



Village of Arlington Heights
Conceptual Plan Review Committee
Community Room, 3rd Floor
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
July 24, 2019
6:00 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. McDonald's Redevelopment - 5/8/19
- B. 2000 N. Chestnut Subdivision - 5/22/19

IV. REPORTS

V. OLD BUSINESS

VI. NEW BUSINESS

- A. Northwest Crossings - 1501 W. Shure Dr. - T1671
PUD Amendment

VII. OTHER BUSINESS

VIII. 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.



Conceptual Plan Review Committee
7/24/2019

Item: McDonald's Redevelopment - 5/8/19

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
McDonald's Redevelopment - 5/8/19	Minutes

**REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE**

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON:

May 8, 2019

Project Title: McDonalds Redevelopment
Address: 45 E. Golf Rd.
Petitioner: Dan Olson
Watermark Engineering
Address: 2631 Ginger Woods Parkway
Aurora, IL 60502

Requested Action:

1. Amendment to PUD Ordinance 96-037 to amend the Land Use Variation and modify the approved development plan to allow an additional drive through lane.

Variations Required:

- None identified at this time.

Attendees: Ken Sack, Watermark Engineering
Joe Kerchner, Lingle Design
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is 41,054 square feet in size and currently improved with an approximately 3,200 square foot McDonalds restaurant with a drive-through. Although the property is zoned O-T, Office Transitional District, in 1996 the site was approved for a PUD and Land Use Variation to allow construction of the existing restaurant with drive-through. Given that the site was developed over 20 years ago, McDonalds is proposing to update the building (interior and exterior) and site, which update includes the addition of a second drive-through lane. In order to create space for the second drive through lane, the existing dumpster enclosure, which is directly behind the building, would be relocated to the southeast corner of the site.

Access to the site comes from a private access drive that is shared with the Chase Bank located to the west of the subject property, which includes a full access signalized intersection with Golf Road. There are 37 parking spaces on the site, and hours of operation for McDonalds are 5:00am to 11:00pm every day.

Meeting Discussion:

Mr. Sack introduced the proposed major remodel of the McDonalds located at 45 E. Golf Road. The project involved skinning the building and giving it a new and modern look per McDonalds standards. In addition to the building upgrades, the project involved the incorporation of a second drive through lane to help with the processing of orders. Double drive through lanes are standard for any new McDonalds, so it was imperative that the site incorporate this feature as drive through patronage accounts for over 70% of overall business. The site has 37 existing parking stalls and the site modifications would reduce the total number of stalls to 30. This loss of parking would occur along the side of the building and is necessary to accommodate for the stacking of the double drive through. The site has some circulation and stacking issues, and the double drive through lane with stacking along the side of the building will help to keep drive through traffic flowing through the site

without impacting site circulation and ingress/egress. The project involves updating the site to current ADA requirements.

Mr. Hubbard explained that the subject property was zoned O-T (Office Transitional), however, in 1996 the property was granted a PUD and Land Use Variation to allow for the existing restaurant and drive through. Since the site was constructed over 20 years ago, the petitioners are proposing a remodel for the restaurant and upgrades to the site. The proposed change to incorporate a second drive through lane triggers the need for an amendment to the PUD and Land Use Variation. The proposed exterior modifications will require Design Commission review.

Staff has observed the occasional ponding of water on the site, and as the project involves a slight increase in impervious surfaces on the site, the development will need to comply with all MWRD and Village stormwater management regulations. As part of the PUD amendment review process, staff will be checking landscaping on the site to determine what upgrades or maintenance may be required. Staff will also be evaluating the condition of the fence along the rear property line, which fence was a point of discussion during the 1996 PUD approval, and there were some specific conditions of approval that address that fence.

A traffic and parking study will be required. Per a preliminary analysis, 17 parking spaces are required for the restaurant, and the reduction in parking to 30 spaces does not require a parking variation. The traffic study must analyze the effect that the additional drive through lane will have on traffic generation and site circulation as the design of the site has a somewhat odd layout where traffic has to wrap completely around the building to enter into the drive through. This site orientation was a requirement of the original PUD and is meant to prevent drive through stacking from blocking access into and through the site. The proposed second lane maintains this wrap around layout and is therefore compliant with the original PUD requirement. In preliminary review of the proposed parking reduction, there was some concern as to whether parking overflows into the neighboring Chase site, and so the parking study should be sure to evaluate if this was occurring. Staff notes that certain conditions of approval from the original PUD will need to be repealed as part of PUD amendment, mostly relative to conditions that were placed on the design of the building that are no longer applicable given the proposed exterior upgrades.

