimate of construction cost.
13. Acknowledged. Please refer to Civil Engineering documents and responses.
14. Acknowledged. Please refer to Civil Engineering documents and responses.
15. Acknowledged. Please refer to Civil Engineering documents and responses.
16. Revised drawings will show overflow route.
17. A photometric lighting plan and cut sheets for lighting fixtures have been provided.
18. Such an exhibit shall be provided.
19. Acknowledged. Such a fire lane shall be provided.

Traffic

20. Refer to comments from Gillespie Design Group.
21. Tenants have not been finalized, but a maximum of two drive-through restaurants, one in Retail "A" and one in Retail "B" will be included.
22. A chart breaking down uses and parking requirements for this PUD application shall be provided.



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23. Acknowledged.
24. On behalf of ownership, proposed phasing is as follows:
 - Phase 2A: Construction of ADR II and associated parking structures and access roads.
 - Phase 2B: Construction of parking for Zone D. Construction of the VIB Hotel and Retail Building "B". Concrete pads for Retail Buildings "A", "C" and "D" to be left unfinished for future construction.
 - Phase 2C: Construction of FRC and parking in lots 1A and 2A
 - Phase 3: Construction of Retail Buildings "A", "C" and "D"
 - Phase 4: Entitlement and construction of Residential Buildings ADR III and ADR IV.Roadway improvements shall be undertaken at the appropriate phase, and all necessary permits shall be obtained prior to construction.
25. Acknowledged.
26. Not sure how to handle this one.
27. Proposed floor layout for the parking garage will be provided.
28. Parking ratios will be adjusted to utilize Village Code required parking rates.
29. A new Plat of Subdivision shall be provided.
30. The revised plat shall be provided and include all requested information.

Fire Department

1. Building will be sprinklered per code.
2. Fire department Connection shall be located as required.
3. Acknowledged. A Knox Box will be provided. Further information shall be provided on the building permit application drawings.
4. Acknowledged. Such a panel shall be provided. Further information shall be provided on the building permit application drawings.
5. Acknowledged. Please refer to Civil Engineering documents.
6. Acknowledged.

Community Services Bureau

1. Acknowledged.
2. Acknowledged. A site lighting/photometric plan shall be provided.
3. Acknowledged.
4. Acknowledged.
5. Acknowledged.
6. Acknowledged.

Health Services Department

1. Acknowledged. Solid waste storage sites will meet the outlined conditions.



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Health & Human Services Department

1. Acknowledged. Accessible parking shall be provided as required.
2. Acknowledged. Depressed curbs shall be identified on plans.
3. Acknowledged. Depressed curbs shall be identified on plans.
4. Acknowledged. Depressed curbs shall be identified on plans.
5. Acknowledged. Depressed curbs shall be identified on plans.
6. Acknowledged. Areas of Refuge shall be identified on plans.
7. Acknowledged. Areas of Refuge shall be identified on plans.
8. Acknowledged.
9. Acknowledged.
10. Acknowledged.
11. Acknowledged.

Planning and Community Development Department

General

1. Acknowledged.
2. Acknowledged.
3. Acknowledged.
4. Acknowledged.
5. Acknowledged.
6. Acknowledged.
7. Acknowledged.
8. On behalf of ownership, proposed phasing is as follows:
 - Phase 2A: Construction of ADR II and associated parking structures and access roads.
 - Phase 2B: Construction of parking for Zone D. Construction of the VIB Hotel and Retail Building "B". Concrete pads for Retail Buildings "A", "C" and "D" to be left unfinished for future construction.
 - Phase 2C: Construction of FRC and parking in lots 1A and 2A
 - Phase 3: Construction of Retail Buildings "A", "C" and "D"
 - Phase 4: Entitlement and construction of Residential Buildings ADR III and ADR IV.
9. Acknowledged.
10. Acknowledged. Revision dates have been included.
11. Acknowledged.
 - a. Project Description is included in resubmission documents
 - b. Preliminary and Final Plats of Subdivision will be submitted.
 - c. Photometric Plan has been included in resubmission documents.
 - d. Market Study has been included in resubmission documents.
 - e. Affordable Multi-Family Assessment will be submitted separately.
12. Acknowledged. A final plat will be produced in time to meet with the Plan Commission.
13. Acknowledged.
14. Yes, the hotel is proposed to be on a separate subdivided lot. The revised Plat of Subdivision will reflect this.
15. Provisionally, not Bylaws or Covenants will be created as part of this development.
16. Acknowledged.
17. Acknowledged.



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18. A list of Variations to be requested has been included.
19. Acknowledged. A meeting with the Housing Commissioner will be arranged.
20. Acknowledged.

Site Plan/Landscaping

21. Parking and drive lanes have been relocated further into the interior of the property, beyond the minimum setback line, eliminating the need for a variation. Additional landscaping has been provided. Additional signage variations will be applied for as required when tenants are finalized.
22. Acknowledged. Clarifications and revisions have been provided on sheet A010.
23. The object is an exterior refuse enclosure. Details have been provided.
24. Acknowledged. Details have been provided.
25. Acknowledged. The sign plaza has yet to be designed or engineered. The "Welcome to Arlington Heights" message can be incorporated .
26. According to the key on Sheet L-2.2, the cross hatch refers to locations of proposed shrub/perennial plantings.
27. No.
28. Yes. The existing pedestals are to remain and additional equipment will be installed on the site.
29. Civil to address.

Buildings/Uses:

30. Acknowledged. Plaza shall be further developed.
31. It was previously resolved with staff that the ground floor along Stonegate need not require retail, in order to meet the necessary building unit count. Amenity space in the building is not of sufficient square footage to populate the entire length of the ground floor, and is instead located facing the courtyard on the interior of the building. The ground floor exterior along Stonegate is activated by resident patios and portico, providing an attraction to otherwise less-desirable units.
32. Refer to comments from Gillespie Design Group.
33. Refer to comments from Gillespie Design Group.
34. Refer to comments from Gillespie Design Group.
35. Acknowledged. Additional landscaping shall be provided as requested.

Parking and Traffic

36. Acknowledged. Such a parking chart has been provided.
37. No. The chart has been revised to reflect the current accurate design.
38. No it did not. Noted.
39. A breakdown of handicap accessible parking spots is provided in the revised parking chart.
40. Requested dimensions have been added to the plans
41. Refer to comments from Gillespie Design Group.
42. This area has been re-worked and revised plans will be submitted.
43. Required loading zones are included on revised plans to be submitted.
44. Required loading zones are included on revised plans to be submitted.
45. Required loading zones are included on revised plans to be submitted.



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: 3400 W Euclid Ave — PUD Amendment, Prelim/Final Plat of Subdivision, Land Use Variation to allow residential uses below the 1st floor in the B-2 District
PC#: 18-010 — Round 1
Date: April 17, 2018

General Comments:

The information provided is conceptual only and subject to a formal plan review.

Deferred submittals are required for Elevators, Fire Suppression and Fire Alarm.

Residential Building II

1. All currently adopted codes and Village amendments shall apply.

RESPONSE BY OTHERS

2. Design Firm Registration numbers shall be provided on the plans for all design firms.

RESPONSE BY OTHERS

3. This review is based on the R-2 / S-2 Use Groups.

RESPONSE BY OTHERS

4. Provide the proposed construction type of the building.

RESPONSE BY OTHERS

5. Provide a height and area calculation.

RESPONSE BY OTHERS

6. 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, 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 doorframe.

RESPONSE BY OTHERS

7. If the electrical service is over 1,200 amps, the electrical room would be required to have a one hour fire rating or shall be rated equal to the designed structure, whichever is greater, and require two exits on opposite ends of the room, with panic hardware rated equal to the room.

RESPONSE BY OTHERS

8. The service disconnecting means shall be within 5 feet of the point of entrance of the service conductors. An exterior service disconnect is not permitted.

RESPONSE BY OTHERS

9. The electrical rooms shall be properly identified.

RESPONSE BY OTHERS

10. All bedrooms are required to have a properly sized egress window, which provides a minimum net clear opening of 5.7 square feet obtained in the normal operation of the window.

RESPONSE BY OTHERS

11. Provide an occupant load calculation by floor. Provide the minimum required egress width and the provided egress width.

RESPONSE BY OTHERS

12. Shaft enclosures for stairways, elevators and trash chute shall be 2-hour fire barriers.

RESPONSE BY OTHERS

13. Trash room shall have a minimum fire-resistance rating of a 1-hour fire barrier and 1-hour horizontal assembly.

RESPONSE BY OTHERS

VIB Hotel by Best Western

1. All currently adopted codes and Village amendments shall apply.

RESPONSE BY OTHERS

2. Design Firm Registration numbers shall be provided on the plans for all design firms.

RESPONSE BY OTHERS

3. This review is based on the R-1, and A-2 Use Groups.

RESPONSE BY OTHERS

4. Provide the proposed construction type of the building.

RESPONSE BY OTHERS

5. Provide a height and area calculation.

RESPONSE BY OTHERS

6. 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, 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 doorframe.

RESPONSE BY OTHERS

7. If the electrical service is over 1,200 amps, the electrical room would be required to have a one hour fire rating or shall be rated equal to the designed structure, whichever is greater, and require two exits on opposite ends of the room, with panic hardware rated equal to the room.

RESPONSE BY OTHERS

8. The service disconnecting means shall be within 5 feet of the point of entrance of the service conductors. An exterior service disconnect is not permitted.

RESPONSE BY OTHERS

9. **The electrical room shall be properly identified**

RESPONSE BY OTHERS

10. Provide an occupant load calculation by floor. Provide the minimum required egress width and the provided egress width.

RESPONSE BY OTHERS

11. Shaft enclosures for stairways, elevators and trash/linen chute shall be 2-hour fire barriers.

RESPONSE BY OTHERS

12. Any room/space of assembly with an occupant load of 50 or more shall have panic hardware on all exit doors from the room/space.

RESPONSE BY OTHERS

13. Each room or space that is an assembly occupancy shall have to occupant load of the room or space posted in a conspicuous place, near the main exit or exit access doorway from the room or space.

RESPONSE BY OTHERS



Village of Arlington Heights, IL
Department of Building & Life Safety
Fire Safety Division

Date: 4/16/2018

P.C. Number: 18-010

Project Name: _____ Proposed Land Use

Project Location: _____ 3400 N. Euclid 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. All currently adopted codes shall apply.

RESPONSE BY OTHERS

2. Fire department connections shall be located on the street side of buildings, 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 and in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved.

Locations of FDC connections are shown on the Site Plan. All FDC connections have a fire hydrant located within 100' of the connection.

3. Sprinkler access/equipment room should be located on the first floor.

RESPONSE BY OTHERS

4. 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.

RESPONSE BY OTHERS

5. An approved water supply capable of supplying the required fire flow for fire protection shall be provided.

The existing on-site water main will be extended through the site using stubs provided during Phase 1 construction. The on-site loop will include connections to all buildings. All building services will be sized for the necessary fire protection to each building. A Fire Flow test will be obtained for the site to demonstrate necessary fire flows prior to building permitting.

6. Fire protection equipment and service rooms shall be identified in an approved manner.

RESPONSE BY OTHERS

7. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.

RESPONSE BY OTHERS

8. 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.

RESPONSE BY OTHERS

9. In buildings and structures where standby power is required or furnished to operate an elevator the operation shall comply with current code requirements.

RESPONSE BY OTHERS

10. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.

RESPONSE BY OTHERS

11. Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.

RESPONSE BY OTHERS

12. 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.

RESPONSE BY OTHERS

13. 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.

RESPONSE BY OTHERS

14. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.

RESPONSE BY OTHERS

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.

RESPONSE BY OTHERS

16. Exit signs shall be illuminated at all times and have emergency power backup.

RESPONSE BY OTHERS

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.

RESPONSE BY OTHERS

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.

RESPONSE BY OTHERS

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.

RESPONSE BY OTHERS

20. 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.

RESPONSE BY OTHERS

21. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet exclusive of shoulders, in the immediate vicinity of any building or portion of building more than 30 feet in height.

Access roads exceeding 26' width are provided for the hotel and ADR2 parking garage. Note that the existing boulevard west of ADR2 is proposed as the fire access road for that structure. Although each travel direction contains 21' clear width, the availability of the second portion of the boulevard (an additional 21' clear width) is also available. Refer to the dimensioned Site Geometry Plan Sheets for dimensions of adjacent access roads

22. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building.

The hotel and ADR2 parking structure contain access routes meeting this requirement. Note that ADR2 is located approximately 36' from the boulevard pavement. Refer to the dimensioned Site Geometry Plan Sheets for dimensions of adjacent access roads.

23. Buildings shall have approved address numbers.

RESPONSE BY OTHERS

24. Signs shall be posted on both sides of an approach of any fire lane stating "NO PARKING — FIRE LANE". Signs shall have arrows indicating the area of parking restriction.

Signs have been added to Fire Lanes

25. Fire lane signs shall be white with red three-inch letters. The dimensions of the sign shall be 12 inches horizontally and 18 inches vertically. These signs shall be installed so that the top of the sign is no less than 6 feet nor more than 6 feet above grade.

Signs will be placed per noted requirements

26. All new elevators shall be equipped with emergency key opening devices at all landings. The location and specific type of device shall be approved by the Fire Department.

RESPONSE BY OTHERS

27. If the elevator uses an automatic dialer, the ten digit number 847-590-3470 shall be used. If bidirectional communication is available and is used, the elevator should call 911. The phone line used to dial 911 must have the correct address information affiliated with that phone line.

RESPONSE BY OTHERS

28. **Emergency Signs required for elevators** shall be 7 inches by 5 inches and read as follows: IN FIRE EMERGENCY, DO NOT USE ELEVATOR. USE EXIT STAIRS.

RESPONSE BY OTHERS

29. 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.

RESPONSE BY OTHERS



Village of Arlington Heights, IL
Department of Building & Life Safety
Fire Safety Division

Date: 4/23/2018

D.C. Number: 18-010 Round 2

Project Name:

Proposed Land Use

Project Location: 3400 N. Euclid Ave.

Planning Department Contact: Sam Hubbard, Planning and Community Development

There are several outstanding concerns which were discussed at the planning meeting. It was requested and agreed the developer would provide a scaled site plan showing several items regarding FD access. As of this time this has not been provided.

Additional information requested:

1. Location of the proposed fire dept. connection and how fire apparatus will negotiate access to the FDC.

Refer to enclosed AutoTurn exhibits for fire truck turning movements throughout the site. Please advise if additional turning movements are necessary. Refer to the Site Utility drawings for FDC and Hydrant locations, and Site Geometry drawings for additional geometric dimensioning.

2. Dimensions of the surrounding streets and fire lanes showing widths of those existing streets and proposed pavement.

Refer to Site Geometry drawings for geometric dimensioning.

3. The drawing discussed showed a dead end on the east side of the building. The revised plan shows this fire lane being extended eastward along the property line. What is the proposed width of this lane?

The proposed lane extending to Salt Creek Lane has been revised to 26' Face-Face.

4. It was requested that a drawing showing the ability for the FD truck to negotiate turns onto and from the site to include the fire lane.

Refer to enclosed AutoTurn exhibits for fire truck turning movements throughout the site. Please advise if specific additional turning movements are necessary.

Date 04-23-18

Reviewed By:

Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: May 7, 2018
Subject: 3400 W Euclid Ave, P.C. #18-010 Round 1

Regarding the proposed PUD Amendment, PW has the following comments:

1. Provide a plan detail that shows method of abandonment of all existing sanitary and storm lines that are connected to sanitary and storm sewers that are going to remain.

Notes to require abandonment of sewers at existing structures/sewers to remain have been added to require minimum 2' long non-shrink concrete/mortar plug.

2. Provide a profile detail for all sanitary and storm crossings of proposed water main installation.

Crossing information has been included on the Site Utility Drawings.

3. Are the proposed water and sewer lines connecting to the north side of the parking structure going to supply and convey all flows to the proposed development? If so, the water main needs to be metered as it enters the parking structure. Future maintenance to lines poured into the foundation are going to be difficult.

The proposed water line north of the parking structure will connect to the 12" water main in Salt Creek Lane (meter vault provided in Drawings) and will also connect around the north side of the private drive to the 8" water main north of the existing water park (connects to main at Rohlwing) and at the west side of ADR2 to the existing 10" main (connects to Euclid). Note that the existing 10" site water main also will be connected to the 10" main west of Phase 1, which also connects to Rohlwing. All existing connections to the Village main in Rohlwing, Salt Creek Lane, and Euclid include meter vaults.

4. I would suggest a fire flow test before proceeding with water main sizing and design. This can be coordinated with the Village Public Works Department. At 847-368-5800 and a contractor for the owner or general contractor.

Fire flow tests on the existing site hydrants and public hydrant in Salt Creek Lane are being acquired. Fire flow data will be provided to prior to Construction.

5. Sheet C5.04 was not included and cannot be reviewed.

Sheet C5.04 is enclosed.

VAHPW has no further comments at this time.

PLAN COMMISSION PC #18-010
Arlington Downs Phase 2
3400 W. Euclid Ave.
PUD Amendment, Pre/Final Plat of Subdivision, LUV
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.

RESPONSE BY OTHERS

12. Since a subdivision is being proposed the plans must meet all subdivision requirements. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. This estimate should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.