The petitioner should analyze if the two proposed abutting handicap parking spaces can share their accessible aisle, which would allow for the preservation of one parking space. Two bicycle parking spaces will be required as part of the PUD amendment. Finally, the parking study should include surveys of the existing parking usage to verify that the reduction in parking will not create a parking deficit relative to peak parking demand. In summary, the Staff Development Committee was generally supportive of this project.

Commissioner Jensen stated that it seemed like a good idea to bring the site up to current code requirements. He questioned the need for a new traffic study and why staff believed that a remodel of the site would potentially create additional traffic generation. He said that overall he thought it was a good plan and that the site could use some upgrades and he has noticed many other McDonalds doing the same thing.

Commissioner Sigalos said he thought it was a good plan. He drove by the site and saw how the trash enclosure would be relocated to the corner of the site, which seemed to make sense. He asked about the ability to share an access aisle with the two abutting handicap parking stalls.

Mr. Sack stated that the new IAC only allowed the sharing of a handicap accessible aisle when the two spaces were perpendicular. Since the existing spaces are angled, it would not be possible to share the accessible aisle.

Commissioner Sigalos said he was fully supportive of the proposal.

Commissioner Cherwin said that he was also supportive of the proposal. He thought staff's requests as outlined in the staff report were reasonable and he didn't have many comments on the project. He said that he's never observed overflow parking occurring in the Chase parking lot.

Commissioner Green stated that he also thought that this was a good project. He asked if the McDonalds had observed

stacking problems with the existing drive through.

Mr. Sack stated that he believes there has been some problems with stacking at the current facility. The existing orientation had enough queuing space for about eight cars behind the payment window, and after that they begin stacking into the drive aisle. With the proposed second drive through lane there would be enough room for about 14 cars to stack. In addition, the dual drive through system was more efficient at processing orders, so that would also decrease the amount of stacking occurring on the site.

Commissioner Jensen asked about any work proposed for the interior of the site.

Mr. Kerchner replied that the interior would be remodeled from the order area forward throughout the dining room. The front counter area would receive nice upgrade with new counters and menu boards, and the inside would be updated to new ADA requirements, which would involve remodel of the bathrooms and seating areas. On the exterior, they would be removing the old mansard roof and would be extending the parapet walls up for the new flat roof look.

Mr. Sack commented that they've already hired a traffic consultant to look at traffic and parking.

RECOMMENDATION

The Conceptual Plan Review Committee advised the petitioner to proceed forward with their application.

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



**Conceptual Plan Review Committee
7/24/2019**

Item: 2000 N. Chestnut Subdivision - 5/22/19

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
2000 N. Chestnut Subdivision - 5/22/19	Minutes

REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON:

May 22, 2019

Project Title: 2000 N. Chestnut Subdivision

Address: 2000 N. Chestnut Avenue

Petitioner: Sean Kelly
Chicago Real Estate Resources, Inc.

Address: 205 N. Michigan Ave. - Suite 2950
Chicago, IL 60601

Requested Action:

1. Plat of Subdivision to subdivide the property into three single-family lots.

Variations Required:

- None identified at this time.

Attendees: Sean Kelly, Petitioner
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Sam Hubbard, Development Planner
Jake Schmidt, Assistant Planner

Project Summary:

The subject property is approximately 47,480 square feet in size and contains a single-family home that was constructed in 1934. As the property was developed prior to annexation into the Village (subject property was annexed in 1971), it includes a portion of land used as Chestnut Avenue on the east and an unimproved section of LaSalle Street on the north. Along the western boundary of the site, there is a small portion of land that is not part of the property and is owned by a separate individual, which property blocks access to Walnut Avenue at the west. The petitioner is proposing to subdivide the subject property into three single-family lots. As part of the subdivision, the existing home on the site would be demolished.

Meeting Discussion:

Mr. Kelly explained that he had been working with staff on a three lot subdivision at 2000 North Chestnut. He had prepared a preliminary concept plan for the subdivision and received some preliminary comments from staff relative to ROW dedications, tree survey requirements, underground utilities, and an abutting property located to the west of the subject property that prevented access to Walnut Avenue. The property is zoned R-2 and the proposed subdivision would not require any variances.

Commissioner Green asked about ownership of the small piece of property that prevented access to Walnut.

Mr. Kelly said that off the top of his head, he did not know the owner of that lot.

Commissioner Green asked if the owner was the same person who owned the property abutting the subject property to the south.

Mr. Kelly said that it was not owned by the property owner to the south. He said that at some point in the 1980's the "sliver" was sold to another entity. He speculated that an individual purchased the small property in the hopes of controlling access

to Walnut should the subject property and property abutting to the south ever be subdivided and developed.

Commissioner Green said that although the small property prevented access to Walnut, it helped the subject property in that it meant the western most lot was not a corner lot since it didn't front on Walnut, so a smaller setback along that side would be allowed.

Mr. Kelly stated that based on comments from staff, they had revised their concept and picked up an additional 7 feet of land on the north to increase the size of the lots.

Mr. Hubbard explained that the subject property was a little over one acre in size and contained a single-family home that was constructed in 1934. The site was developed prior to being annexed into the Village and it was never formally subdivided when the single-family home had been constructed, so the lot had likely been created via a metes and bounds legal description. Because it was never formally subdivided and developed prior to annexation, part of the property line extended outwards to the centerline of Chestnut Avenue, as well as out into LaSalle. Therefore, as part of the proposed subdivision, land along the eastern and northern side of the site would need to be dedicated as ROW and the certain public improvements would be required along those frontages.

The property is zoned R-2 and is designated as "Single-Family Detached Estate 2" on the Comprehensive Plan, which is consistent with the existing R-2 zoning on the property. The key area of review for this subdivision would be whether the proposed lot sizes were compatible with the existing lot sizes in the vicinity, as well as the public improvements that would be required along the LaSalle frontage and Chestnut frontage. Based on a preliminary analysis of around 120 lots in the area, staff believes the proposed lot sizes to be compatible to the average lot sizes within the vicinity. The proposed lot sizes were just slightly below the median lot size of all of the surveyed lots.

No onsite detention would be required for a three lot subdivision, however, a fee-in-lieu of detention would be required. As part of the subdivision process, LaSalle Street would need to be widened along the southern half of the street to comply with current code requirements, which included curb/gutter, sidewalks, streetlights, and parkway trees. Along Chestnut, the street would need curbs/gutter, sidewalks, and parkway trees. Staff was generally supportive of the proposed development.

Commissioner Jensen asked why the lot sizes were all different and how come the design of the subdivision didn't create three uniformly sized lots.

Mr. Kelly explained that the lot on the corner of Chestnut and LaSalle required a greater side yard setback since it was on the corner, and for that reason they had added extra square footage to that lot. The setback on the eastern side of that lot would be based on the average of the setbacks of the other homes along Chestnut, whereas the two interior lots had a smaller setback requirement of 10% of the lot width.

Commissioner Jensen said he didn't have any further comments or questions.

Commissioner Sigalos asked about the square footage of each lot.

Mr. Kelly replied that they were 11,700 square feet, 11,900 square feet, and 12,400 square feet.

Commissioner Sigalos said that he had no further questions.

Commissioner Green stated that for all subdivisions, he was always concerned about whether the proposed subdivision was compatible with the other lot sizes within the vicinity. Although there are a couple larger lots to the south along Chestnut, he wanted to make sure that the proposed lot sizes were at least consistent with the lots to the east and north. He would be taking this into consideration as this project moved forward. He said he thought that the project was a good fit for the neighborhood. There were a lot of odd sized lots in the vicinity. He appreciated the fact that no zoning change was requested to allow more density than what was allowed under the current zoning.

RECOMMENDATION

The Conceptual Plan Review Committee advised the petitioner to proceed forward with their application.

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



Conceptual Plan Review Committee 7/24/2019

Item: Northwest Crossings - 1501 W. Shure Dr. - T1671

Department: Planning & Community Development

Requested Action

1. Amendment to PUD Ordinance 88-60, 15-016, and 15-040 to allow certain modifications to the approved development plan.

Variations Required

1. Section 6.13-3a, Front Yard, to allow a 8-foot tall open fence with sharp points in a front yard.
2. Section 6.13-3b.2, Corner Lot, to allow an 8-foot tall open fence in a rear yard.
3. Section 6.13-3c.1, Exterior Side Yards, to allow an 8-foot tall open fence in an exterior side yard.
4. Section 6.12-1, to waive the requirement for a traffic and parking study prepared by a qualified professional engineer.

Recommendation

The Staff Development Committee reviewed the proposed PUD amendment and variations and is supportive of the application subject to the following conditions:

1. The petitioner shall provide a written response to each of the four hardship criteria necessary for variation approval, which have been included 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.

2. Build-out and occupancy of the 69,136 square foot Phase II area must occur simultaneous to construction of the Phase II parking area.

3. A separate Phase I and Phase II landscape plan shall be required.

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

5. These are preliminary comments only and should not be relied upon as identification of the only major issues. The Staff Development Committee reserves the right to change its position on issues upon submittal of a formal application and detailed review.