RESPONSE BY OTHERS

13. Final engineering plans shall be georeferenced by using State Plane Coordinate System — Illinois East. Below are details about projection:

Projected Coordinate	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
System: Projection:	Transverse_Mercator
False_Easting:	
False_Northing:	984250.00000000
Central_Meridian:	0.00000000
Scale_Factor:	
Latitude_Of Origin:	-88.33333333
Linear Unit:	0.99997500
Geographic Coordinate	
System: Datum: Prime	36.66666667
Meridian: Angular	Foot_US
Unit:	GCS_North_American_1983
	D_North_American_1983
	Greenwich
	Degree

Noted

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

RESPONSE BY OTHERS

15. The proposed detention facilities will be a private system and as such will not be the Village's responsibility to maintain. There is an existing Onsite Utility Maintenance Agreement recorded as Doc #1410049002.

Noted. Additionally, a Schedule R will be required to be recorded with Cook County as per MWRD WMO requirements.

16. The Stormwater Management Report is acceptable. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. Clearly show the overflow route for the site.

Overflow routes will be included in the Permit Submittal. The StormTech detention system proposed meets HS25 loading with the provided aggregate section.

17. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

RESPONSE BY OTHERS

18. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.

AutoTurn Exhibits have been included in the Drawings. Please advise if additional locations/movements are necessary.

19. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy-duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

Pavement sections meeting the required pavement thicknesses have been provided.

Traffic

20. Will the new hotel contain any space for meetings, parties, events, etc. that may place additional demands on parking?

RESPONSE BY OTHERS

21. Please define the proposed number of drive-thru restaurants.

RESPONSE BY OTHERS

22. The breakout of different zoning uses and a comparison of the shifts between these uses for trip generation would be helpful to understand the traffic projection and parking changes occurring. This most recent revision provided for creating an additional 361 housing units. It would be nice to see in a chart format the addition/reductions in gross retail, restaurant, housing, modifications from each P.U.D. request, to clarify the shifts for traffic and parking for the total site.

RESPONSE BY OTHERS

23. Lot 16 proposing 360 units does not seem to be able to handle the parking requirement for this density.

RESPONSE BY OTHERS

24. The traffic signal and lane modifications for the Rohlwing Road at Euclid Avenue intersection are mentioned but there is no firm identification for when these modifications are going to be provided, and in what phase of project this work will commence. Please clarify. All work within the Rohlwing Road ROW and the Euclid Avenue ROW requires a permit from the City of Rolling Meadows. In addition, all work in the Euclid Avenue ROW requires a permit from the Cook County Department of Transportation and Highways.

RESPONSE BY OTHERS

25. There will be a condition formulated for the PUD ordinance covering responsibilities for signalization of Stonegate Boulevard at Euclid Avenue if traffic signal warrants are met. The developer/property management company will be responsible for design, engineering, and construction of a traffic signal if ever required.

RESPONSE BY OTHERS

26. The plans attached for this PUD amendment include the residential proposal in Lot E, however the traffic report and parking analysis do not cover this part of the development into the trip analysis or parking count.

RESPONSE BY OTHERS

27. If this part of the proposal is being included, a detailed plan showing the proposed floor layouts for each level of the proposed parking garage needs to be provided for review.

RESPONSE BY OTHERS

28. It is unclear in the parking study why the parking ratios utilized in Table 7 were not the Village Code required parking rates. Required parking per Village Code is necessary to determine if a variation is necessary, and the magnitude of the variation. The values used provide for fewer required parking stalls than are required by Code.

RESPONSE BY OTHERS

Preliminary Plat of Subdivision:

29. There was no new Plat of Resubdivision to review. Complete all the items on the attached Preliminary Plat of Subdivision Checklist.

RESPONSE BY OTHERS

30. For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist. The elementary school district is Consolidated Community School District #15, Township High School District #211, Township High School District #214, and Harper Community College District #512. Include the utility signature blocks. The plat should show the boundary line for the high school districts.

RESPONSE BY OTHERS



Arlington Heights Fire Department

Plan Review Sheet

P. C. Number 18-010

Project Name

Arlington Downs

Project Location

3400 W. Euclid Ave.

Planning Department Contact Sam Hubbard

General Comments

Round 1

1) Building is to be sprinkled per code.

2) The Fire Department Connection shall be located at the main front entrance of the building, be fully visible and accessible, and located within 100 feet of the nearest fire hydrant.

RESPONSE BY OTHERS

3) A Knox Box containing keys shall be mounted at the main front entrance of the building.

RESPONSE BY OTHERS

4) A fully operational annunciator panel or alarm panel shall be located at the main front entrance of the building.

RESPONSE BY OTHERS

5) The Fire Department requests an auto-diagram.

Enclosed are AutoTurn Exhibits showing truck movement throughout the site. Please advise if additional tuning locations are required.

6) Please review section 503 of the 2009 International Fire Code and any applicable codes to ensure all Fire Apparatus roads will comply.

Noted

NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW

Date April 25, 2018

Reviewed By:

LT. Mark Aleckson

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

3400 W. Euclid Ave.
pc#18-olo

Round 1 Review Comments

04/17/2018

1. Character of use:

The character of use is consistent with the area.

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, entrances/exits and parking lot. Special attention should be given to illuminating the parking garage, areas around the building- to include entries/exits. These areas should be illuminated specifically during hours of darkness for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing vehicle burglaries, theft, trespassing, vandalism, and other criminal activity.

RESPONSE BY OTHERS

3. Present traffic problems?

There are no traffic problems at this location.

4. Traffic accidents at particular location?

This is not a problem area in relation to traffic accidents.

5. Traffic problems that may be created by the development.

This development will create an increase in traffic volume. This increase is unlikely to cause any problems since there will be vehicle access off Rohlwing Rd (3), Euclid Ave (2) and Salt Creek Ln (1).

6. General comments:

- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

RESPONSE BY OTHERS

– Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

RESPONSE BY OTHERS

– The addition of Trespass signage is recommended. Consider posting no trespassing / loitering/ no unauthorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

RESPONSE BY OTHERS

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. **1 - b t O**

Petitioner: 142tAb`-b-rtT4 D6Jcp

Owner: AuAmr-Itv.) p b.) (0

Contact Person: Chus Ir6cevtr6

Address: 3s`o L`o• HV9136129 4r i 5..Ift49⁴⁰

Ateiti,o i It— 6 OttS`-1

Phone #: ? 1 t. 4-71- to/.z

Fax #: 3) z 377- 1331

E-Mail: C. 6-6-o1266 el-4,1,1440 QL-A011 triv-A oh **1B13:** **2BR:** **3BR:**

4BR:

P.I.N.# M Lr- IP 147 (s&6 ii-rrifento) Location: Squo v4.)

Rezoning: Current: ?-2. Proposed:

Subdivision: Retoin Aspire- 191.5

of Lots: Current: Proposed:

PUD: AmesAc6.4 For:

Special Use: For:

Land Use Variation: r For:

Land Use: Current:

Proposed:

Site Gross Area: 7 / f4cri--(ri

of Units Total:

HEALTH SERVICES DEPARTMENT

6

1. GENERAL COMMENTS:

The Village Code requires that recycling be provided in all multi-family properties. A recycling plan will need to be submitted during the Building permit phase.

Solid waste storage sites must comply with the following:

- Container Site
 - Area shall be of a sufficient size to easily accommodate the container.
 - The surface shall be paved, curbed and graded to the front to prevent accumulation of liquid.
 - Visual screening of the site shall be provided.

RESPONSE BY OTHERS

- Access to Container
 - Sufficient space to accommodate the turning requirements of the scavenger truck shall be provided.
 - Parking, fences, plantings, etc., shall be located so as to create no obstacles to service vehicles.

RESPONSE BY OTHERS

Building permit plans must comply with the attached Food Service Plan Review Requirements.

See the attached accessibility comments.

Plan Review

Project: 3400 W. Euclid Avenue
PUD Amendment, Prelim/Final Plat of Subdivision, Land Use
Variation to allow residential uses below the 1st floor in the
B-2 District
PC# 18-010 Round 1

From: David Robb, Disability Services Coordina
Health & Human Services Department
(847) 368-5793

To: Sam Hubbard

Date: April 19, 2018

Re: Illinois Accessibility Code (IAC) Requirements

Sheet C-2.02

1. Seven Reserved Accessible Parking Spaces are required in parking lots with a total of 201 to 300 total parking spaces. Per IAC Section 400.310(c)(1).

Note that the parking lot referenced is a portion of the 1A/2A lot referenced in the Parking Study. The combination of the lots provides a total aggregate accessible parking of 15 spaces within the zone, exceeding the number required by code. Regardless, an additional ADA space has been added to the staff lot east of the existing Water Park.

2. Identify the depressed curb/curb ramps from the Reserved Accessible Parking Spaces to the sidewalk. Per IAC Section 400.310(d)(1) in accordance with IAC Section 400.310(a)(1)(A).

Locations for ADA truncated domes (and associated depressed curb) have been included.

3. Identify the curb ramp at the curb leading to the "FRC Entrance." Per IAC Section 400.310(d)(1) in accordance with IAC Section 400.310(a)(1)(A).

The curb ramp is delineated by the truncated domes at the entrance. Detailed grading elevation data in the area will be provided at time of permit submittal.

Sheet C-2.04

4. Curb ramps are required at all locations where a sidewalk crosses a curb. Per IAC section 400.310(d)(1).

Noted

Sheet C-2.05

5. Identify the depressed curb/curb ramps from the Reserved Accessible Parking Space to the sidewalk. Per IAC Section 400.310(d)(1) in accordance with IAC Section 400.310(a)(1)(A).

Locations for ADA truncated domes (and associated depressed curb) have been included.

Sheets A101 and A102

6. Identify the Areas of Rescue Assistance serving occupiable levels above and below grade equal to the number of required exits. Per IAC Section 400.310(b)(5).

RESPONSE BY OTHERS

Sheets A302

7. Identify the Area of Rescue Assistance serving occupiable levels above and below grade equal to the number of required exits. Per IAC Section 400.310(b)(4).

RESPONSE BY OTHERS

Sheet ADRII DD Progress Set Architectural — Revised

8. IAC Section 400.350 Multistory Housing New Construction and
9. IAC Section 400.360 Requirements for Adaptable Dwelling Units apply.

RESPONSE BY OTHERS

Sheet A103

10. Entrance doors to all individual dwelling units shall comply with IAC Section 400.310(j) and 400.11 Illustration B Figure 25 Maneuvering Clearances at Doors in accordance with Section 400.350(a).

RESPONSE BY OTHERS

11. Note: The "Seven Requirements of Accessibility" of the Federal Fair Housing Accessibility Guidelines apply to 100 percent of the dwelling units in elevator buildings. Per the Fair Housing Amendments Act, 42 U.S.C. §3601 et seq. See HUD Fair Housing Equal Opportunity at:

RESPONSE BY OTHERS

Planning & Community Development Dept. Review

April 25, 2018



REVIEW ROUND 1

Project: 3400 W. Euclid Ave.
Arlington Downs PUD Amendment

Case Number: PC 18-010

General:

7. Please acknowledge that zoning approval for the future residential uses (ADR-III and ADR-IV) cannot be granted at this time. Once formal plans have been developed for these sites, a PUD amendment will be required to grant zoning approval. Please note that staff does not have any objections to the proposed future use of ADR-III and ADR-IV as residential, however, based on the actual parking demand generated by the First Ascent/Funtopia facility, additional overflow parking areas may be required on Lot 2B, which could impact the number of units that could be constructed within ADR-IV.

RESPONSE BY OTHERS

8. Please clarify phasing for this project. Will all surface improvements (landscaping, parking lot and drive aisles, etc.) be constructed within Zone D as part of the hotel? If certain improvements will not be constructed at this time, please prepare a phasing plan outlining which improvements will be constructed when. Please note that the drive aisle exit north to Salt Creek Lane will need to be constructed as part of the First Ascent/Funtopia development.

RESPONSE BY OTHERS

9. The Plan Commission must review and approve the following actions:

- a) Amendment to PUD Ordinance Numbers 12-006, 12-037, 12-039, 14-025, and 15-049 to allow modifications to the approved development plan for Arlington Downs.
- b) Land Use Variation to allow residential uses as a principal use in the B-2 District in Zones B and E.
- c) Plat of Subdivision to reconfigure lots 3 and 5 to accommodate for the proposed "ADR-II" and "ADR-III" residential buildings.
- d) Special Use Permit for an arcade/amusement facility (Funtopia) and a Special Use Permit for a restaurant.
- e) Amendment to the hotel Special Use Permit to reduce the number of rooms from 161 to 116, and to allow for development within Zone C prior to constructing the foundation of the hotel.
- f) Chapter 28, Section 11.4, to reduce the required parking. The extent of this parking variation will be determined once additional information has been provided.
- g) Chapter 28, Section 5.1-22.1(c), to reduce
- h) the required setback for parking areas along Rohlwing Road and Euclid Avenue from 15 feet to approximately 10 feet.
- i) Chapter 28, Section 5.1-11.1(a), to allow dwelling units on the first floor within "ADR-II".
- j) Chapter 28, Section 11.7, to reduce the required number of loading spaces. The extent of this variation will be determined once additional information has been provided.

RESPONSE BY OTHERS

10. 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.

11. Per my email from April 9, 2018, the following items were missing from the application and must be provided in order to complete our review and proceed to the Plan Commission:
- k) Project Description (including details on phasing, green design/sustainable features).
 - l) Preliminary and Final Plats of Subdivision
 - m) Photometric Plan (including catalog cuts for all fixtures)
 - n) Market Study (for residential)
 - o) Affordable Multi-Family Assessment

RESPONSE BY OTHERS

12. 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. If you end up proceeding with Preliminary Plat approval only, a copy of the Plat which reads "Preliminary" will be required one week prior to the Plan Commission hearing.

RESPONSE BY OTHERS

13. 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 any necessary 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.

RESPONSE BY OTHERS

14. Will the proposed hotel be located on a separate subdivided lot? If so, the Plat of Subdivision should incorporate this lot.

RESPONSE BY OTHERS

15. Will any Bylaws or Covenants be established for the proposed development? Please provide these (in draft form) if so. How will shared parking and cross access be governed if individual lots will be sold off? Will easements be dedicated?

RESPONSE BY OTHERS

16. Impact Fee's will be required for the residential portion of the development, in accordance with Village Policy.

RESPONSE BY OTHERS

17. Please note that approval ordinances 12-006, 12-037, 12-039, 14-025, and 15-049 contain specific infrastructure requirements that must be completed along with "Phase II" of the development. Please familiarize yourself with these infrastructure requirements as outlined in the conditions of approval within each ordinance. Please note that staff is recommending a landscape median be installed within Euclid Avenue, subject to review and approval by Cook County and the City of Rolling Meadows, which was not part of the original approval conditions from 2012, 2014, and 2105.

RESPONSE BY OTHERS

18. For all variations and land use variations requested, please provide a written response to the hardship criteria for variation approval, as outlined on page 2B of the zoning application and summarized below.

Variations and Land Use Variations:

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

- The variance requested is the minimum variance necessary to allow reasonable use of the property.

RESPONSE BY OTHERS

19. The petitioner must meet with the Housing Commission prior to appearing before the Plan Commission. Once your response to the Affordable Housing criteria has been received, please work with Nora Boyer in scheduling the meeting with the Housing Commission.

RESPONSE BY OTHERS

20. Design Commission application documents are still needed on the Vib Hotel. Please note that Design Commission process must be complete prior to appearing before the Plan Commission.

RESPONSE BY OTHERS

Site Plan/Landscaping:

21. Please note that the Euclid/Rohlwing Overlay District requires a minimum 15' setback from parking lots and drive aisles abutting Euclid Avenue. The proposed drive-thru lane appears to be setback approx. 11' from the Euclid Avenue ROW, which would require a variation. Additional landscaping is needed within this setback area. Finally, please note that any menu boards for a drive-thru in this location would also likely need a variation from the signage regulations as contained within Chapter 30 of the Municipal Code.

The drive lanes and parking has been shifted to provide the necessary 15' setback from Euclid.

22. Sheet A010 needs revisions. Please clarify/revise the following:
- Does the overall square footage calculation include Lot 16? The lot acreage only seems to take into consideration the area of Lot 2B, but it does not seem to take into account the area in Lot 16. Please add this to the Lot Coverage table.
 - The parking areas on do not match what is shown on the landscape and civil plans in multiple areas (orientation/layout of parking lots, location of loading areas/trash receptacles, etc.). Please revise so that the plan is coordinated with all other plans.
 - Please provide a dimension for the minimum setback of the parking lot area along Rohlwing Road.
 - Please provide a dimension for the minimum setback of the drive-thru lane along Euclid Ave.
 - Please add a column to the Lot Coverage Table that outlines the proposed F.A.R. for each building, per the definition of F.A.R. in the zoning code.
 - Please add a column to the Lot Coverage Table that outlines the maximum building height for each building.
 - Please add a column to the Lot Coverage Table that outlines the impervious surface coverage in each zone except Zone C, Lot 2B, and Lot 16.
 - Please incorporate the following density table to sheet A010

Density Table				
	One Arlinton	ADR-II	ADR-III	ADR-IV
Lot Area				
Total Number of Units				
Studio & 1-Bdrm Units				
2-Bdrm Units				
3-Bdrm Units				

RESPONSE BY OTHERS

23. What is the object located northwest of the northwest corner of the hotel building?

These are existing electrical units (switchgear) and associated clear distances.

24. Please provide details on all exterior dumpster enclosures (height, materials, etc.). Please note that exterior dumpster enclosures were never contemplated for the retail/office spaces in Zone B. Where feasible, interior dumpster enclosure spaces shall be provided in Zone D.

RESPONSE BY OTHERS

25. Please provide details on the corner "Sign Plaza" feature at the northeast corner of Rohlwing and Euclid. Please note that signage in this location was to include a "Welcome to Arlington Heights" sign.

RESPONSE BY OTHERS

26. What is the cross-hatched feature on sheet L-2.2 on the landscape plan?

RESPONSE BY OTHERS

27. Are any fences or retaining walls proposed as part of this development? Please indicate their locations and details on the site plan if so (heights, materials, etc.).

RESPONSE BY OTHERS

28. Other than the generator proposed within the garage of ADR-II, are there any other generators, transformers, AC units, mechanical equipment, or utility pedestals proposed to be ground mounted on the site? Please note that there are several existing utility pedestals at the south east corner of Stonegate Blvd and Rohlwing Road.

RESPONSE BY OTHERS

29. The engineering plans do not appear to take into account the recommended improvement needed to the access drive where it intersects with to Salt Creek Lane on the east side of the site. The traffic study recommended improvements to the lanes in these areas, which is not reflected on the site plans.

The turn lane striping on Salt Creek Lane has been incorporated.

Buildings/Uses:

30. The plaza area connecting One Arlington to Zone D needs further development. Please reference previous concepts for this area, which included decorative paving, seat walls, bike racks, benches and seating areas, pergolas, etc. Please re-work this area to align it more with previous approvals.

RESPONSE BY OTHERS

31. Please address the previous comments which asked for commercial/active uses on the 1st floor of ADR-II where the building abutted Stonegate Blvd.

RESPONSE BY OTHERS

32. Please provide square footage of all meeting spaces/conference rooms within the hotel.

RESPONSE BY OTHERS

33. Please provide a dashed line outlining the seating area of the bar within the hotel and provide a square footage calculation. Will any food service be offered within the hotel?

RESPONSE BY OTHERS

34. How many employees will the hotel have at peak shift?

RESPONSE BY OTHERS

35. Where the drive aisle located on Lot 16 leads north from Lot 2B to Salt Creek Lane, additional landscape area should be provided on the east side of this drive aisle. Please shift the drive aisle on Lot 16 slightly to the west in order to provide a 10' wide planting area on the eastern side of Lot 16 (as measured from back of curb to property line). The width of the current planting area appears to be only 3'-4'.

The drive has been shifted accordingly

Parking and Traffic:

36. Please provide a parking chart on sheet A010 that outlines the total number of parking spaces provided in each zone (excluding zones C, Lot 2B, and Lot 16). Please differentiate between surface parking and garage parking.

RESPONSE BY OTHERS

37. The "Lot Data Summary" chart indicates that a total of 1,549 parking spaces will be provided upon the completion of this phase of development (482 spaces in Zone D + 672 spaces in Zone A & B + 395 spaces in Zone E). Is this figure accurate?

RESPONSE BY OTHERS

38. Does the 395 parking spaces shown for ADR-II take into account the 24 surface parking spaces? Please note that the provision of handicap parking spaces in the ADR-II garage may reduce the total number of parking spaces provided.

RESPONSE BY OTHERS

39. Please provide a breakdown of the number of handicap accessible stalls required for each zone vs. the number of handicap spaces proposed for each zone. It appears that ADR-II may be short on the number of required handicap accessible stalls.

RESPONSE BY OTHERS

40. Please provide parking spaces dimensions for all parking rows, and please provide drive-aisle widths for all drive aisles. Additionally, the architectural plans for ADR-II must be revised to show the width and length of parking spaces in each parking row of the garage, and the width of all drive aisles within the garage.

RESPONSE BY OTHERS

41. Please explain how drop-off/pick-up, deliveries/loading, and trash collection will function at the hotel. Is the drop-off/pick-up area suitable? Please explore options to cut into the concrete plaza at the rear of the building to provide space for a small pull over area for drop-offs, or whether the row of 15 parking spaces at the rear of the building could be shortened to include a small drop-off area.

RESPONSE BY OTHERS

42. The loading area/trash collection area for ADR-II needs further development. Please rework this area and provide additional details. Where will dumpsters be stored? Where will the loading space be located? How will move-ins/move-outs function? Where will parcel delivery occur? Please explain where trucks will parking during these functions.

RESPONSE BY OTHERS

43. Per Section 11.7 of the zoning code, one 10' x 35' loading space is required for any multi-family dwelling that is between 10,000 sq. ft. and 200,000 sq. ft. in size. For each additional 200,000 sq. ft. of floor area (or fraction thereof), and additional 10' x 35' loading space is required. Please clarify the total square footage for ADR-II, and indicate on the plans where the required loading spaces are provided. If a variation is requested, please provide the necessary justification for the variation.

RESPONSE BY OTHERS

44. Per Section 11.7 of the zoning code, one 10' x 35' loading space is required for any hotel that is between 10,000 sq. ft. and 200,000 sq. ft. in size. For each additional 200,000 sq. ft. of floor area (or fraction thereof), and additional 10' x 35' loading space is required. Please clarify the total square footage of the hotel and indicate on the plans where the required loading spaces are provided.

RESPONSE BY OTHERS

45. Per Section 11.7 of the zoning code, two 10' x 50' loading space is required for any retail or restaurant development that is between 25,000 sq. ft. and 40,000 sq. ft. in size. Please indicate on the plans where the required loading spaces are provided. If a variation is requested, please provide the necessary justification for the variation.

46. The Village has recently adopted a bicycle parking space requirement. Per Section 11.8 of the zoning code, the following bicycle parking spaces are required for each of the referenced developments:

One Arlington	21 spaces
25N Coworking	2 spaces
Funtopia/First Ascent	11 spaces
ADR-II	26 spaces
Commercial	5 spaces (if all retail), 17 if all restaurant (assuming seating area is 50% of total unit area)

Hotel	2 spaces (plus additional spaces for restaurant/bar area, TBD once details on the bar area are received)
-------	--

Please outline the location of all bicycle parking spaces on the site plans and provide a table on sheet A101 outlining each development, how many bicycle parking spaces are required, and how many are proposed (distinguishing between interior bicycle parking spaces and exterior bicycle parking spaces).

RESPONSE BY OTHERS

47. Peak demand for visitor parking in ADR-II was estimated at 39 vehicles. It is noted that there is a "visitor" surface parking area at the entrance of the building which includes 24 spaces. Will the garage be open to guest parking as well?

RESPONSE BY OTHERS

Arlington Downs

3400 W. Euclid

PC 18-010

April 20, 2018

Landscape Comments

1) Please provide enlarged details of keys areas in plan view that show the landscaping and design elements for various key areas throughout the site including:

- **Retail plazas and storefronts.**
- **The corner focal element at the intersection of Euclid and Rohlwing Road. Per the design guidelines, the feature element at the corner of Euclid and Rohlwing, which will serve gateway, shall be heavily landscaped with evergreens, flowering shrubs and perennials. Provided a plan view and elevations of the proposed sign.**
- **The crosswalks — incorporate decorative crosswalks throughout the site.**
- **Loading areas and trash enclosures.**
- **The pavilion/seating areas near retail 'D' and 'C'. The design shall be comparable to the plan approved in 2015. Provide a plaza area that consists of site furnishings, seat walls and landscaping.**

RESPONSE BY OTHERS

2) Provide additional landscaping along the northeast property line adjacent to Funtopia. The landscaping should consist of a mix of evergreen trees in order to screen the loading, trash and mechanical area in the rear of Funtopia.

RESPONSE BY OTHERS

3) Provide foundation plantings on the south elevation of the retail buildings along Euclid Avenue and along the west elevations of the retail buildings along Rohlwing Road. The landscaping proposed is minimal. Per the Design Guidelines, the foundation areas around the buildings will be planted with a mixture of trees, shrubs and perennials to complement the architecture.

RESPONSE BY OTHERS

4) Must provide screening for service areas/drive aisles along Euclid and Rohlwing Road. The service area south of the parking garage must be fully screened and consist of walls and landscaping. Please identify how the refuse will be screened for retail 'A' and retail 'B'.

RESPONSE BY OTHERS

5) Provide a detail and statement demonstrating that all landscaping above the parking garage or above the below grade detention is feasible. There is storm detention system and sewer located below some of the parking lot islands. Please verify that

this will not conflict with the code required shade trees within the islands and that it will not interfere with maintenance obligations.

RESPONSE BY OTHERS

- 6) Provide three foot high landscaping adjacent to the parking lots that are located along the drive aisle that connects Euclid, Rohlwing and Salt Creek Road.

RESPONSE BY OTHERS

- 7) Provide a three foot high screen along Euclid in front of retail 'A' and retail 13'. In addition, provide a mix of perennials and shade trees. An abundance of landscaping must be provided along the corridor. The drive aisle must be fully screened. Identify what the cross hatch is along Euclid.

RESPONSE BY OTHERS

- 8) Full screening is required to enclose the trash corrals, loading areas, and utility/mechanical areas with a masonry wall or landscaping or a combination. There is mechanical equipment north of the hotel along Rohlwing Road. The equipment should be located away from the road and must be fully screened. Explore options for relocating the equipment.

RESPONSE BY OTHERS

- 9) Specialty pavement should be in the plaza areas in front of the retail and within the crosswalks. Please identify what material will be used for crosswalks, sidewalks, entrances and the plaza areas. In addition, please provide a plan that identifies where the specialty pavement is proposed.

RESPONSE BY OTHERS

- 10) Per the design guidelines, pedestrian poles and bollard lighting is required. Incorporate a pedestrian lights throughout the site and within the retail areas.

RESPONSE BY OTHERS

- 11) Site furnishings are required on the parking side of all retail buildings per the Design Guidelines. Site furnishing plans are required with manufacturer cut sheets for all proposed site furnishings.

RESPONSE BY OTHERS

- 12) Provide cut sheets of the decorative light and the site furnishings. Please refer to the approved design guidelines regarding the site furnishings. The proposed furnishings must be compliment with the proposed architecture.

RESPONSE BY OTHERS

- 13) Per the approved design guidelines, the project entries are to be planted and heavily landscaped. Identify what will be planted within the crosshatch. The landscaping must be consistent with the prior approved plan.

RESPONSE BY OTHERS

- 14) For the drive aisle that connect Salt Creek Lane in the northwest corner of the property, provide three foot high shrubs and shade trees on the east side of the drive aisle. Move the drive so that there is a minimum of ten feet between the back of curb and the property line.

RESPONSE BY OTHERS

- 15) Provide landscape medians along Euclid Avenue subject to approval from Cook County and Rolling Meadows.

RESPONSE BY OTHERS

- 16) A landscape compliance bond in the amount of 30% of the landscaping costs will be required for each phase. A tree fee of \$200 is required for each tree identified for transplanting or preservation. In addition, a \$4 tree fee is required for each lineal foot of frontage.

RESPONSE BY OTHERS



May 8, 2018

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

RE: Application for PUD Amendment: Responses to VAH comments
Arlington Downs Planned Development
Arlington Heights, IL 60005

Dear Mr. Hubbard,

Please accept this letter stating our responses to the Village of Arlington Heights comments for the Special Use application that has been submitted for the above referenced Arlington Downs Planned Development. The responses to follow will be referenced by department and number as requested.

BUILDING & LIFE SAFETY DEPARTMENT
VIB Hotel by Best Western

1. All currently adopted codes and village amendments shall be followed and shall be listed on the construction documents when submitted for permit review.
2. Design firm registration numbers shall be added to the construction documents when submitted for permit review.
3. The building is considered mixed occupancy with use groups as A-2 Assembly and R-1 Residential and shall be noted on the construction documents when submitted for permit review.
4. The construction type of the building is Type IA and Type VA and shall be noted on the construction documents when submitted for permit review.
5. Building height and area shall be calculated based on code requirements and final calculations shall be noted on the construction documents when submitted for permit review.
6. An elevator shall be provided for use by the fire department that meets all requirements for size, arrangement and signage and shall be noted on the construction documents when submitted for permit review.
7. The electrical room shall meet all code requirements and shall be noted on the construction documents when submitted for permit review.

8. The service disconnecting means shall meet all code requirements and shall be noted on the construction documents when submitted for permit review.
9. Electrical room shall be identified on the construction documents when submitted for permit review.
10. Occupant load calculations, minimum required egress width, and provided egress width shall be noted on the construction documents when submitted for permit review.
11. Shaft enclosures for stairways, elevators, and trash/linen chutes shall be designated on the construction documents when submitted for permit review.
12. All doors, including rooms/spaces of assembly, shall have the required exit/panic hardware designated on the construction documents when submitted for permit review.
13. Signage stating maximum occupancy loads for all assembly spaces shall be posted as required and signage details shall be noted on the construction documents when submitted for permit review.

ENGINEERING DEPARTMENT

Traffic

20. The hotel will contain two meeting rooms to be used by hotel patrons and therefore will not place additional demands on parking.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

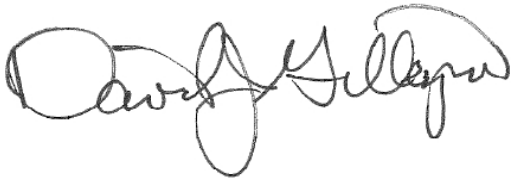
1. Phasing of the construction for this project is at the discretion of the developer, therefore this question should be directed to them.
1. At this time a trash enclosure is located at the northwest corner of the building.
2. Location of the trash enclosure has been addressed. Please refer to Civil drawings and Architectural Master Site Plan A010. Details for a typical trash enclosure have been provided. Please note that final configuration and details for the enclosure shall be included in the hotel construction documents when submitted for permit review.
32. The square footage of meeting spaces/conference rooms in the hotel are 687 SF on the first floor and 665 SF on the mezzanine for a total of 1352 SF.
33. A dashed line indicating the extent of the bar area has been shown, please refer to partial floor plan sketch provided. The total bar area, including the bar itself, is 530 SF. There will be no food service offered at the hotel as there is no kitchen.
34. The hotel will typically have 8 employees on a shift.

41. The trash collection/loading space is located at the northwest corner of the building. Drop off/pick up will occur at the southeast corner of the building. The plaza areas at the south and east sides of the building have seating areas and canopy structures that connect to the building. Cutting in to the plaza for a drop off area would crowd these structures. There is extensive curb area at the edge of the plaza that can accommodate the occasional drop off/pick up with little impact to traffic flow. Please note that a similar layout with no drop off was proposed at the previous site of the hotel.
44. Location of the loading space has been addressed. Please refer to Civil drawings and Architectural Master Site Plan A010. The total area of the hotel is 54,598 SF, requiring one 10'x35' loading space.
46. Location of the bicycle parking spaces has been addressed. Please refer to Civil drawings and Architectural Master Site Plan A010.

We trust these responses will satisfy the requirements of the Village of Arlington Heights for this step in the application process. Please advise if you have any questions.

Sincerely,

GILLESPIE DESIGN GROUP

A handwritten signature in black ink, appearing to read 'David J. Gillespie'.

David J. Gillespie
Architect

Cc: David M. Trandel, Chairman and Chief Executive Officer
Springbank Real Estate Group

R.L. Skeet Walker, Vice President Property Management
Springbank Real Estate Group



DANIEL WEINBACH & PARTNERS, LTD.
Landscape Architects

May 8, 2018

Village of Arlington Heights
Department of Planning and Community Development

Re: Arlington Downs
3400 W. Euclid Ave

Attached are our responses to the landscape comments dated April 20, 2018.

1. Enlargements have been provided for the sign plaza, the entrance drive and plazas.
2. Evergreen trees have been added along Funtopia's northwest property line.
3. Foundation plantings have been added to the south sides of Retail Bldgs A and B.
4. Plantings have been added around the refuse enclosures and service drive. The plantings around the refuse enclosures shall be 5' tall, the plantings along the service drives will be 3' tall.
5. There will be 3' of soil above the underground detention areas, which will be adequate for supporting the trees and shrubs in the parking lot islands. There is currently approximately 8" of topsoil above the parking garage. Only perennials will be planted above the parking garage.
6. Plantings have been added between the parking lots and the inner drives. This landscaping will be 3' tall.
7. Plantings have been added along Euclid in front of Bldgs A and B. The landscaping will be 3' tall.
8. Plantings have been added around the refuse enclosures. The plantings around the refuse enclosures shall be 5' tall.
9. Specialty paving has been added to the Residential Plaza. Other areas will be reviewed at a later date, once the Retail Bldgs have been designed.
10. Lighting locations have been added to the landscape plans. See the lighting drawings for fixture types.
11. Benches are shown in the Parking Lot Plaza. Bike Racks have been added throughout the site. See landscape drawings for product information.
12. See lighting drawings for all light fixture information. Bench and Bike Rack product information is on the drawings.
13. The 'cross' hatching throughout the landscape plans denotes shrub and perennial plantings. These will be shown as specific shrubs and perennials at a later time.
14. Plantings have been added between the parking lots and the inner drives. This landscaping will be 3' tall.
15. Landscaping in Euclid Avenue's median will be discussed directly with Cook County at a later date.

Sincerely,

A handwritten signature in dark ink, appearing to read "William Ferguson", with a long horizontal stroke extending to the right.

William Ferguson, RLA
Associate

53 West Jackson Blvd., Suite 250
Chicago, Illinois 60604
(312) 427-2888
Fax: 427-7648

46. Locations of all bicycle parking spaces is noted on plans and counts are noted in parking chart.
47. Yes, the garage will be open to visitor parking.