ATTACHMENTS:

Description

Staff Report

Aerial

Site Plan

Fence Detail

Type

Board or Commission Report

Exhibits

Exhibits

Exhibits



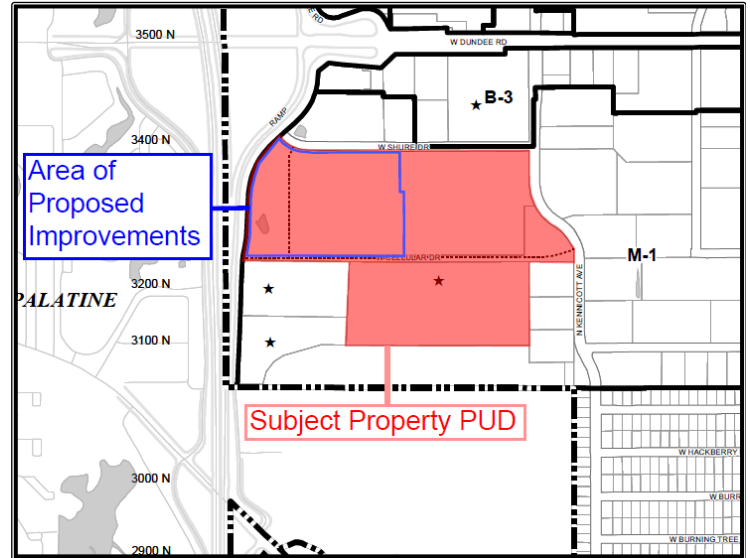
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Temp File Number: T1671
Project Title: Northwest Crossings PUD
 Amendment
Address: 1455, 1421, and 1501 W. Shure Dr.
PIN: 03-07-100-015, -021, -023, and -024

To: Conceptual Plan Review Committee
Prepared By: Sam Hubbard, Development Planner
Meeting Date: July 24, 2019
Date Prepared: July 19, 2019

Petitioner: Adam Keldermans
 TNC Lot 1, LLC
Address: 1033 Skokie Blvd. – Suite 480
 Northbrook, IL 60062

Existing Zoning: M-1: Research, Development and
 Light Manufacturing District
Comprehensive Plan: R&D, Mfg. and Warehousing



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	M-1: Research, Development and Light Manufacturing District, B-3: General Service, Wholesale, and Motor Vehicles District	7-story office building, single-story flex office/light industrial building	Offices Only, Commercial
South	M-1: Research, Development and Light Manufacturing District	Multi-tenant office complex, Cemetery	R&D, Mft., Warehousing
East	M-1: Research, Development and Light Manufacturing District	Multi-tenant flex office/industrial buildings	R&D, Mft., Warehousing
West	- Unincorporated Cook County and Village of Palatine -		

Requested Action:

1. Amendment to PUD Ordinance 88-60, 15-016, and 15-040 to allow certain modifications to the approved development plan.

Variations Required:

1. Section 6.13-3a, Front Yard, to allow a 8-foot tall open fence with sharp points in a front yard.
2. Section 6.13-3b.2, Corner Lot, to allow an 8-foot tall open fence in a rear yard.
3. Section 6.13-3c.1, Exterior Side Yards, to allow an 8-foot tall open fence in an exterior side yard.
4. Section 6.12-1, to waive the requirement for a traffic and parking study prepared by a qualified professional engineer.

Project Background:

The subject PUD contains approximately 64.25 acres and was originally approved in 1988. The PUD includes three buildings, two on the northern side of Cellular Drive (1501 W. Shure Drive and 1421 W. Shure Drive) and one on the southern side (1455 W. Shure Drive). The 1455 W. Shure Drive building contains approximately 214,000 square feet and up until about one year ago was the home to Nokia Siemens, however, the building is currently vacant. The building at 1421 W. Shure Drive contains approximately 209,271 square feet and is fully leased to two tenants (HSBC and Northrop Grumman). The building at 1501 W. Shure drive is currently vacant and contains approximately 195,300 square feet. **Appendix I** at the end of this report depicts the overall PUD and where each building is located within the PUD.

The original 1988 PUD has undergone several amendments over the years, most recently in 2015 to allow demolition of a portion of the 1501 W. Shure Drive building, resulting in the current total of 195,300 square feet. A confidential tenant has been identified to lease the entire building, however, in order for them to occupy the site, certain changes must be made to the parking area and site access to provide for enhanced security. In addition to these exterior changes, the interior the space will be built out to accommodate the needs of this tenant. Work on the site will proceed in two phases:

- **Phase I:** Build-out and occupancy of 126,164 square feet of space within the building to accommodate a backup network operations center and business resumption training suite. Reconfiguration of the parking area and driveway entrances to reduce the overall number of parking spaces from 802 spaces to 559 spaces. Installation of an 8-foot tall security fence around the entire perimeter of the site, gated entry points with guard houses, and two large generators. Improvements to the stormwater facilities on the site.
- **Phase II:** Build-out and occupancy of the remaining 69,136 square feet of space within the building and construction of an additional 342 parking spaces on the north side of the building for a total of 898 parking spaces (includes the removal of three spaces from the Phase I parking lot to accommodate access into the Phase II parking lot).