Landscape

(Responding on behalf of Ownership)

1. Enlarged details of key elements shall be provided for requested site elements including
 - Retail plazas
 - Crosswalks
 - Loading areas and trash enclosures
 - Park/seating area near retail buildings "D" and "C"
 - Detail of corner focal element, along with plans and elevations of proposed sign will be submitted at a later date.
2. Additional landscaping will be provided along northeast property line adjacent to Funtopia as requested.
3. Minimal foundation plantings will be added to drawings as requested.
4. Refer to responses and drawings by Weinbach Partners.
5. The loading zone will be screened with landscaping. Refer to responses and drawings by Weinbach Partners.
6. Refer to responses and drawings by Weinbach Partners.
7. Refer to responses and drawings by Weinbach Partners.
8. Refer to responses and drawings by Weinbach Partners.
9. Acknowledged. Information shall be provided on landscaping plans
10. Some pedestrian lighting has been added to the site and has been included on photometric plans. Additional site lighting will be managed as part of the retail buildings to be constructed, not with bollards.
11. Refer to responses and drawings by Weinbach Partners.
12. Cut sheets of proposed lighting fixtures have been included.
13. Acknowledged. Revised landscape drawings will address.
14. Acknowledged. Drive aisle will be moved and landscaping shall be provided.
15. Subject to agreements between Arlington Heights, Cook County and Rolling Meadows, landscaping shall be added to median design when a final decision on whether or not they are required is reached.
16. Acknowledged.

Respectfully Submitted,

Mark Kluemper, AIA
Managing Director
OKW Architects

Cc: D. Trandel
M. Parker
D. Reichl
C. George
A. Koglin



OKW ARCHITECTS
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Chicago, Illinois 60661
P: 312.798.7700
okwarchitects.com



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: 3400 W Euclid Ave – PUD Amendment, Prelim/Final Plat of Subdivision, Land Use Variation to allow residential uses below the 1st floor in the B-2 District

PC#: 18-010 – Round 2

Date: May 14, 2018

Sam...

I have reviewed the resubmittal and have no additional comments.

RECEIVED
MAY 14 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



**Village of Arlington Heights, IL
Department of Building & Life Safety**

Fire Safety Division

Date: 5/10/2018

P.C. Number: 18-010

Project Name: Proposed Land Use

Project Location: 3400 N. Euclid Ave.

Planning Department Contact: Sam Hubbard, Planning and Community Development

While the information contained in the drawings and other documents address many of the concerns previously raised it should be understood that many specific concerns (location of FDC's) will need to be addressed and complied with as the process continues.

Date 05-10-18

Reviewed By:


Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: May 25, 2018
Subject: 3400 W Euclid Ave, P.C. #18-010 Round 2

Regarding the proposed PUD Amendment, PW has the following comment:

1. Meter and RPZ sizes will be determined upon receipt of plumbing plans.

VAHPW has no further comments at this time.

C: File

PLAN COMMISSION PC #18-010
Arlington Downs Phase 2
3400 W. Euclid Ave.
PUD Amendment, Pre/Final Plat of Subdivision, LUV
Round 2 (revised)

31. The responses by the petitioner to comments #13, 15-17, 19-21 & 25 are acceptable.
32. The response to comment #11, "Response by Others" is not acceptable. There is no other written response. To reiterate: 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.
33. The response to Comment #12, "Response by Others" is not acceptable. There is no other written response. To reiterate: Since a subdivision is being proposed the plans must meet all subdivision requirements. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. This estimate should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.
34. The response to Comment #14, "Response by Others" is not acceptable. There is no other written response. To reiterate: The Final Plat of Subdivision must be reviewed and approved by the Engineering Department prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.
35. The response to Comment #18 is noted. The circular drive for the new ADR-II building can only accommodate ambulances, not the tower truck. Verify with the Fire Department if this is acceptable.
36. The plans show the roadway widening to be done along Euclid Avenue. This work must be coordinate with the City of Rolling Meadows and the Cook County Department of Transportation and Highways. The proposed sidewalk along Rohlwing Road must also be coordinated with the City. What is the anticipated schedule of permitting and construction for Euclid Avenue?
37. Sheet C-2.01: Sidewalk shall go through the driveway at Salt Creek Lane. Curb to stop on either side. Same comment for Sheet C-2.05.
38. Sheet C-5.01: The improvements to southbound Rohlwing Avenue at Euclid Avenue are shown on this plan sheet, but are not shown on any of the other plan sheets. Is this work to be included anywhere in this project, and what is the anticipated timeline?
39. Sheet C-2.15: The proposed ADR-II building is shown to be constructed on top of the existing 60" storm sewer. Relocate the storm sewer.

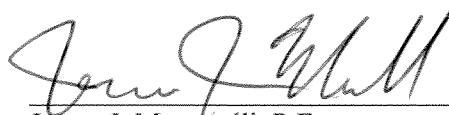
Traffic

40. The response to comment #22 is not acceptable. No detailed chart for the intensity of zoning uses has been provided, although the traffic report gives gross trip generation values for the site.

41. The response to comment #23 is not acceptable. The answer 'acknowledged' does not address the parking density concern about this parcel. Also, all figures should provide trip generation values for the Saturday roadway conditions as well.
42. The response to comment #24 is not acceptable. While a detailed account of private property development has been provided, the specific question was to identify when exactly the 'public offsite' roadway and traffic signal modifications are scheduled and in what Phase of Development.
43. The response to comment #26 is not acceptable. While the trip generation projections for the entire site have been addressed, the evaluation for the intersection levels of service need to explain how projected 2023 delays are decreasing. In addition, the parking stall count indicated for the total site is providing 600 more parking spaces than are required, which also is not understood.
44. The response to comment #27 is not acceptable. Stall depths, aisle widths, ADA stall layout, etc. all need to be have dimensions shown, as well as column intrusions into affected stalls. Additionally, the following comments need to be answered:
 - a) The driveways for the 312 stall underground lot for the 1A/2A parcel, the ADR II 400 stall garage and surface lot all come out to a single two-lane driveway onto the site roadway leading to Salt Creek Lane. The operation and functionality of this area is a concern. Consider additional signage to adequately inform drivers of potential conflicts.
 - b) The sight distance for the ADR II site traffic to see cars coming up the ramp from underground out of the Lot 1A/2A garage may be an issue. Consider additional signage to warn drivers of potential conflicts.
 - c) It looks as though the underground parking of the basement level of the garage into the ADR II parcel is on a down ramp that may be covered. Is this ramp coming to grade at a site roadway intersection at the northwest corner of the elevated garage? What is the site distance?
 - d) The east service driveway is also labeled as a Fire Lane, but if it is an underground ramp, how do both of these functions happen geometrically?
45. The response to comment #28 is not acceptable. The values provided on the parking table on sheet A010 and the values provided in Table 1 of the Traffic Consultant's calculation of code-required parking must agree. Also, there are discrepancies for the square footages shown for the Funtopia/First Ascent parcels compared to what is shown in the trip generation analysis report.

Preliminary Plat of Subdivision:

46. The response provided by the petitioner to Comment #29 is unacceptable. Again, there was no new Plat of Resubdivision to review. Complete all the items on the previously attached Preliminary Plat of Subdivision Checklist.
47. The response provided by the petitioner to Comment #30, "Response by Others" is unacceptable. There is no other written response. To reiterate: For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist. The elementary school district is Consolidated Community School District #15, Township High School District #211, Township High School District #214, and Harper Community College District #512. Include the utility signature blocks. The plat should show the boundary line for the high school districts.

 5/25/18
James J. Massarelli, P.E. Date
Director of Engineering



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 18-010

Project Name

Arlington Downs

Project Location

3400 W. Euclid Ave.

Planning Department Contact Sam Hubbard

General Comments

1. Your response to round one comments stated that the "Fire Department Connection shall be located as required". Please show exact location of the FDC and the hydrant for each proposed building with distances. Currently a detailed review of the plans show four different FDCs for one of the buildings. The FDC shall be located at the main front entrance of the building, be fully visible and accessible, and located within 100 feet of the nearest fire hydrant. The fire apparatus shall be able to access the FDC and hydrant without obstructing other arriving apparatus.

2. Please provide a more visible auto turn exhibit that allows a better view of direction of travel. There are areas on the auto turn exhibit that need to be addressed showing that the Arlington Heights Tower 131 can navigate. It appears that the fire apparatus is entering against traffic off of Rohlwing road. Please make sure the template being used is readable. Please use Arlington Heights Tower 131 for the Auto Turn Exhibit. Using an Ambulance for the auto turn exhibit is not acceptable for the circle drive in front of the residential building with a circle. The fire department would consider allowing one of Arlington Heights fire engines as a template provided that the Tower Truck would be able to pull in and back out. The Engine would need to drive through the entire circle without needing to back up.

3. Continued on next page

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date June 14, 2018

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 18-010

Project Name

Arlington Downs

Project Location

3400 W. Euclid Ave.

Planning Department Contact Sam Hubbard

General Comments

3. On the first round comments it was asked that you review section 503 of the 2009 International fire Code and any applicable codes to ensure all Fire Apparatus roads comply to which you stated "acknowledged". I am concerned that some issues have not been addressed. I would like to see more detailed drawings with measurements shown. For example if public roadways are to be used as fire lanes it appears the criteria of the "fire lane" must be located within a minimum of 15 feet and maximum of 30 feet from the building is not being met.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date June 14, 2018

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

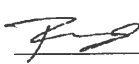
DEPARTMENT PLAN REVIEW SUMMARY

3400 W. Euclid Ave.
PC#18-010

Round 2 Review Comments

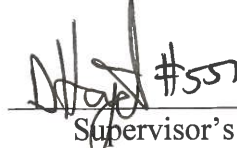
05/14/2018

1. **Character of use:**
Nothing further.
2. **Are lighting requirements adequate?**
Nothing further.
3. **Present traffic problems?**
Nothing further.
4. **Traffic accidents at particular location?**
Nothing further.
5. **Traffic problems that may be created by the development.**
Nothing further.
6. **General comments:**
Nothing further.

 #212

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

 #557

Supervisor's Signature

RECEIVED

MAY 15 2018

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**



**Village of Arlington Heights
Health & Human Services Department**

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer

A handwritten signature in black ink, appearing to be 'SF' or similar initials, is written over the 'From' line.

Date: May 17, 2018

Re: PC# 18-010. Arlington Downs PUD Amendment, 3400 W. Euclid Ave. Round 2

-
- See attached accessibility comments.

RECEIVED
MAY 17 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Plan Review

Project: 3400 W. Euclid Avenue
PUD Amendment, Prelim/Final Plat of Subdivision, Land Use
Variation to allow residential uses below the 1st floor in the B-2
District

PC# 18-010 Round 2

From: David Robb, Disability Services Coordinator
Health & Human Services Department
(847) 368-5793



To: Sam Hubbard

Date: May 16, 2018

Re: Illinois Accessibility Code (IAC) Requirements

More detail is requested for the items below per the Petitioner's reply of "**RESPONSE BY OTHERS:**"

Sheet ADR11 DD Progress Set Architectural – Revised

1. IAC Section 400.350 Multistory Housing New Construction and
2. IAC Section 400.360 Requirements for Adaptable Dwelling Units apply.

Sheet A103

3. Entrance doors to all individual dwelling units shall comply with IAC Section 400.310(j) and 400. Illustration B Figure 25 Maneuvering Clearances at Doors in accordance with Section 400.350(a).
4. Note: The "Seven Requirements of Accessibility" of the Federal Fair Housing Accessibility Guidelines apply to 100 percent of the dwelling units in elevator buildings. Per the Fair Housing Amendments Act, 42 U.S.C. §3601 et seq. See HUD Fair Housing Equal Opportunity at:
https://www.hud.gov/program_offices/fair_housing_equal_opp/disabilities/accessibilityR

Planning & Community Development Dept. Review

May 23, 2018



REVIEW ROUND 2

Project: 3400 W. Euclid Ave.
Arlington Downs PUD Amendment

Case Number: PC 18-010

General:

48. The response to comments #1-#7, #12-#14, #16, #19-#21, #26, #29, #30, #32, #34, #38, #41, and #44 are acceptable.
49. The response to comment #8 is noted. However, please confirm that each phase will include all improvements as shown in that phase. Additionally, please provide a timeline for each phase, including the estimated start date and completion date of each phase. Please note that the northern driveway connection from Stone Creek Blvd. to Salt Creek Lane must be constructed as part of Phase 2B. It is recommended that the retail pads for buildings A, C, and B be left as grass pads as opposed to putting in the concrete foundations for these buildings. Please confirm that this is viable. Also, please note that Phase 2B includes the construction of retail building B, which will require a Design Commission application.
50. The response to comment #9 is noted. Please note that delay on submission of the Plat of Subdivision will push back the ability to proceed at the tentative June 27th Plan Commission date. Based on the re-submitted material, the Plan Commission must review and approve the following actions:
 - a) Amendment to PUD Ordinance Numbers 12-006, 12-037, 12-039, 14-025, and 15-049 to allow modifications to the approved development plan for Arlington Downs.
 - b) Land Use Variation to allow residential uses as a principal use in the B-2 District in Zones B and E.
 - c) Plat of Subdivision to reconfigure lots 3 and 5 to accommodate for the proposed "ADR-II" and "ADR-III" residential buildings, and to create a new lot for the hotel building.
 - d) Special Use Permit for an arcade/amusement facility (Funtopia) and a Special Use Permit for a restaurant.
 - e) Amendment to the hotel Special Use Permit to reduce the number of rooms from 161 to 116, and to allow for development within Zone C prior to constructing the foundation of the hotel.
 - f) Chapter 28, Section 11.4, to reduce the required parking. The extent of this parking variation will be determined once additional information has been provided and all plans show consistent data on parking.
 - g) Chapter 28, Section 5.1-11.1(a), to allow dwelling units on the first floor within "ADR-II".
 - h) Chapter 28, Section 11.7, to reduce the required number of loading spaces. The extent of this variation will be determined once additional information has been provided.
 - i) Chapter 28, Section 5.1-11.7, Maximum Floor Area, to increase the maximum allowable floor area from 250% to 260% for the ADR-II building.
 - j) Variation may be required to the parking area in front of ADR-II, pending revisions to the plans to eliminate this variation (see the diagram in Section 11-2.8 of the Zoning Code).

51. The response to comment #10 is noted. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 2 Department review comments include a revision date.
52. The response to comment #11 is unacceptable. The following items need to be addressed:
- a) The Project Description did not include any details green design/sustainable features. Please revise the letter accordingly.
 - b) Preliminary and Final Plats of Subdivision have yet to be submitted.
 - c) Photometric Plan was provided, however no catalog cuts for site lighting was included. Please provide catalog cuts for all parking lot and street lighting.
 - d) The market study was provided. However, no details on the rent ranges or rent per square foot was provided. Please provide details on the expected rent ranges for each type of unit in ADR-II and provide details on the average rent per square foot.
53. The response to comment #15 is noted. Is there a Reciprocal Easement Agreement for this development? Please provide a copy of this document. Will this document need to be revised to clarify shared parking, access, and maintenance of common utilities and common elements since portions of the development will be subdivided? Because portions of this development will be sold off to other entities as part of this process, shared parking and access must be defined, established, and provided as part of the PUD amendment process. Please outline how this will be established.
54. The response to comment #17 is noted. Please note that the engineering plans show this landscaped median area as striped pavement. A condition of approval requiring this median to be a landscaped median, subject to City of Rolling Meadows and Cook County approval, will be recommended.
55. The response to comment #18 is noted. However, separate responses to the hardship criteria for the parking variation, loading zone variation, and F.A.R. variation is required.

Site Plan/Landscaping:

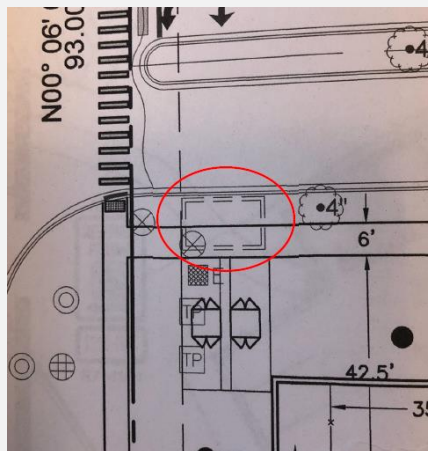
56. The response to comment #22 is not acceptable as outlined below:
- a) The response to #22a did not address the lack of clarity within the table. Within the Lot Coverage table, "Zone 2B" should read "Zone 2B/Lot 16" since the data within includes both of those properties. The dwelling unit value in this zone should be 360 and not 180 since 360 units are proposed on 2B/Lot 16.
 - b) Please cross-check all data within the tables on sheet A010. The square footage of retail/restaurant buildings A, B, C, and D as shown on the site plan equates to 30,300 square feet, however, the data within the table shows it as "General Retail, 29,800 sq. ft.", then there is a breakout showing 19,995 square feet for restaurants and the building footprint is listed at 29,900 sq. ft. The data in this table should clearly indicate the overall square footage of the retail/restaurant buildings and the estimated restaurant square footage out of the total.
 - c) The civil plans, architectural plans, floor plans, and landscape plans are still uncoordinated. The parking in Zone D is shown as 474 stalls on the architectural plans and 479 spaces on the civil plans and the locations of parking stalls don't match. The locations of bicycle parking racks are inconsistent across all plans. The central plaza area on the landscape plan is different compared to all other plans. There are areas on sheet A010 that are proposed as grass on the landscape plan but shown with a concrete pattern on sheet A010. The trash enclosures in Zone D appear to have solid walls on the civil plans but a note on sheet A010 calls for these enclosures to be constructed of wood. The refuse collection area for ADR-II is shown in different configurations on the civil plans, architectural site plan, and floor plans. To reiterate, please make sure all plans are consistent.

- d) The response to comment #22e is noted. Based on the F.A.R for ADR-II, a variation is required. Please provide the necessary justification for this variation.
- e) The response to comment #22g is noted. Actual values (not approximate) are required. The value for impervious surface in Zone A is inaccurate. Please revise.

57. The responses to comment #23 are noted. Please see the picture below, which depicts existing electrical equipment in this area. The plans show this equipment to be in a different layout than existing. Are changes to this equipment proposed? Please note that any existing or proposed electrical/utility equipment in this area must be screened and the landscape plan must be updated accordingly.



Additionally, please confirm what the following object is, which appears at both entrances of Stonegate Blvd.



58. The response to comment #24 is not acceptable. No details on the dumpster enclosures were provided within the plan set other than a note on sheet A010 that stated the enclosures in Zone D would be 6' tall wood enclosures. If enclosures are proposed for the exterior of the buildings, they must be of a masonry style to match the retail buildings. No details were provided for the dumpster enclosure for the hotel building. To reiterate this comment, please provide the details (not a note) on all enclosures, including height, gates, materials, etc. Staff continues to recommend that all retail buildings be designed to have interior dumpster enclosures and will incorporate a condition of approval that requires the developer to work with the Village on the final locations for the dumpster enclosures for the retail buildings. Finally, please note the standards for Infrastructure, Utilities, and Equipment as per the Arlington Downs Design Guidelines, which are attached at the end of this document. Compliance with these standards will be required.
59. The response to comment #25 is not acceptable. Details on the sign plaza must be provided as part of the Plan Commission review process.
60. The response to comment #27 is not acceptable. There appears to be a fence around the detention area to the east of the First Ascent/Funtopia building. Please provide details on said fence. Please note that this area is also meant to accommodate a future parking deck per previous PUD approvals, should there ever be a parking shortage on site.
61. The response to #28 is not acceptable. Please note that a separate landscape plan has been provided by Gillespie Design detailing landscaping around the hotel (that doesn't match the landscape plan submitted in conjunction with this application), which shows several AC units in the front yard along Rohlwing Road. Details on the location of all generators, transformers, AC units, mechanical equipment, or utility pedestals must be indicated on the site and landscape plans and properly screened from view with landscaping or other elements.

Buildings/Uses:

62. The response to comment #31 is noted. Please note that staff has had conversations with the developer, who expressed interest in activating the 1st floor with retail uses. Please confirm if the residential uses proposed on the 1st floor is what is proposed.
63. The response to comment #33 is noted. However, no dashed line on the partial floor plans was present. The square footage calculation should be based only on the seating area in front of the bar and the seating area in front of the coffee station. Please add the dashed line in front of each of these seating areas to clearly delineate where these seating area are located. Please provide details on any food that will be served (will continental breakfast be offered? what items? will food be catered in for a full breakfast buffet?). A liquor license will be required for the hotel bar and you're encouraged to reach out to Diana Mikula in the Village Managers office to coordinate the appropriate liquor license.
64. The response to comment #35 is noted. Although the 10' wide area is now shown on the plan, no landscaping in this area was provided. Additionally, this 10' area was not picked up on the landscape plan.
65. The plans for Retail Building B were omitted from your 2nd Round submittal. Please includes these plans.

Parking and Traffic:

66. The response to comments #36 and #37 are noted. However, please make changes to the table as based on the final parking count, which is not yet clear. Please coordinate between both civil and architectural for the actual parking count figure since each plan shows different parking counts. Double

check handicap parking figures as they are different in the table than what is shown on the plans. An accurate overall parking count must be provided. Please make sure to include the 13 stalls along the east leg of the access drive that leads from Stonegate Blvd to Salt Creek Lane. The parking study must also be revised to reflect the changes to the parking once the overall count it has been determined.

67. The response to #39 is not acceptable. There are errors in the data provided within the table on Sheet A010. For example, Lot 1A and Lot 2B include 647 total parking spaces, which requires 13 handicap stalls (2% of 647). There are 10 surface handicap stalls, and your data indicates there are 2 in the underground garage, which would bring the total count to 12, but the table indicates there are 16 handicap stalls provided. The plans for ADR-II and the count in the table also don't match. Please double check these numbers to make sure they match what is shown on the plans
68. The response to comment #40 is not acceptable. No parking stall and drive aisle dimensions were included for the parking garage. Please revise the plans to include this data. Additionally, please verify the angle of the proposed parking within the motor court in ADR-II. For 60-degree angled parking, drive aisles must be a minimum of 18' and stall depth must be a minimum of 20'. As proposed, it does not appear the motor court parking stalls and drive aisles conform to this requirement. It is suggested that this motor court be enhanced by eliminating the middle row of parking for more landscaping, provided that those parking stalls can be accommodated within the garage. Please evaluate further enhancements to this focal motor court/primary gateway to the building.
69. The response to comment #42 is unacceptable. This area is shown as different on the civil plans, architectural site plan, and floor plans. All plans must be revised to be consistent with what is shown on sheet A101. Screening of the loading area must be provided, please reference sheet L.2.4 which appears to show a wall around this area (details will be needed on any screen wall or landscaping proposed). Please provide a moving truck turning exhibit showing how trucks can back into this area.
70. The response to comment #43 is unacceptable. The total square footage for ADR-II was not provided. A reverse calculation using the FAR figure puts the floor area at 428,872 sq. ft. Is this figure accurate? Based on this figure, three loading spaces are required. Was the garage included in the floor area calculation? Garage space should not be include in the F.A.R. floor area calculation or in the floor area calculation for determining off-street parking and loading space requirements. Please refer to the definitions in the zoning code.
71. The response to comment #45 is not acceptable. The areas indicated for loading do not meet the code required 10' x 50' loading berth size requirement and are not dedicated loading spaces. A variation will be required if the loading spaces cannot be incorporated into the site plan and the necessary justification for the variation will be required. Please provide an explanation as to how loading will function for the retail buildings. As proposed, loading spaces will block drive-thru lanes.
72. The response to comment #46 is noted. Please coordinate the location of bike parking spaces as they are shown in different locations on different plans.
73. The response to comment #47 is not acceptable. How will visitor parking function within the ADR-II garage? Will there be dedicated visitor spaces? Will residents have assigned parking spaces? Is access to the garage controlled or can anyone enter? The traffic study must be revised to address this issue. Staff notes that there are now 19 surface parking spaces in ADR-II and a peak visitor parking demand of 39 cars.

74. The Traffic and Parking study should be revised to reflect the proposed parking amounts once all plans have been modified to show consistent data on the total number of parking spaces for the development and within each phase. Additionally, since the developer has estimated that only approx. 20,000 square feet of the 30,300 sq. ft. commercial buildings will be restaurant uses, the traffic and parking study should be modified to accommodate for this figure. Please have Steve Corcoran reach out to me so that I can provide him with the actual required parking amounts based on code requirements, which can be incorporated into the parking study.

Prepared by: SAM JUREK

MEMO

TO: Sam Hubbard, Development Planner
CC: Mike Pagones, P.E.
FROM: Nanci Julius, PE *NJ*
DATE: June 15, 2018
SUBJECT: Arlington Downs Three (Re-subdivision of lots 3 & 5)
PC NO: 18-010

Final Plat of Subdivision Checklist

The requirements of checklist items a, b, c, f, g, h, i, k, l, m, o, q, r, s, and t are met. I have the following comments regarding the remaining checklist items:

- d. **Exact location, width and name of all streets within and adjoining the plat, and the exact location and widths of all cross walkways.**

Rohlwing Rd, Euclid Ave and Salt Creek Lane are shown on the plat, however; the width was not provided. TFW Surveying has indicated that they will add what information is available for these streets to the Final Plat.

- e. **True angles and distances to the nearest established street lines or official monuments, not less than three.**

The Final Plat provided shows only one monument, an iron pipe at the intersection of Rohlwing Rd and Euclid Ave. The Surveyor's Certificate on page 2 indicate that two (2) concrete monuments will be set in place upon recordation of the plat. The Surveyor's Certificate also states that within 12 months of the date of recording, all interior lot corners will be staked with iron pipe survey monuments. TFW Surveying has confirmed that the two concrete monuments and the interior lot corners will be set in place. It is assumed that this is acceptable.

- 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.**

The Final Plat provided is a re-subdivision and all easements shown are existing.

n. A deed of dedication in the form set forth in Section 29-217 (a).

It is assumed that this is not applicable since no publicly dedicated streets are part of the proposed re-subdivision of lots 3 and 5. There is a question of ingress/egress through Lot 3A to service Lot 5A. TFW Surveying is confirming with the owner if any revisions need to be made to the language included on the Final Plat to address this.

p. A certification by a registered surveyor in the form set forth in Section 29-217 (c).

The language included on the Final Plat is slightly different than what is shown in the checklist, however; it is consistent with the Surveyor's Certificate provided with the Final Plat for Arlington Downs Two Re-subdivision from October, 2013. It is assumed that this language is acceptable.

u. Provide a location to identify the address of each new lot.

Addresses are not shown on the Final Plat. TFW Surveying has indicated that this information can be added if the Village has determined what the addresses should be for Lot 3A and 5A.

There is a typo on page 1 for the recorded date of Doc. 25466742, TFW Surveying is aware of this and will correct it on resubmittal of the Final Plat.

Planning & Community Development Dept. Review

June 15, 2018



REVIEW ROUND 2 – SUPPLEMENTAL PLAT OF SUBDIVISION COMMENTS

Project: 3400 W. Euclid Ave.
Arlington Downs PUD Amendment

Case Number: PC 18-010

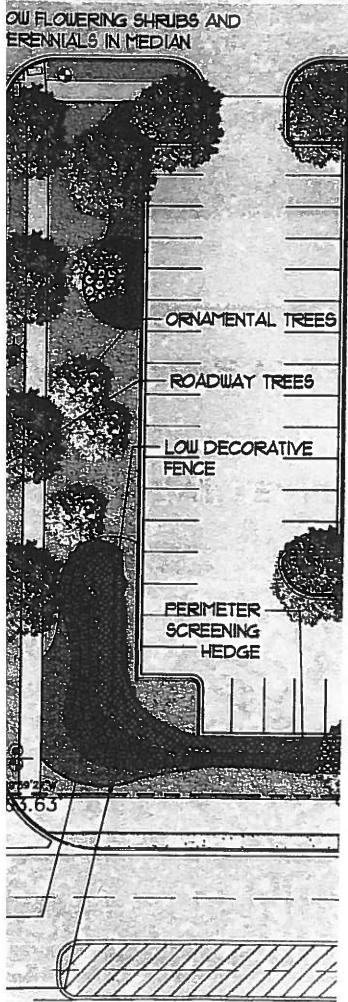
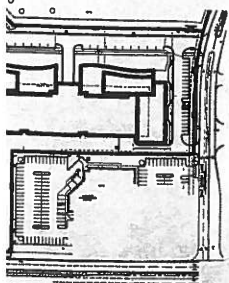
General:

1. Please provide a copy of the document that established reciprocal access/parking amongst all properties in the Arlington Downs PUD (document #1316322014?). Will any changes be needed to this document given that a new lot will be created/configured?
2. It is our understanding that a separate lot was to be created for the hotel pad. Please clarify if this is the intent. If this separate lot is to be created, please accommodate for it on the Plat of Subdivision. Furthermore, see #1 above relative to reciprocal access/parking and outline any changes to this agreement that may be needed given that another lot is being introduced to the PUD.
3. Lot area for Lot 2A and 1A should be added to the Plat. Please clarify why portions of the boundaries of the former lots in the Arlington Downs Subdivision are shown in lot 4A and 1A? Is there a need to show these former lot lines in 4A and 1A? If they are unnecessary, please remove them from the Plat.
4. The existing 25' BSL along the east side of Lot 3A should be abrogated as part of this subdivision. A 70' BSL in Lot 3A along Salt Creek Lane should be added in its place.
5. A 15' BSL should be established on the southern end of Lot 5A, adjacent to Rohlwing Rd.
6. Double check PIN 02-25-100-038 as shown on Page 2 of the Plat. Current records show this PIN as 02-25-100-021.
7. Per Section 29-209 of the Subdivision Regulations, the widths of adjoining streets must be shown on the Plat. Please add these street widths to the Plat.
8. On page 2, please clarify the need for the "Ingress and Egress Easement Provisions". This section references a "Lot 2", which is not shown on the Plat. If this section is unnecessary, please remove it.
9. Per Section 29-209(n), please provide the Deed of Dedication consistent with Section 29-217(a). This can be added onto the left-hand side of page two, on top of the three signature blocks for the owners of Lot 3A, 5A, and the mortgagee, which signature blocks can be incorporated into the end of the Deed of Dedication. Paragraphs 2 and 3 of the Deed of Dedication can be removed if no additional dedications/protective covenants, or private restrictions are proposed. However, if none are proposed, please move the note on page 1 regarding the Easement, Covenants, and Restrictions to appear where paragraph 2 and 3 would appear in the Deed of Dedication.
10. Please make sure all revisions to the Plat include a revision date.

Prepared by: SAM HUBBARD

— ROHLING ROAD ENTRY

— EUCLID AVENUE ENTRY



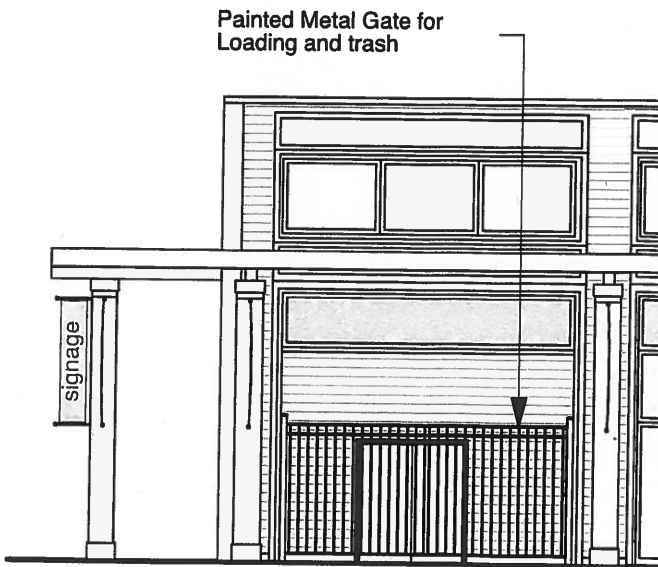
PE PLAN

Landscape/ Hardscape Design and Elements

- The internal roadway system will be planted with street trees at a similar spacing to the public parkway trees at 40' to 60' on center, and will be 3" caliper. The medians will be planted with low shrubs and perennials.
- The remaining perimeter of the site will be planted with a mixture of shade trees at 3" caliper, and ornamental and evergreen trees at 8' height
- The parking lot islands will be planted with drought tolerant shrubs, perennials and grasses.
- Specialty paving including integrally colored concrete with a distinct scoring pattern will be used to mark major building entries and to unify the retail uses.

Infrastructure, Utilities and Equipment

All mechanical equipment and all other appurtenances such as satellite dishes and telecommunications gear at the top of the building shall be designed as an integral a part of the building, or otherwise screened from public view. Mechanical Equipment, Utility Equipment, Meters, Generators & Other Power Devices ground or roof mounted units, must be screened from view by architectural elements such as screen walls, louvers, parapets, or grilles, and densely planted landscape will also be considered. Trash, roof top mechanical units and utility areas to be architecturally integrated with the building and not to be visible from surrounding residential or street views.



Landscape Details

Section IV

Arlington Downs

3400 West Euclid Avenue
Arlington Heights, Illinois

Arlington DEVCO LLC

These plans are schematic and are subject to further refinement for compliance with code required editing, life safety improvements and coordination with existing systems.

Arlington Downs
3400 W. Euclid
PC 18-010
May 24, 2018

Landscape Comments

- 1) Please provide enlarged details of key areas in plan view that show the landscaping and design elements for various key areas throughout the site including:
 - Retail plazas and storefronts.
 - The corner focal element at the intersection of Euclid and Rohlwing Road. Per the design guidelines, the feature element at the corner of Euclid and Rohlwing, which will serve gateway, shall be heavily landscaped with evergreens, flowering shrubs and perennials. Provided a plan view and elevations of the proposed sign.
The landscaping proposed is minimal. Provide an abundance of landscaping. Per the Design Guidelines, the feature element at the corner of Euclid and Rohlwing Road, which will serve as a Village gateway, will be heavily landscaped with evergreens, flowering shrubs and perennials.
 - The crosswalks – incorporate decorative crosswalks throughout the site.
Provide a detail of the pedestrian crosswalk that includes specialty pavement. The crosswalk with specialty pavement must be provided throughout the site.
 - Loading areas and trash enclosures.
 - The pavilion/seating areas near retail 'D' and 'C'. The design shall be comparable to the plan approved in 2015. Provide a plaza area that consists of site furnishings, seat walls and landscaping.
- 2) Provide additional landscaping along the northeast property line adjacent to Funtopia. The landscaping should consist of a mix of evergreen trees in order to screen the loading, trash and mechanical area in the rear of Funtopia.
The response to comment #2 is acceptable.
- 3) Provide foundation plantings on the south elevation of the retail buildings along Euclid Avenue and along the west elevations of the retail buildings along Rohlwing Road. The landscaping proposed is minimal. Per the Design Guidelines, the foundation areas around the buildings will be planted with a mixture of trees, shrubs and perennials to complement the architecture.
The response indicates that additional landscaping has been provided; however, the plans do not reflect the revision. If there are any mechanical units along the south or west elevation, they must be identified on the plan and fully screened. Must provide a screen that consists of dense landscaping for the north/south drive aisle in the southwest corner.