Zoning and Comprehensive Plan

The subject property is zoned M-1, Research, Development, and Light Manufacturing District and the proposed office use is a permitted use within the M-1 District. However, as the site was originally approved as a PUD, the proposed site modifications require an amendment to the previously granted PUD. Additionally, the petitioner is proposing an eight foot tall security fence around the perimeter of the site, and therefore, certain variations are required from the fence regulations since the maximum allowable fence height the Village is six feet tall. In order to justify said request, the petitioner is required to provide a written response to each of the four hardship criteria necessary for variation approval, which have been included 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 Comprehensive Plan classifies this property as appropriate for “R&D, Manufacturing and Warehousing” uses. As office uses are permitted uses within the M-1 District, the proposed use is compatible with the Comprehensive Plan.

Building and Site:

The most recent PUD amendment, which was approved in 2015, allowed demolition of the northern portion of the 1501 W. Shure Drive building. However, the exterior in this area was left partially unfinished. A condition of the 2015 approval required that within three years, a finished façade be installed along this portion of the building. A permit for this work has already been submitted (which also included a small vestibule on the western elevation of the building) and zoning approval of this permit has been granted. Other than the interior build-out work and the completion of the façade, there are no other changes proposed to the structure. The interior build-out will be required to comply with all applicable building codes.

As previously mentioned, several site changes have been proposed as part of this project. During the formal Plan Commission review, staff will verify if all proposed exterior changes comply with zoning code requirements and whether additional variations will be needed.

Landscaping:

Improvements to the site landscaping will be made in conjunction with the alterations to the parking lot and site access. Staff will verify that all landscaping requirements have been met as part of the formal Plan Commission review process. Since work on the site will proceed in phases, the petitioner will need to provide a separate Phase I and Phase II landscape plan as part of this review process. Preliminary review of the plans indicate that additional plantings may be required along the northern side of the site to buffer the eight foot tall spiked fence. Staff will analyze all trees proposed for removal to determine if any can be preserved or transplanted, and certain replacement trees may be required.

Parking and Traffic:

Per Chapter 28, Section 6.12-1(2)a, the petitioner is required to provide a traffic and parking study by a certified traffic engineer that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets. Relative to this requirements, the petitioner has requested the following variation:

- **A Variation from Chapter 28, Section 6.12-1, to waive the requirement for a traffic and parking study prepared by a qualified professional engineer.**

The petitioner shall be required to provide a written response to each of the four hardship criteria to justify said variation. Staff is supportive of this variation for several reasons; 1) each phase of development will exceed the required number of parking spaces, 2) approximately 223,000 square feet of floor area has been demolished within the PUD over the last 5 years, and 3) a previous condition of approval requires that should parking within the PUD become a problem at any point in the future, the petitioner must develop a plan to address the problem upon the request of the Village.

Parking calculations for each phase of the development are summarized below:

Address	Phase	Use	Square Feet	Parking Ratio	Parking Required	Parking Provided
1501 W. Shure Drive	Phase I	Office	126,164	1 per 300 Sq. Ft.	421	559
	Phase II	Office	69,136	1 per 300 Sq. Ft.	230	342
TOTAL SQUARE FOOTAGE			195,300	PARKING TOTALS	651	898*
OVERALL SURPLUS / (DEFICIT)					247	

*Takes into consideration the removal of 3 spaces within the Phase I parking lot as necessary to provide access to the Phase II parking area

As shown in the table above, occupancy of the Phase II portion of the building without the concurrent construction of the Phase II parking would result in a parking deficit on the site. As a condition of approval, staff recommends that build-out and occupancy of the 69,136 square foot Phase II area must occur simultaneous to construction of the Phase II parking area.

Compliance with bicycle parking regulations is only required in instances of new construction or when a change in use results in the requirement for additional off-street parking spaces. As neither of these scenarios has occurred, no bicycle parking spaces are required.