- 4) Must provide screening for service areas/drive aisles along Euclid and Rohlwing Road. The service area south of the parking garage must be fully screened and consist of walls and landscaping. Please identify how the refuse will be screened for retail 'A' and retail 'B'.
Per the design guidelines trash, roof top mechanical units and utility areas are to be architecturally integrated with the building and not to be visible from the surrounding residential or street views.
- 5) Provide a detail and statement demonstrating that all landscaping above the parking garage or above the below grade detention is feasible. There is storm detention system and sewer located below some of the parking lot islands. Please verify that this will not conflict with the code required shade trees within the islands and that it will not interfere with maintenance obligations.
The response to comment #5 is acceptable which indicates that there is 3 feet of soil clearance above the detention.
- 6) Provide three foot high landscaping adjacent to the parking lots that are located along the drive aisle that connects Euclid, Rohlwing and Salt Creek Road.
The response to comment #6 is acceptable.
- 7) Provide a three foot high screen along Euclid in front of retail 'A' and retail 'B'. In addition, provide a mix of perennials and shade trees. An abundance of landscaping must be provided along the corridor. The drive aisle must be fully screened. Identify what the cross hatch is along Euclid.
Additional landscaping must be provided in order to buffer the drive aisle and soften the large spans of masonry along the rear elevation of retail buildings 'A' and 'B'. A detailed landscape plan has been provided for the hotel. Please incorporate the plan into the landscape plans as part of the PUD amendment.
- 8) Full screening is required to enclose the trash corrals, loading areas, and utility/mechanical areas with a masonry wall or landscaping or a combination. There is mechanical equipment north of the hotel along Rohlwing Road. The equipment should be located away from the road and must be fully screened. Explore options for relocating the equipment.
The existing mechanical equipment north of the hotel must be fully screened with landscaping. Per the design guidelines trash, roof top mechanical units and utility areas are to be architecturally integrated with the building and not to be visible from the surrounding residential or street views. Please indicate how the trash area near the parking garage will be screened.
- 9) Specialty pavement should be in the plaza areas in front of the retail and within the crosswalks. Please identify what material will be used for crosswalks, sidewalks, entrances and the plaza areas. In addition, please provide a plan that identifies where the specialty pavement is proposed.

Per the design guidelines provide specialty pavement in front of the ADR II at the entrance and at the entrance of the hotel. In addition, incorporate specialty pavement in the crosswalks, entrances, and as part of the retail.

- 10) Per the design guidelines, pedestrian poles and bollard lighting is required. Incorporate a pedestrian lights throughout the site and within the retail areas.
The response indicates that lighting has been added to the landscape plan; however, the plans do not show the lighting. Identify the location of the lighting and provide a legend which shows the proposed lighting. The lighting should be consistent with the design guidelines.
- 11) Site furnishings are required on the parking side of all retail buildings per the Design Guidelines. Site furnishing plans are required with manufacturer cut sheets for all proposed site furnishings.
Per the Design Guidelines the pedestrian areas will have a family of site furniture including benches, litter receptacles, bike racks, bollards and lighting the compliment the architecture of the development. The proposed bench does not compliments the architecture and must be evaluated. Provide details and identify the location of the proposed site furnishings.
- 12) Provide cut sheets of the decorative light and the site furnishings. Please refer to the approved design guidelines regarding the site furnishings. The proposed furnishings must be compliment with the proposed architecture.
The lighting plan does not show the proposed light fixtures. The fixtures must be consistent with the design guidelines. Please provide cut sheets or details for the proposed lighting.
- 13) Per the approved design guidelines, the project entries are to be planted and heavily landscaped. Identify what will be planted within the crosshatch. The landscaping must be consistent with the prior approved plan.
The response to comment #13 is acceptable.
- 14) For the drive aisle that runs north/south adjacent to ADR IV and connect Salt Creek Lane in the northwest corner of the property, provide shade trees on the east side of the drive aisle. Move the drive so that there is a minimum of ten feet between the back of curb and the property line.
The geometry plan shows a 10 foot setback; however, the landscape plan does not reflect the revision and does not include the shade trees. Revise the plans so that they are consistent and show the trees.
- 15) Provide landscape medians along Euclid Avenue subject to approval from Cook County and Rolling Meadows.
The response to comment #15 is acceptable.

June 22, 2018

Plan Commission of Arlington Heights
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Regarding: 2018 PUD – Comments on Round 2 PUD Review
Arlington Downs | 2400 Stonegate Boulevard | Arlington Heights, IL

Commission Members:

These comments are submitted in response to the review comments received May 25th, 2018. Numbering is coordinated to the comments received from each reviewing department.

Building & Life Safety Department

Residential Building II

- No additional comments

VIB Hotel by Best Western

- No additional comments

Fire Safety Division

- Acknowledged that specific concerns like the location of FDC's will need to be addressed as the process continues.

Public Works Department

- Acknowledged that meter and RPZ sizes will be determined upon receipt of plumbing plans.

Engineering Department

31. Acknowledged
32. Acknowledged. It is understood that the project will need the appropriate building permits and approval of all governing agencies for construction.
33. Acknowledged. An Engineers estimate of construction cost of full site improvements will be provided with this response.
34. Acknowledged. A Final Plat of Subdivision is included in this submittal.
35. Acknowledged. Per Fire Department Comments, the Department has requested confirmation that their Engine Truck is capable of making the full circle and that Tower 131 be able pull in and back out. The team is working to secure a meeting with the Fire Department for clarification. To keep the process moving we are responding with what we feel is appropriate.



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36. EEA has indicated that permitting would be about 6 months with CCDOT and all work will be permitted with City of Rolling Meadows and CCDOT. See phasing for anticipated construction timeframes.
37. Acknowledged. Please refer to Civil Engineering documents.
38. Acknowledged. The southbound Rohlwing improvements have been removed from this sheet. Note that permitting with Rolling Meadows and CCHD may require that some modification of this movement be incorporated in the design. The inclusion of any modifications to this intersection (if any) will be made upon request by Rolling Meadows or CCHD at the time of permitting for the larger Euclid Road widening efforts. Timing of any such improvement is noted in the response to comment #36.
39. Per conversations with the Village Engineering Department, the ADR II building will be constructed on top of the existing 60" storm sewer.

Traffic

40. Per discussions with engineering staff, a table was prepared below comparing the land-uses in the 2014 PUD to the proposed 2018 plan. Next to each use is a qualitative note on the impact on overall traffic volumes and parking demand. Overall, the amount of traffic generated by the site is less and the parking demand is less due to the reductions in restaurant, retail, and entertainment uses.

Comparison of Arlington PUD Changes (2014-2018)

Lot	2014		2018		Change in Intensity	
	Use	Size	Use	Size	Traffic	Parking
1A	One Arlington	214 units	One Arlington	214 units	same	same
2A	Health Club	17,350 sq. ft.	Office (25N)	11,722 sq. ft.	less	less
	Water Park	1,150 persons	First Ascent/Funtopia	834 persons	less	less
5	Apartments	222 units	Apartments (ADR-II)	263 units	more	more
	Retail	18,100 sq. ft.	-	-	less	less
3	Apartments	221 units	Senior Living (ADR-III)	180 units	less	less
	Childcare	6,600 sq. ft.	-	-	less	less
2B/16	Hotel	161 rooms	Apartments (ADR-IV)	360 units	more	more
	Meeting Rooms	300 persons	-	-	less	less
4A	Bank	4,700 sq. ft.	Hotel	116 rooms	more	more
	Retail	40,300 sq. ft.	Retail	10,300 sq. ft.	less	less
	Restaurant	26,100 sq. ft.	Restaurant	20,000 sq. ft.	less	less

41. Lot 16 has sufficient room for a parking structure with 360 units in a three to four level parking garage. A Saturday analysis was now completed with the Saturday peak-hour traffic counts (see Traffic Appendix) 1,100 vph less than the PM peak-hour counts. The overall Saturday trip generation was 100 vph higher than the PM peak-hour. The PM peak-hour has the highest overall traffic volumes at the site entrances and adjacent roadways.
42. See phasing. (response to 49)



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43. There is a typo in Table 5 that has been corrected relative to the intersection delays. We are providing **less** spaces than required by the zoning ordinance.
44. Proposed floor layout for the new parking garage will be provided.
 - a. Acknowledged. ADR II parking garage also has a second entry/ exit at the lower level. This allows residents to access the proposed road at the south side of ADR III connecting to Salt Creek Lane. Appropriate signage will be studied.
 - b. Acknowledged. Appropriate signage will be studied.
 - c. The lower level of the ADR II garage can be access internally or from the proposed road to the east of the garage. The proposed road starts at 719'-0" and drops to 714'-6" over 165'-0" to the lower garage entry.
 - d. This is proposed road is open to the sky and not an underground ramp.
45. The parking tables on all documents have been coordinated. Please note the Village's building break down for the calculation of parking is different than the overall area used in the trip generation calculations.

Preliminary Plat of Subdivision

46. Response to comments received on the initial submitted Plat will be included with our response.
47. Response to comments received on the initial submitted Plat will be included with our response.

Fire Department (June 14, 2018)

1. The comment is acknowledged, and the team is working to secure a meeting with the Fire Department for clarification. To keep the process moving we are responding with what we feel is appropriate.
2. The comment is acknowledged, and the team is working to secure a meeting with the Fire Department for clarification. To keep the process moving we are responding with what we feel is appropriate.
3. The comment is acknowledged, and the team is working to secure a meeting with the Fire Department for clarification. To keep the process moving we are responding with what we feel is appropriate.

Community Services Bureau

- No additional comments

Health Services Department

- No additional comments

Health & Human Services Department

1. Acknowledged. The building will meet the requirements of IAC Section 400.350
2. Acknowledged. The building will meet the requirements of IAC Section 400.360



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3. Acknowledged. Unit entry doors will comply with IAC Section 400.310 (j) and 400. Illustration B Figure 25 Maneuvering Clearances at Doors in accordance with Section 400.350(a).
4. Acknowledged. The Fair Housing Accessibility Guidelines apply to 100% of the dwelling units

Planning and Community Development Department

General

48. Acknowledged.
49. Phasing Schedule
 - o Phase 1: ADR I (Complete)
 - o Phase 2: FRC (Commence Q# 201/, Completion Q3 2019)
 - o Phase 3: ADR II along with associated parking structures and access roads (including northern driveway connection from Stone Creek Blvd to Salt Creek Ln) (Commence Q4 2018, Completion Q4 2020)
 - o Phase 4: Construction of Parking in Zone D (zone with hotel and retail buildings) and Hotel (Commence Q4 2018, Completion Q1 2020)
 - o Phase 5: Retail Building B (Commence Q1 2019, Completion Q4 2019)
 - o Phase 6: Off-site Improvements (commence Q3 2019, Completion Q4 2019)
 - o Phase 7: Construction of Retail Buildings "A", "C" and "D" (TBD depending on Tenant interest)
 - o Phase 8: ADR III/IV (TBD depending on market interest)
- Acknowledge that Retail Building B will require a Design Commission application.
- Retail pads A, C and D will be left as graded pads without concrete foundations constructed until construction moves forward on these retail buildings.
50. Acknowledged. Given delays it is now the intention to appear before the July 12th Plan Commission date. The Plat of Subdivision will be submitted in time to proceed on that date.
 - a. Acknowledged
 - b. Acknowledged
 - c. Acknowledged. The new Platt of Subdivision is included in this package.
 - d. Acknowledged.
 - e. Acknowledged
 - f. Acknowledged.
 - g. Acknowledged.
 - h. Acknowledged. (See response to 55)
 - i. This variation is not required. The F.A.R. was previously incorrectly calculated to include the parking garage. The designed F.A.R. of the ADRII lot is 1.8, keeping the floor area under the 250% maximum allowable.
 - j. This variation is no longer required. The parking area in front of ADR-II has been revised and the required number of parking spaces is still being provided.
51. Acknowledged. Round 2 drawings will include a revision date
52. Acknowledged
 - a. Attached is the sustainable design features list.

- b. Acknowledged. The plan of subdivision is included in this package.
 - c. Acknowledged cut sheets have been included in the revised submission.
 - d. Rent Ranges:
 - o Studio: \$1,461 / \$2.92 PSF
 - o 1 BD: \$1,805 / \$2.41 PSF
 - o 2 BD: \$2,653 / \$2.41 PSF
 - o 3 BD: \$3,153 / \$2.43 PSF
53. There currently is a Declaration of Easements, Covenants and Restrictions that was recorded in 2013. Mike Firsell has been engaged to amend this document to clarify shared parking, access and maintenance of common utilities and common elements to be reflective of the requested amendments of the previously approved PUD.
54. Acknowledged
55. **Loading Zone Variation**
- 1. 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.
Based on retail tenant needs providing adequate sized loading spaces will limit parking and potentially eliminate the drive-thru's which will limit potential interested tenants due to their needs for a drive-thru and/or ample parking during peak hours.
 - 2. The plight of the owner is due unique circumstances.
Retail tenants in today's market require ample parking as close to their stores as possible. Providing the code required loading zones will reduce parking stalls close to the retail storefronts thus limiting the interest of high quality retail tenants.
 - 3. The variation, if granted, will not alter the essential character of the locality.
In our experience owning and managing retail centers, delivery trucks servicing the retail tenants load as close to the door of the tenant they are servicing as possible whether you provide a designated loading area or not. In addition, they deliver at off hours, typically first thing in the morning, before the tenants open for business and thus will not be interfering with customers parking.

F.A.R Variation: this was calculated incorrectly and a variation is not required

ADR II Parking Variation

- 1. 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 property cannot yield a reasonable return if parking per code is provided due to the additional cost to add more parking stalls to the parking deck. This additional cost threatens the viability of the project.
- 2. The plight of the owner is due to unique circumstances.
We are providing a parking ration of 1.5 at ADR II. One Arlington is parked to 1.38 and this has proved to be more than adequate to support the parking demand from residents. In addition, our parking analysis has indicated that a parking ratio of 1.31 spaces per unit can be supported. Due to this information we feel that a parking ratio of 1.5 is more than adequate and any additional parking required threatens the viability of the project.
- 3. The variation, if granted, will not alter the essential character of the locality.



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One Arlington parking ratio is 1.38 and has proved to be more than adequate to support the parking demand from residents. Due to this information, a parking ratio of 1.5 is more than adequate to support parking requirements from residents and guests.

Site Plan / Landscaping

56. Acknowledged

- a. The table has been adjusted to read "Zone 2B/Lot 16" and the number of future units listed has been corrected to 360.
- b. Square footages have been re-calculated and the table has been adjusted for increased fidelity.
- c. Civil, architectural, and landscape plans have been coordinated and are consistent across disciplines.
- d. The F.A.R. was previously calculated to include the square footage for the parking garage. This figure has been recalculated and the correct F.A.R. is 1.8, eliminating the need for a variation.
- e. Acknowledged. The Lot Coverage Table on sheet A010 has been updated for precision and accuracy.

57. Acknowledged. It is not our intention to relocate any existing electrical equipment. The plans have been altered to reflect the existing equipment accurately. The object at both entrances to Stonegate Blvd. is an underground water meter vault, one existing, one proposed. Landscaping is shown on all sides of the existing utility equipment. The cross hatch pattern on the landscape drawings symbolize shrubs, perennials and ornamental grasses.

58. Acknowledged. Dumpster enclosures will be of a masonry style to match the architecture. A typical drawing has been included in the resubmittal. Please see sheet A-011 for further information. The proposed condition of approval is acknowledged. Final design and construction will comply with Arlington Downs Design Guidelines.

59. Acknowledged. Signage design has been included in the revised drawing package. Please see sheet A-011 for further details.

60. There is no fence planned for the area east of the First Ascent/ Funtopia building. The area will remain available as the location of a future parking deck if ever needed, per previous PUD approvals. There is an existing metal panel-clad mechanical equipment enclosure to the north of the First Ascent/ Funtopia building. This is to screen the mechanical equipment from view and tampering, and the enclosure itself will be screened with additional landscaping.

61. Acknowledged. The hotel will have some additional AC units at grade. The landscape plan has been modified to match the design submitted by Gillespie Design. The AC units and other mechanical equipment along Rohlwing will be screened with a mix of shrubs and trees. While the PUD plan uses a cross hatch pattern to denote shrubs and perennials, the Gillespie plan identifies each type of shrub and perennial proposed.

Buildings / Used

62. No retail use is proposed for the residential building ADRII. Building amenity spaces, including fitness rooms, community room, and others have been relocated to the west side of the first floor, activating the street with more public spaces than private dwellings. Please see included plans for ADRII for additional information.

63. A dashed line has been added to the floor plan to indicate where the seating areas for the bar and the coffee station are located. The seating area for the bar is 138 SF and the seating area for



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the coffee station is 72 SF. There will be no food prepared at the hotel as there is no kitchen or food prep area. The service of purchased or catered food is at the discretion of the hotel manager. No details on such food service are available at this time. A liquor license will be obtained appropriately.

- 64. Acknowledged. This area has been picked up and landscaped on revised landscape plans.
- 65. Acknowledged. Retail Building B plans are attached in the resubmission. Please see sheet A-200.

Parking and Traffic

- 66. Acknowledged. The 13 parallel parking stalls have been removed from the project scope. Final parking counts have been clarified and coordinated between Civil and Architectural. The Parking Study has been revised to reflect these changes.
- 67. Acknowledged. The parking table has been updated.
- 68. Acknowledged. Dimensions will be added to the revised plans. Motor court parking stalls do conform to required dimensions, and drawings have been updated to include that information. Additionally, further detailing of the landscape shall be an ongoing process as the building design continues, in part based on input from the Design Commission, who approved the plans on June 12th, 2018.
- 69. Acknowledged. Plans have been coordinated between disciplines and a moving truck turning exhibit has been added. Landscape screening has been included.
- 70. Acknowledged. The F.A.R. was previously calculated to include the square footage for the parking garage. This figure has been recalculated and the correct F.A.R. is 1.8, requiring only two loading zones and eliminating the need for a variation.
- 71. A variation is requested to not provide the code required 10' x 50' loading spaces. To provide the code required loading spaces would pose several hardships by taking up currently identified parking stalls and/or drive-thru's on the site plan. Many tenants in today's retail environment mandate drive thru's due to them achieving increased sales volumes with drive-thru locations. If we are not able to provide drive-thru's, we eliminate our ability to lease the retail space to many food tenants. Adequate parking is also extremely important to potential retail tenants. Many retail tenants look for more than code required parking to adequately park their customers during peak times. It is of the up most importance to provide as much parking as possible to be attractive to potential retail tenants.

In our experience owning and managing retail strip centers delivery trucks servicing the retail tenants load as close to the door of the tenant they are servicing as possible whether you provide a designated loading area or not. In addition, they deliver at off hours, typically first thing in the morning, before the tenants open for business and thus will not be interfering with customers parking. Delivery hours can be specified in leases with tenants, if necessary.

- 72. Acknowledged. Plans have been coordinated to show bicycle parking in consistent locations.
- 73. Yes, the garage will be open to visitor parking. No, there will not be dedicated visitor parking. No, the tenants will not be assigned individual spaces. Access to the parking garage will be open, with no access gate or checkpoint, open to the public. The traffic study has been revised accordingly.
- 74. Acknowledged. The Parking and Traffic studies have been updated to match.

Landscape

- See response by Daniel Weinbach & Partners, LTD.
-

Supplemental Plat of Subdivision Comments (June 15, 2018)

Responses on behalf of TFW Surveying

Engineering Comments:

- d. TFW HAS ADDED THE RIGHT OF WAY WIDTH.
- e. PER ILLINOIS STATUTE 765 ILCS 205/1, from Ch. 109, par. 1, TFW WILL SET ALL LOT CORNERS AND CONCRETE MONUMENTS
- j. THE PLAT DOES NOT CONTAIN ANY NEW DEDICATIONS OR EASEMENTS.
- n. THE PLAT DOES NOT CONTAIN ANY NEW DEDICATIONS OR EASEMENTS. NO INGRESS / EGRESS EASEMENT WILL BE ADDED.
- p. THE PLAT CONTAINS A SURVEYOR'S CERTIFICATE.
- u. THE VILLAGE HAS NOT ASSIGNED ADDRESSES.

TFW HAS CORRECTED THE PLAT.

Staff Comments:

1. There currently is a Declaration of Easements, Covenants and Restrictions that was recorded in 2013. Mike Firsel has been engaged to amend this document to clarify shared parking, access and maintenance of common utilities and common elements to be reflective of the requested amendments of the previously approved PUD.
2. THE PROPOSED HOTEL DOES NOT FALL IN THIS SUBDIVISION AND DOES NOT APPLY.
3. THE SUBDIVISION INCLUDES LOTS EXISTING LOTS 3 AND 5. NO OTHER AREAS SHOULD BE INCLUDED ON THIS PLAT.
THE LIMITS OF LOT 4 PER THE ARLINGTON DOWNS HAS BEEN REMOVED. THE LIMITS OF THE LOT 4A IS SHOWN.
4. PER THE CLIENT THE 25' BSL WILL BE REMAIN AND NO 70' BSL WILL BE ADDED.
5. LOT 5A IS NOT ADJACENT TO ROHWLING ROAD.
6. COOK COUNTY GIS AND THE COOK COUNTY GIS DO NOT RETURN ANY RESULTS FOR 02-25-100-021. WE HAVE INCLUDED PART OF THE LATEST COOK COUNTY GIS MAP, DEPICTING THE PINs FOR THE LOTS SURVEYED.
7. TFW HAS ADDED THE RIGHT OF WAY WIDTH.
8. NO INGRESS / EGRESS EASEMENT WILL BE ADDED. THE PROVISIONS HAVE BEEN REMOVED.
9. TFW HAS ADDED A NOTE THAT NO DEDICATIONS OR EASEMENTS HAVE BEEN CREATED.
10. TFW HAS ADDED A REVISION DATE.



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Respectfully Submitted,

Mark Kluemper,
AIA Managing
Director OKW
Architects

Cc: D. Trandel
M. Parker
D. Reichl
C. George
A. Koglin



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DANIEL WEINBACH & PARTNERS, LTD.
Landscape Architects

June 20, 2018

Village of Arlington Heights
Department of Planning and Community Development

Re: Arlington Downs
3400 W. Euclid Ave

Attached are our responses to the Village's Round 2 landscape comments, dated May 14, 2018.

Site Plan / Landscaping:

- 57. Landscaping is shown on all sides of the existing utility equipment. The cross hatch pattern on the landscape drawings symbolize shrubs, perennials and ornamental grasses.
- 61. The landscape plan has been modified to match the design submitted by Gillespie Design. The AC units and other mechanical equipment along Rohlwing will be screened with a mix of shrubs and trees. While the PUD plan uses a cross hatch pattern to denote shrubs and perennials, the Gillespie plan identifies each type of shrub and perennial proposed.

Landscape Comments:

- 1. The proposed landscaping is appropriate for the size of the areas being landscaped. All trees have been identified on this submittal. The cross hatch pattern symbolize the extensive beds that will contain shrubs, perennials and ornamental grasses. Cross walks have been modified to include specialty paving. Specialty paving shall be colored and stamped paving.
- 2. Evergreen trees have been added along Funtopia's northwest property line.
- 3. The cross hatch pattern symbolize shrubs, perennials and ornamental grasses. These buildings have not been designed yet, however we continue to show solid landscaping between the proposed pad and the drives. As they are not designed yet, we have no information on mechanical units. Shrubs and trees have been added to the southwest corner to enhance the landscaping.
- 4. As noted on the drawings, the plantings around the refuse enclosures shall be 5' tall.
- 5.
- 6.
- 7. As noted on the drawings, the landscaping planting screening retail A and B from Euclid will be 3' tall. The cross hatch pattern on the landscape drawings symbolize shrubs, perennials and ornamental grasses.

8. As noted on the drawings, the plantings around the refuse enclosures shall be 5' tall.
9. Once the Retail Bldgs have been designed, specialty paving can be added to their layout. Specialty paving is shown on the drawings at both plazas, crosswalks and in front of the hotel.
10. Lighting locations have been added to the landscape plans. See the photometric drawings for lighting styles.
11. Benches and trash receptacles are shown in both plazas, and their models specified on the drawings. Bike Racks have been added throughout the site. See landscape drawings for product information.
12. See photometric drawings for all light fixture information. The landscape drawings provide the light locations only.
- 13.
14. Shade trees have been added to the landscape plan.
- 15.

Sincerely,

A handwritten signature in dark ink, appearing to read "William Ferguson", with a long horizontal flourish extending to the right.

William Ferguson, RLA
Associate



**Village of Arlington Heights, IL
Department of Building & Life Safety**

Fire Safety Division

Date: 7/12/2018

P.C. Number: 18-010

Project Name: Proposed Land Use

Project Location: 3400 N. Euclid Ave.

Planning Department Contact: Sam Hubbard, Planning and Community Development

1. The pavement of the added fire lane needs to be of such strength to accommodate the fire apparatus. Typical "pavers" are not an acceptable surface for this use. I'm not certain what type of "paver" is planned but it may not meet the weight requirements needed. Please clarify.
2. The drawing indicates a "pergola" above the proposed fire lane. The purpose of the fire lane is to accommodate the truck for aerial operations. A pergola would encumber fire operations if were to protrude into the fire lane. More information is needed to clarify what the proposed pergola is and where it would be placed.
3. The placement of a new "decorative wall" is indicated. A wall at this location may interfere with fire operations or set-up of the outriggers on the truck. Please clarify the type and location of the wall in relation to the fire lane.

Date 07-12-18

Reviewed By:


Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: July 10, 2018
Subject: 3400 W Euclid Ave, P.C. #18-010 Round 3



Regarding the proposed PUD Amendment, PW has the following comment:

1. There must be a utility maintenance agreement on file for the utility distribution and collection systems not metered by the specific buildings being served. The agreement must address payment responsibility for the water loss between the master meters serving the entire property and the sum of the individual meters that will not likely be added as construction progresses.
2. Meter and RPZ sizes will be determined upon receipt of plumbing plans.

If you have any questions, please feel free to contact me.

C: File

PLAN COMMISSION PC #18-010
Arlington Downs Phase 2
3400 W. Euclid Ave.
PUD Amendment, Pre/Final Plat of Subdivision, LUV
Round 3 (revised)

48. The response to Comment #32 is acceptable.
49. The response to Comment #33 is acceptable as a cost estimate was provided. The Engineering Department will be reviewing the cost estimate to complete the calculation for plan review, inspection, and other fees. Upon completion of this review, the fee letter will be prepared for the petitioner to assemble the proper documents.
50. The response to Comment #34 is acceptable as a Final Plat of Subdivision was provided and all comments from Round 2 review of the Final Plat have been addressed. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village.
51. The response to Comment #35 is noted. The plans for the Autoturn Exhibit Fire Truck were revised on July 3, 2018 per the Fire Department's comments. The amended response to Comment #35 is acceptable.
52. The response to Comment #36 and Comment #38 is acceptable. It should be noted that the City of Rolling Meadows will be constructing a bike path along the north side of Euclid Ave, west of Salt Creek Lane. Any modifications to the Arlington Downs Phase 2 plans as a result of this bike path can be addressed at Final Engineering.
53. The response to Comment #37 is noted. The sidewalk through the driveway for the new east entrance is not shown on all of the Civil sheets, this can be addressed at Final Engineering.
54. The response to Comment #39 is noted. The original plan for lot 5 was for retail space and for a surface parking lot over the existing 60" storm sewer. With the changes shown in Phase 2, the Engineering Department reiterates for the Plan Commission their position that the proposed ADR-II building should not be constructed on top of the existing 60" storm sewer. The storm sewer should be relocated or the layout of the building be modified.

Traffic

55. The response to comment #40-#45 are acceptable.

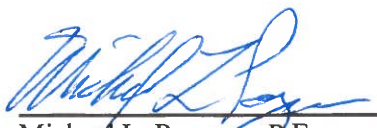
Preliminary Plat of Subdivision:

56. The responses provided by the petitioner to Comments #46 & 47 are acceptable.

RECEIVED

JUL 10 2018

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**


Michael L. Pagones, P.E. 7/9/18
Interim Director of Engineering Date



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 18-010

Project Name

Arlington Downs

Project Location

3400 W. Euclid Ave.

Planning Department Contact Sam Hubbard

General Comments

Round 3-Amended Submittal:

1. The Fire Department did receive revised plans. We don't see any issues with the auto turn exhibit.
2. One thing that is a concern is the permeable paver Fire Lane on the plans which is not allowed. The Fire Department will defer to Don Lay the code official on the fire lane requirements.
3. The building ADR-II has the FDC in an acceptable location. The developer stated they were aware of the requirements to have them located at the main front entrance of each bundling in the development, be fully visible and accessible, and within 100 feet of a hydrant.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date July 10, 2018

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department



Village of Arlington Heights
Health & Human Services Department

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer

A handwritten signature in black ink, appearing to be "SF", is written over the name "Sean Freres".

Date: June 26, 2018

Re: PC# 18-010. Arlington Downs PUD Amendment, 3400 W. Euclid Ave. Round 3

-
- No comments at this time.

RECEIVED
JUN 27 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Planning & Community Development Dept. Review

July 10, 2018



REVIEW ROUND 3

Project: 3400 W. Euclid Ave.
Arlington Downs PUD Amendment

Case Number: PC 18-010

General:

75. The response to comments #48, #51, #54, #55, #57, #58, #62, #64-#66, and #70-#74 are acceptable.
76. The response to comment #49 is not acceptable. Please note that there are certain infrastructure/off-site improvements that must be implemented when Phase II of construction begins (Phase II constitutes any new construction on the property beyond One Arlington), as per previous conditions of approval. Only the right hand turn lane from southbound Rohlwing Road to westbound Euclid Avenue may be deferred to a later phase, but only if agreed upon by both the Village of Arlington Heights and the City of Rolling Meadows. To date, no discussions on this have taken place. Please note that construction of the parking areas in each phase will trigger the requirement for implementation of all landscaping and plaza areas (where applicable) in those phases.
77. The response to comment #50 is noted. Based on the re-submitted material, the Plan Commission must review and approve the following actions:
- a) Amendment to PUD Ordinance Numbers 12-006, 12-037, 12-039, 14-025, 15-049, and 18-019 to allow modifications to the approved development plan for Arlington Downs.
 - b) Land Use Variation to allow residential uses as a principal use in the B-2 District in Zones B and E.
 - c) Preliminary and Final Plat of Subdivision to reconfigure lots 3 and 5 to accommodate for the proposed "ADR-II" and "ADR-III" residential buildings.
 - d) Amendment to the hotel Special Use Permit to reduce the number of rooms from 161 to 116 and to allow the hotel within Zone D, and to allow for development within Zone C prior to constructing the foundation of the hotel.
 - e) Variation to Chapter 28, Section 10.4, to reduce the required on-site parking from 2,768 spaces to 2,333 spaces.
 - f) Variation to Chapter 28, Section 5.1-11.4(a), to allow dwelling units on the first floor on Lot 5A.
 - g) Section 10.7, Schedule of Loading Requirements, to waive the requirement for two (10' x 50') off-street loading berths for the retail/restaurant uses in Zone D.
 - h) Section 10.2-8, to reduce the parking row widths for 60 degree angled parking from 20' to 17.5' within the motor court area of ADR-II, and to reduce the width of certain drive aisles within the ADR-II garage to 23.5' in width where code requires 24' in width.
78. The response to comment #52 is noted. The project narrative states that a Land Use Variation for 1st floor residential units is requested for Zone B, however, since no plans have yet been submitted, the variation will only apply to Lot 5A (ADR-II). Furthermore, the narrative includes the wrong figures for size of the proposed commercial in Zone D (states that 29,000 sq. ft. will be built when 30,300 sq. ft.

has been proposed). Finally, please note that no formal approval will be granted for the 360 units in Zone B and the 180 senior living units proposed in Zone C. Although the Village is generally supportive of the concept for the proposed future uses in these zones, an amendment to the PUD will be required when these developments are proposed. No catalog cuts for site lighting have been provided. Please provide these catalog cuts prior to final Village Board consideration of this project.

79. The response to comment #53 is noted. Prior to building permit approval for any future development, any necessary revisions to the Declaration of Easements, Covenants, and Restrictions for the subdivision must be recorded, which shall provide for suitable shared access, parking, and maintenance of common elements within the PUD area.
80. The response to comment #55 is noted. Please provide the necessary justification to the hardship criteria for the parking row width for the 60 degree angled parking (where 20' wide parking rows are required and 17.5' are proposed) and for the 23.5' drive aisle width for the interior garage for ADR-II (where 24' width is required).

Site Plan/Landscaping:

81. The response to comment #56 is not acceptable as outlined below:

- a) Addressed.
- b) Addressed.
- c) The civil plans, architectural plans, floor plans, and landscape plans are still uncoordinated. The front entrance to ADR-II is shown differently in the landscape plans and civil/paving plans. Please clarify if the landscape plan shall represents what is constructed in this area. The landscape plans shows a different configuration for the proposed pergola and 3' tall decorative wall along the west side of ADR-II in comparison to what is shown on the civil plans. The loading areas is shown as different on the ADR-II floor plans and civil plans. The landscape plan shows mechanical units in this area that are not shown on other plan sets. Please note that a masonry wall will be required to screen the loading area of ADR-II, and where feasible, shall also enclose the proposed mechanical units in this area (as shown only on the landscape plans).
- d) Addressed.
- e) Addressed.

82. The response to comment #59 is noted. Please note that the proposed LED signage will require a variation from the Design Commission and no approval of such variation will be granted as part of this PUD amendment process (a separate application to the Design Commission will be required). This signage/entryway feature will require further review by staff.

83. The response comment #60 is noted. Please clarify what the object is that encircles this detention area as shown on the civil plans. If it is not a fence, what is it?

84. The response to comment #61 is not acceptable. All AC units must be setback a minimum of 15' from Rohlwing Road. It is strongly encouraged to locate these units on the roof. Alternatively, a masonry wall (setback no less than 15' from Rohlwing Rd) on three sides of the units that is buffered with dense landscaping to screen the units would be required if they are ground mounted.

Buildings/Uses:

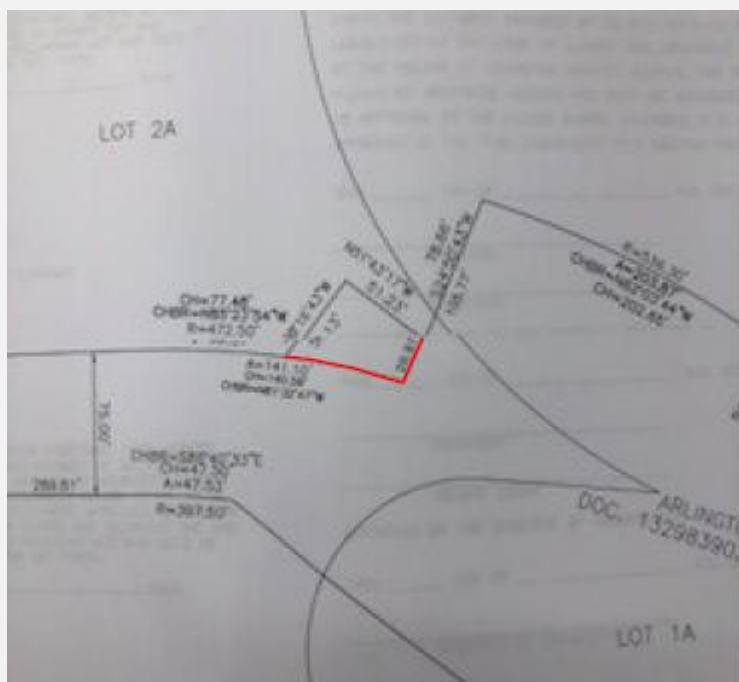
85. The response to comment #63 is noted. Please be aware that since the hotel will not have a kitchen for food service, a special liquor license classification may be required for the hotel bar. Please reach out to Diana Mikula in the Village Managers office to coordinate this.