RECOMMENDATION

The Staff Development Committee reviewed the proposed PUD amendment and variations and is supportive of the application subject to the following conditions:

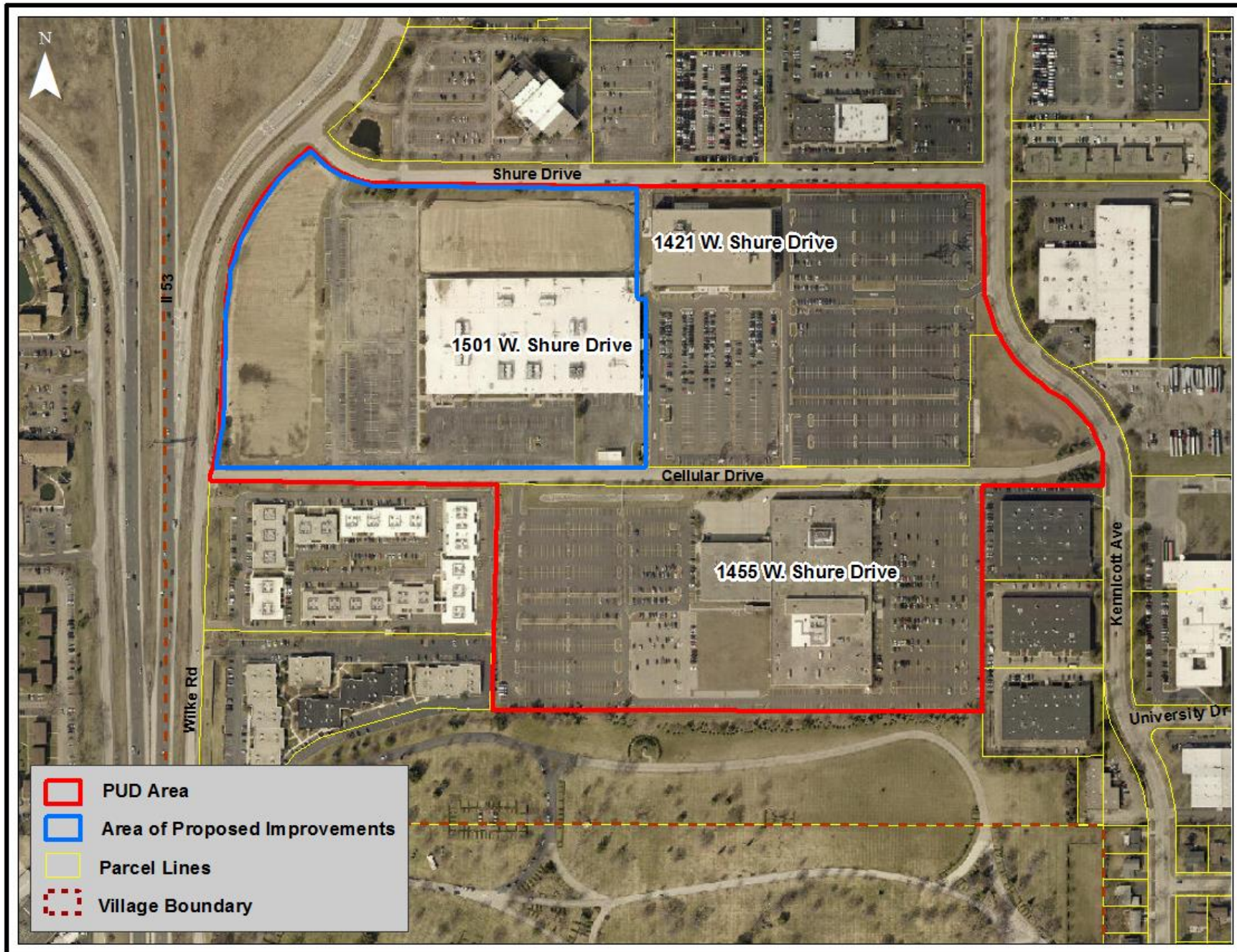
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 - **The proposed variation is in harmony with the spirit and intent of this Chapter.**
 - **The variance requested is the minimum variance necessary to allow reasonable use of the property.**
2. Build-out and occupancy of the 69,136 square foot Phase II area must occur simultaneous to construction of the Phase II parking area.
3. A separate Phase I and Phase II landscape plan shall be required.
4. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
5. These are preliminary comments only and should not be relied upon as identification of the only major issues. The Staff Development Committee reserves the right to change its position on issues upon submittal of a formal application and detailed review.

July 19, 2019

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
Temp File 1671

Appendix 1 – PUD Map





Map created on July 19, 2019.

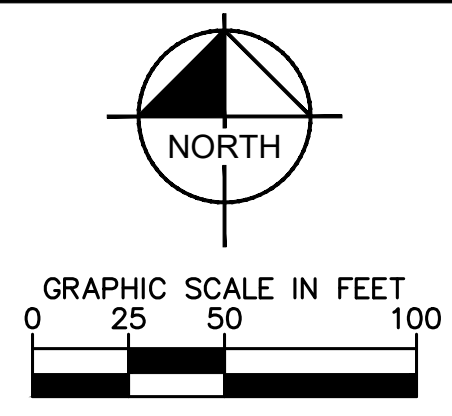
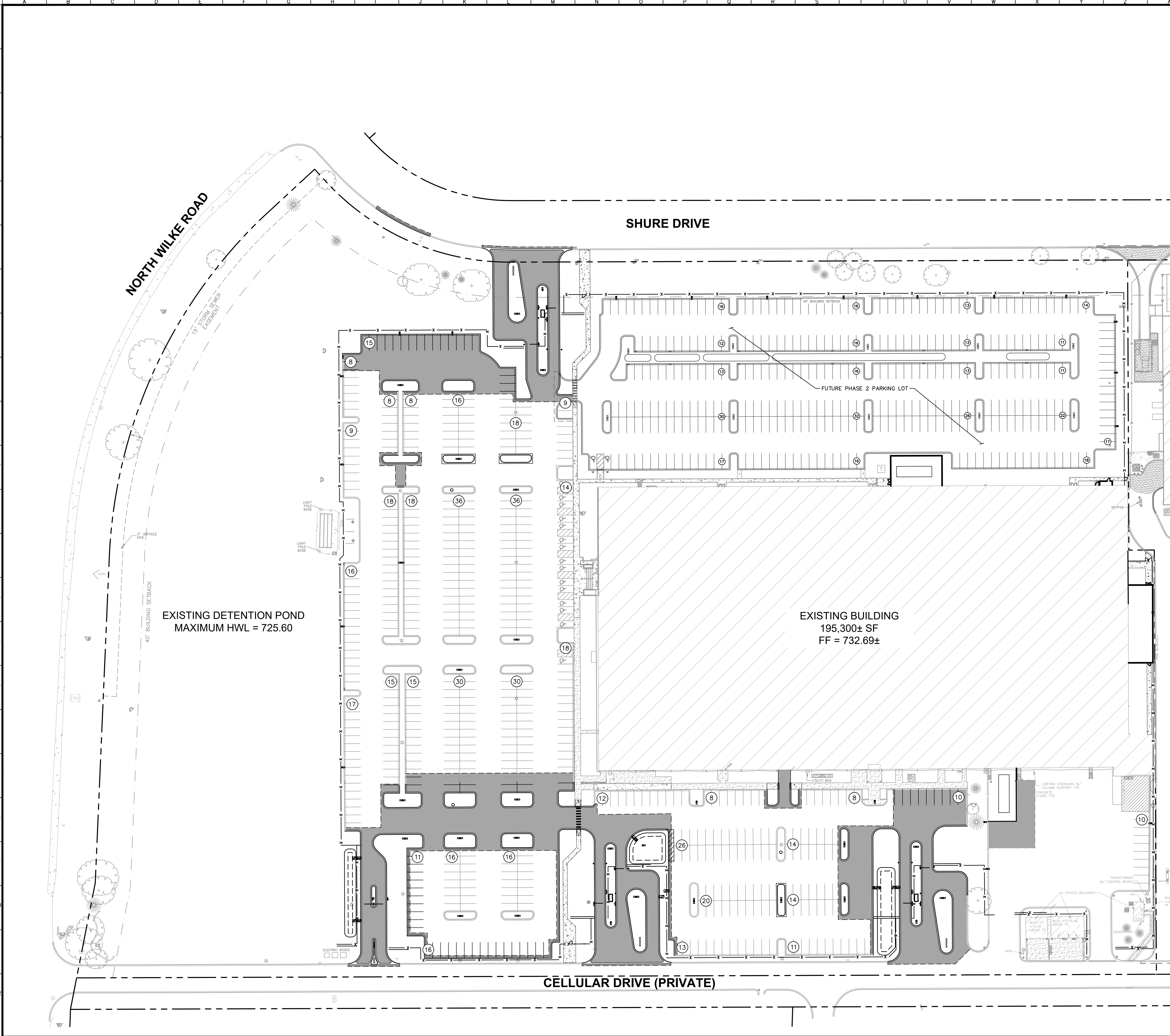
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Disclaimer: This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

Drawing name: K:\CHS_LIB\168672001_corporation_united.docx, origin: High\1\2 Design\CAD\plan\sheet\1\2 OVERALL SITE PLAN.dwg C3.0 Jul 10, 2019 10:31am by: Koyla Oculion

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GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
3. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PARKING SUMMARY