Parking and Traffic:

86. The response to comments #67 is noted. Please note that there is still an inaccuracy in the parking table relative to handicap parking provided on lots 1A/2A (the table states that there are 16 handicap parking spaces provided, yet the plans indicate 10 surface handicap parking spaces and the table indicates 3 within the underground parking garage, which totals 13 handicap parking spaces). Code requires only 13 handicap spaces. Additionally, the parking table has duplicate info for Lot 16/2B.
87. The response to #68 is noted. Please note that the motor court area still requires a variation, and the proposed 23.5' width for the ADR-II interior garage drive aisles require a variation.
88. The response to comment #69 is noted. Please see comment #81c.
89. The response to comment #73 is noted. Although the response states that garage parking will be available for guests and will not be restricted via access gates or checkpoints, the plans show gates at the entrance for restricting traffic. Please clarify. How will public parking within the garage be restricted for persons other than tenants or their guests if no assigned parking is designated and entrance into the facility is not restricted?

Plat of Subdivision:

11. The response to Plat of Subdivision comments #2, and #6-#10 are acceptable.
12. The response to comment #1 is noted. Please refer to comment #79 above.
13. The response to comment #3 is noted. Please remove the small hangover of the previous portion of Lot 2 (indicated in red below), which is no longer relevant since Lot 2 no longer exists.



14. The response to comment #4 is not acceptable. The code required setback along the east side of Lot 3A is 70', and a building setback indicating this must be added to the Plat, and the current 25' setback shall be abrogated. If relief from this code required setback is sought when development on Lot 3A is proposed, a variation can be requested at that time.

Prepared by: SAM HUBBARD

Arlington Downs
3400 W. Euclid
PC 18-010
May 24, 2018

Landscape Comments

1) *Round 1 and 2*

Please provide enlarged details of key areas in plan view that show the landscaping and design elements for various key areas throughout the site including:

- Retail plazas and storefronts.
- The corner focal element at the intersection of Euclid and Rohlwing Road. Per the design guidelines, the feature element at the corner of Euclid and Rohlwing, which will serve as a gateway, shall be heavily landscaped with evergreens, flowering shrubs and perennials. Provide a plan view and elevations of the proposed sign.
The landscaping proposed is minimal. Provide an abundance of landscaping. Per the Design Guidelines, the feature element at the corner of Euclid and Rohlwing Road, which will serve as a Village gateway, will be heavily landscaped with evergreens, flowering shrubs and perennials.
- The crosswalks – incorporate decorative crosswalks throughout the site. Provide a detail of the pedestrian crosswalk that includes specialty pavement. The crosswalk with specialty pavement must be provided throughout the site.
- Loading areas and trash enclosures.
- The pavilion/seating areas near retail 'D' and 'C'. The design shall be comparable to the plan approved in 2015. Provide a plaza area that consists of site furnishings, seat walls and landscaping.

Round 3

Provide a detail of the proposed specialty pavement including pattern and color. At the corner of Euclid and Rohlwing provide an abundance of landscaping. Per the Design Guidelines, the feature element at the corner of Euclid and Rohlwing Road, which will serve as a Village gateway, will be heavily landscaped with evergreens, flowering shrubs and perennials.

2) *Round 1*

Provide additional landscaping along the northeast property line adjacent to Funtopia. The landscaping should consist of a mix of evergreen trees in order to screen the loading, trash and mechanical area in the rear of Funtopia.

Round 2

The response to comment #2 is acceptable.

3) *Round 1*

Provide foundation plantings on the south elevation of the retail buildings along Euclid Avenue and along the west elevations of the retail buildings along Rohlwing Road. The landscaping proposed is minimal. Per the Design Guidelines, the

foundation areas around the buildings will be planted with a mixture of trees, shrubs and perennials to complement the architecture.

Round 2

The response indicates that additional landscaping has been provided; however, the plans do not reflect the revision. If there are any mechanical units along the south or west elevation, they must be identified on the plan and fully screened. Must provide a screen that consists of dense landscaping for the north/south drive aisle in the southwest corner.

Round 3

The response to comment #3 is acceptable.

4) *Round 1*

Must provide screening for service areas/drive aisles along Euclid and Rohlwing Road. The service area south of the parking garage must be fully screened and consist of walls and landscaping. Please identify how the refuse will be screened for retail 'A' and retail 'B'.

Round 2

Per the design guidelines trash, roof top mechanical units and utility areas are to be architecturally integrated with the building and not to be visible from the surrounding residential or street views.

Round 3

Trash, roof top mechanical units and utility areas are to be architecturally integrated with the building and not to be visible from the surrounding residential or street views.

5) *Round 1*

Provide a detail and statement demonstrating that all landscaping above the parking garage or above the below grade detention is feasible. There is storm detention system and sewer located below some of the parking lot islands. Please verify that this will not conflict with the code required shade trees within the islands and that it will not interfere with maintenance obligations.

Round 2

The response to comment #5 is acceptable

6) *Round 1*

Provide three foot high landscaping adjacent to the parking lots that are located along the drive aisle that connects Euclid, Rohlwing and Salt Creek Road.

Round 2

The response to comment #6 is acceptable.

7) *Round 1*

Provide a three foot high screen along Euclid in front of retail 'A' and retail 'B'. In addition, provide a mix of perennials and shade trees. An abundance of landscaping

must be provided along the corridor. The drive aisle must be fully screened. Identify what the cross hatch is along Euclid.

Round 2

Additional landscaping must be provided in order to buffer the drive aisle and soften the large spans of masonry along the rear elevation of retail buildings 'A' and 'B'. A detailed landscape plan has been provided for the hotel. Please incorporate the plan into the landscape plans as part of the PUD amendment.

Round 3

Along Euclid between the sidewalk and pavement incorporate 12 evergreen trees to soften the drive aisle, buffer the rear of the buildings and to help screen the trash areas.

8) *Round 1*

Full screening is required to enclose the trash corrals, loading areas, and utility/mechanical areas with a masonry wall or landscaping or a combination. There is mechanical equipment north of the hotel along Rohlwing Road. The equipment should be located away from the road and must be fully screened. Explore options for relocating the equipment.

Round 2

The existing mechanical equipment north of the hotel must be fully screened with landscaping. Per the design guidelines trash, roof top mechanical units and utility areas are to be architecturally integrated with the building and not to be visible from the surrounding residential or street views. Please indicate how the trash area near the parking garage will be screened.

Round 3

Trash, roof top mechanical units and utility areas are to be architecturally integrated with the building and are not to be visible from the surrounding residential or street views. In order to screen the air conditioning units along Rohlwing Road provide a masonry screen wall that matches the building and provide landscaping in front of the wall.

The trash enclosures that are part of retail 'A' and 'B' open towards Euclid and must be reoriented so that they open towards the center parking area (east / west). Incorporate the trash enclosures as part of the building by extending the south elevation wall.

9) *Round 1*

Specialty pavement should be in the plaza areas in front of the retail and within the crosswalks. Please identify what material will be used for crosswalks, sidewalks, entrances and the plaza areas. In addition, please provide a plan that identifies where the specialty pavement is proposed.

Round 2

Per the design guidelines provide specialty pavement in front of the ADR II at the entrance and at the entrance of the hotel. In addition, incorporate specialty pavement in the crosswalks, entrances, and as part of the retail.

Round 3

Provide a detail of the proposed specialty pavement including pattern and color.

10) Round 1

Per the design guidelines, pedestrian poles and bollard lighting is required. Incorporate a pedestrian lights throughout the site and within the retail areas.

Round 2

The response indicates that lighting has been added to the landscape plan; however, the plans do not show the lighting. Identify the location of the lighting and provide a legend which shows the proposed lighting. The lighting should be consistent with the design guidelines.

Round 3

Provide details and cut sheets of the proposed light fixture. Include a legend on the landscape plan that identifies the proposed light fixtures.

11) Round 1

Site furnishings are required on the parking side of all retail buildings per the Design Guidelines. Site furnishing plans are required with manufacturer cut sheets for all proposed site furnishings.

Round 2

Per the Design Guidelines the pedestrian areas will have a family of site furniture including benches, litter receptacles, bike racks, bollards and lighting the compliment the architecture of the development. The proposed bench does not compliments the architecture and must be evaluated. Provide details and identify the location of the proposed site furnishings.

Round 3

The response to comment #11 is acceptable.

12) Round 1

Provide cut sheets of the decorative light and the site furnishings. Please refer to the approved design guidelines regarding the site furnishings. The proposed furnishings must be compliment with the proposed architecture.

Round 2

The lighting plan does not show the proposed light fixtures. The fixtures must be consistent with the design guidelines. Please provide cut sheets or details for the proposed lighting.

Round 3

Please include a legend on the landscape plan and provide details of the proposed light fixture.

13) Round 1

Per the approved design guidelines, the project entries are to be planted and heavily landscaped. Identify what will be planted within the crosshatch. The landscaping must be consistent with the prior approved plan.

Round 2

The response to comment #13 is acceptable.

14) Round 1

For the drive aisle that runs north/south adjacent to ADR IV and connect Salt Creek Lane in the northwest corner of the property, provide shade trees on the east side of the drive aisle. Move the drive so that there is a minimum of ten feet between the back of curb and the property line.

Round 2

The geometry plan shows a 10 foot setback; however, the landscape plan does not reflect the revision and does not include the shade trees. Revise the plans so that they are consistent and show the trees.

Round 3

The response to comment #14 is acceptable.

15) Round 1

Provide landscape medians along Euclid Avenue subject to approval from Cook County and Rolling Meadows.

Round 2

The response to comment #15 is acceptable.

July 18, 2018

Plan Commission of Arlington Heights
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Regarding: 2018 PUD – Comments on Round 3 PUD Review
Arlington Downs | 2400 Stonegate Boulevard | Arlington Heights, IL

Commission Members:

These comments are submitted in response to the review comments received July 12th, 2018. Numbering is coordinated to the comments received from each reviewing department.

Building & Life Safety Department

Residential Building II

- No additional comments

VIB Hotel by Best Western

- No additional comments

Fire Safety Division

1. The pavement will be designed to comply with HS25 loading.
2. The pergola will be designed to not encroach on the fire lane
3. The wall will be of masonry construction to match the building and will be located a minimum of 6" from the edge of the fire lane.

Public Works Department

1. The Utility maintenance agreement will be included within the revised declaration that is referenced in Planning and Community Development #79
2. Acknowledged that meter and RPZ sizes will be determined upon receipt of plumbing plans.

Engineering Department

48. Acknowledged
49. Acknowledged
50. A digital copy of the plat will be provided to the village as requested
51. Acknowledged
52. Acknowledged
53. Acknowledged. The sidewalk will be shown at Final Engineering



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, Illinois 60661
P: 312.798.7700
okwarchitects.com

54. Acknowledged. Per conversations with the Village Engineering Department, the ADR II building will be constructed on top of the existing 60" storm sewer. Because of its large size this pipe will be easier to maintain than the alternate 24" pipe.

Traffic

55. Acknowledged
56. Acknowledged

Fire Department

1. Acknowledged
2. Acknowledged. Refer to Fire Safety response #1 above.
3. Acknowledged

Community Services Bureau

- No additional comments

Health Services Department

- No additional comments

Health & Human Services Department

- No additional comments

Planning and Community Development Department

General

75. Acknowledged.
76. Phasing Schedule
- o Phase 1: ADR I (Complete)
 - o Phase 2: FRC (Commence Q# 201/, Completion Q3 2019)
 - o Phase 3: ADR II along with associated parking structures and access roads (including northern driveway connection from Stone Creek Blvd to Salt Creek Ln) (Commence Q4 2018, Completion Q4 2020)
 - o Phase 4: Construction of Parking in Zone D (zone with hotel and retail buildings) and Hotel (Commence Q4 2018, Completion Q1 2020)
 - o Phase 5: Retail Building B (Commence Q1 2019, Completion Q4 2019)
 - o Phase 6: Off-site Improvements (commence Q3 2019, Completion Q4 2019)
 - o Phase 7: Construction of Retail Buildings "A", "C" and "D" (TBD depending on Tenant interest)
 - o Phase 8: ADR III/IV (TBD depending on market interest)
- Acknowledge that landscaping and plaza areas will be installed when parking is installed at each phase.
 - Acknowledged that when construction begins in one area that the landscaping and parking will also be constructed in that zone.

77. Acknowledged. Given delays it is now the intention to appear before the July 25th Plan Commission date.
- a. Acknowledged
 - b. Acknowledged
 - c. Acknowledged.
 - d. Acknowledged.
 - e. Acknowledged
 - f. Acknowledged.
 - g. Acknowledged.
 - h. Acknowledged. Parking spaces within the ADR II entry will be revised to comply with the required parking space dimensions. The garage drive aisle will comply with the 24' width.
78. Acknowledged. Please see updated narrative attached
79. Acknowledged
80. Acknowledged. See 77h above

Site Plan / Landscaping

81. Acknowledged
- a. Acknowledged
 - b. Acknowledged
 - c. The landscape plans correctly show the paving at the entry of ADR II
 - d. Acknowledged
 - e. Acknowledged
82. Acknowledged.
83. The object is representing a guardrail due to slop on the site. The barrier fence/guardrail at the top of the basin slope has been eliminated as the curb at the end of the parking spaces will act as the barrier to protect from vehicles pulling beyond the top of the slope.
84. Verify plans (civil) Hotel coordination if needed
85. Acknowledged. The hotel team has been notified and will coordinate with Diana Mikule with the Village Managers office.

Parking and Traffic

86. Acknowledged. The parking table will be revised to reflect the drawings.
87. Acknowledged see response to 77h above
88. Acknowledged see response to 81c above
89. The 20 spaces at the main entry will be unrestricted and dedicated for visitor parking. The remaining guest parking will be inside the garage. For access to the garage guest will need to contact the resident they are visiting to maintain security.

Plat of Subdivision

11. Acknowledged.
12. Acknowledged. See response to 79 above
13. Acknowledged. This has been relayed to the surveyor and will be updated on the final Plat of Subdivision
14. Acknowledged. The developer is seeking a front setback variation from the required 70' to 25' along Slat Creek, as shown on the Plat of Survey. A 70' front yard setback severely limits potential future development on this portion of site and directly impacts the economic goals of the entire development.



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, Illinois 60661
P: 312.798.7700
okwarchitects.com

15. Acknowledged. This has been relayed to the surveyor and will be updated on the final Plat of Subdivision
16. Acknowledged. The revisions will include a revision date

Landscape

- See attached responses from Daniel Weinbach & Partners, LTD.

Respectfully Submitted,



Mark Kluemper, AIA
Managing Director
OKW Architects

Cc: D. Trandel
M. Parker
D. Reichl
C. George
A. Koglin



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DANIEL WEINBACH & PARTNERS, LTD.
Landscape Architects

July 17, 2018

Plan Commission of Arlington Heights
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: 2018 PUD – Comments on Round 3 PUD Review
Arlington Downs | 2400 Stonegate Boulevard | Arlington Heights, IL

Commission Members,

Here are our responses to the landscape review comments received July 12, 2008.

Site Plan / Landscaping

These comments pertain to the site plan, not the landscape plan, and will be responded to by OKW.

Landscape Comments

1. Specialty paving throughout the development shall be colored and stamped concrete to match the same color and pattern in front of One Arlington Apartments. This will be noted on the next submittal.

The landscape around the entrance sign includes 3 shade trees, 5 evergreen trees, a shrub bed screening the parking lot to the north, 15 large deciduous shrubs, 16 low deciduous shrubs, 53 evergreen shrubs, 30 ornamental grasses, and over 530 sf of annuals / perennials. We feel this is an abundant and appropriate amount of landscaping for this area. If this is not acceptable to the village, please provide us with more direction. The Design Guidelines do not provide specific quantities.

4. The landscape plan shows landscaping on all sides of trash enclosures, that can be landscaped.
7. It is our belief that we have provided an abundance of landscaping in this area. 12 evergreens trees could be provided however we will need more direction. The only location we see appropriate for these trees would fall in the utility easement that we have been directed to avoid.
8. The landscape plan shows landscaping on all sides of trash enclosures, that can be landscaped.

Currently, the landscape plan for the hotel has deciduous shrubs that reach 6' tall in front of the AC units, along with a row of evergreen shrubs. Adding a low screen wall is unnecessary, and would be blocked from view by the landscaping.

53 West Jackson Blvd., Suite 250
Chicago, Illinois 60604
(312) 427-2888
Fax: 427-7648

9. Specialty paving throughout the development shall be colored and stamped concrete to match the same color and pattern in front of One Arlington Apartments. This will be noted on the next submittal.
10. Lighting is not within the Landscape Architect's scope of work. Although, light locations have been provided on the landscape plans for reference and coordination. See the lighting drawings for all specific light information.
12. Lighting is not within the Landscape Architect's scope of work. Although, light locations have been provided on the landscape plans for reference and coordination. See the lighting drawings for all specific light information.

Sincerely,

A handwritten signature in dark ink, reading "William Ferguson". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

William Ferguson, ASLA
Senior Landscape Architect