PHASE 1		
STANDARD PARKING SPACES PROVIDED	=	543 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	=	11 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	=	16 SPACES
TOTAL PARKING SPACES PROVIDED	=	559 SPACES
PHASE 2 (FUTURE)		
PHASE 1 PARKING SPACES REMOVED	=	-3 SPACES
PHASE 2 STANDARD SPACES PROVIDED	=	340 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	=	2 SPACES
TOTAL PARKING SUMMARY		
ACCESSIBLE PARKING SPACES REQUIRED	=	18 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	=	18 SPACES
TOTAL PARKING SPACES PROVIDED	=	898 SPACES

PAVING AND CURB LEGEND

- ASPHALT PAVEMENT
SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK
SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER
- EDGE OF PAVEMENT LINE
- SECURITY FENCE

SCALE: AS NOTED	DESIGNED BY: SJP	DRAWN BY: CPC	CHECKED BY: LEN
Kimley»Horn © 2019 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE ROAD, SUITE 350, Lisle, IL 60532-4559 WWW.KIMLEY-HORN.COM			
CORGAN			
OVERALL SITE PLAN			
1501 SHURE DRIVE ARLINGTON HEIGHTS, IL 60004			
ORIGINAL ISSUE: 5/22/19 KHA PROJECT NO. 168672001			
SHEET NUMBER C3.0			



FENCE MODEL : IMPASSE II BY AMERISTAR

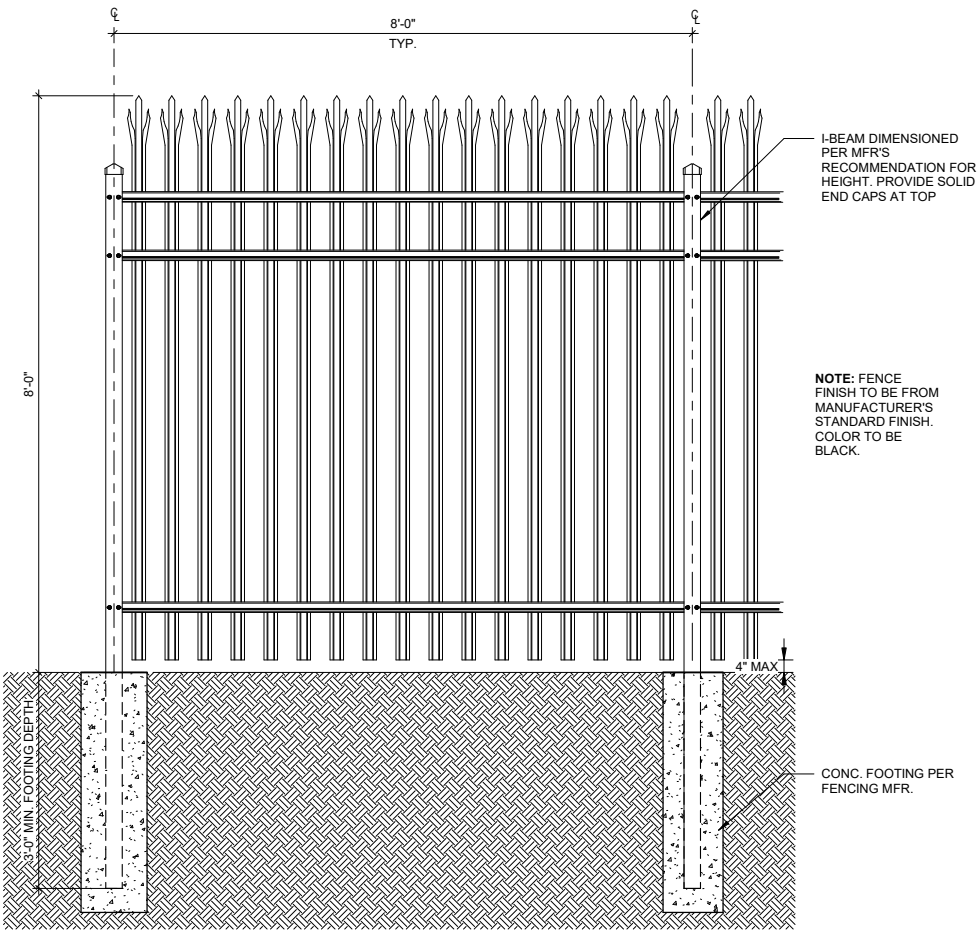
HEIGHT : 8'0"

VEHICLE ENTRY : AUTOMATED CANTILEVEL GATE
TRANS PORT IS BY AMERISTAR

PEDESTRIAN ENTRY: TURNSTILES AND SWING
GATE WITH CARD READER



IMAGES OF IMPASSE II BY AMERISTAR FENCE



TYPICAL FENCE DETAIL

Project Number: 18412.0000

AMERISTAR FENCING
1501 SHURE DRIVE
05/20/19

CORGAN