



Village of Arlington Heights
Plan Commission
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
June 27, 2018
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. 1540 N. Arlington Heights Rd. - 6/13/18

IV. PUBLIC HEARINGS

- A. Hickory/Kensington - 4 N. Hickory Ave. - PC#18-005
Planned Unit Development, Preliminary Plat of Subdivision,
Variations
- B. Christian Liberty Subdivision - 502 W. Euclid Ave. - PC#18-011
Preliminary & Final Plat of Subdivision, 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: 1540 N. Arlington Heights Rd. - 6/13/18

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
1540 N. Arlington Heights Rd. - 6/13/18	Minutes

PLAN

COMMISSION

REPORT OF PROCEEDINGS OF A MEETING
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSION MEETING

RE: 1540 NORTH ARLINGTON HEIGHTS ROAD
PUD AMENDMENT-PC#18-007

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission taken at the Arlington Heights
Village Hall, 33 South Arlington Heights Road, 3rd Floor, Board Room,
Arlington Heights, Illinois on the 13th day of June, 2018 at the hour of
7:30 p.m.

MEMBERS PRESENT:

TERRENCE ENNES: Chairman
JAY CHERWIN
SUSAN DAWSON
BRUCE GREEN
LYNN JENSEN
JOSEPH LORENZINI
JOHN SIGALOS
MARY JO WARSKOW

ALSO PRESENT:

SAM HUBBARD, Community Development Planner
JACOB SCHMIDT, Assistant Planner

CHAIRMAN ENNES: This meeting of the Arlington Heights Plan Commission is called to order. Would you all please rise and join us in the Pledge of Allegiance.

(Pledge of Allegiance recited.)

CHAIRMAN ENNES: Sam, would take the role.

MR. HUBBARD: Jake is going be late to this meeting --

MR. SCHMIDT: Okay. Commission Cherwin?

COMMISSIONER CHERWIN: Here

MR. SCHMIDT: Commissioner Dawson?

COMMISSIONER DAWSON: Here.

MR. SCHMIDT: Commissioner Drost?

(No response.)

MR. SCHMIDT: Commissioner Green?

COMMISSIONER GREEN: Here.

MR. SCHMIDT: Commissioner Jensen?

COMMISSIONER JENSEN: Here.

MR. SCHMIDT: Commissioner Lorenzini?

COMMISSIONER LORENZINI: Here.

MR. SCHMIDT: Commissioner Sigalos?

COMMISSIONER SIGALOS: Here.

MR. SCHMIDT: Commissioner Warskow?

COMMISSIONER WARSKOW: Here.

MR. SCHMIDT: Chairman Ennes?

CHAIRMAN ENNES: Here.

We have the minutes to approve from our last meeting, Chapter 28 Text Amendment to the Breweries, PC#18-012. Can I have a motion to approve the minutes?

COMMISSIONER GREEN: I'll make that motion.

COMMISSIONER DAWSON: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anybody opposed?

COMMISSIONER WARSKOW: I was not in attendance.

COMMISSIONER JENSEN: I was not in attendance, either.

COMMISSIONER CHERWIN: I was not in attendance, either.

CHAIRMAN ENNES: Okay, so the motion is approved.

We have a petition this evening, PC#18-007, amendment to the Planned Unit Development ordinance from 1989, 89-100. Is the petitioner here?

MR. AREVALO: Yes. Good evening, my name is Carlos.

CHAIRMAN ENNES: Would you please tell us your name, spell it for our court reporter and tell us what your petition is.

MR. AREVALO: Thank you. Name is Carlos Arevalo, A-r-e-v, as in Victor, a-l-o. I'm an attorney with SmithAmundsen and I am here on behalf of the owner of the property and the petitioner looking for this amendment to the Planned Unit Development ordinance.

CHAIRMAN ENNES: Okay, before you start will you please raise your hand.

(Witness sworn.)

CHAIRMAN ENNES: Please go ahead.

MR. AREVALO: Thank you. Good evening, Commissioners, thank you for the opportunity to come here. I also want to apologize for not having been here the last time it was supposed to go on, but there was a slight delay with some reports and some developments that you would have hoped to address at this point in time. As you can see, it is an amendment to PUD ordinance. It pertains to a property that is located at 1540 North Arlington Heights Road. This is the area that is part of your report that I also added to the presentation. The property is at the corner of Maude Avenue and North Arlington Heights Road. The building on the property is a medical office building, that's the current use, 100 percent current use of the property, which includes admission rooms, the active treatment facility. There's also an eye doctor on another portion of it, which obviously has examining rooms, and an office, and the like.

When the property was initially approved back in 1989, to be developed in 1990, the, this area at this particular zoning classification of office -- it was approved for 17,700 foot square feet for office space. There was also an additional potential and it hadn't been determine when it would be done, of 4,750 square feet in the lost space. All together, what you would have had in terms of potential square footage of the property was about 22,495 square feet.

At the time of approval, obviously before the, before the block was even in the picture, it was just a plan, the approval contained 77 parking slots. The ordinance regarding the parking section and the variance, or the variation that had provided for it, is in, it's in section three of the ordinance, paragraph six. And actually, that reads that the reduction of the number of parking spaces require by Section 11.4 upon the condition that the two parking spaces nearest Arlington Heights Road be eliminated and the two landscape islands be provided on the west side of the building. That's the only paragraph that talks about the parking issue for the development. It doesn't specify the number, it just refers to the plans. And, according to the plans, we have the 77 spaces, which is what you see there. As noted in the staff's report, the parking deficiency for which we are here was not readily discovered. I mean, it took some time.

Obviously, this goes back to the '90s, the development of it at the time would have been offices, regular offices, and at some point in time, I suppose, market conditions did use of it, it sort of migrated towards medical. Now, it's unclear when that happened, and from our perspective, the owner of the property, the current owner of the property has been there maybe three or four years at the most. They just purchased it, I believe, in '15 or '14, but prior to that it had been owned by doctors who then sold it to the current property owner. So, in any event, unclear as to when it migrated to medical space. So, what we have then, is that the issue is actually kind of flagged by the Plan Commission in '89 when they talk about the fact that, they ask questions with respect to what happens if it's medical, are we going to find out or determine if there's a change, for the people leasing the property have to come in and ask for permission, and there's references made on page nine which talk about that. It's like, well, it might be the kind of thing that we find out about. But, apparently, based on

some changes and some exemptions where medical use does not have to get permitted, it did, it did sneak in. So, then the change occurred. And then, so what we have here, is a deficiency in the parking, or a deficiency instead of, you know, having the 99 spaces that are required, it's 77 spaces for which, you know, the property was initially approved.

What the occupants of the property have done is this slide shows you what the square foot is of the first floor and then there's the lot, which is an additional 7,034, that's just 30 feet. What will you see there is that, instead of the 22,000 and change square feet that would have been planned, or planned initially, the number is 19,579 square feet, what has been to the loft. The loft has only been partially developed, as you know about that. So, what the occupants of the property have done in order to address some of the parking issues, given the history of the years prior, I believe, there were some parking problems in the area, where there was, there was parking in the neighborhood area. And, so, as a result of that, the efforts were made by the occupants, between the owners and the license of the property, to get some sort of parking arrangement.

One of those parking arrangements, very informal, is with Our Savior's Lutheran Church, a few blocks down south from it, that allows up to 20 spaces, and it's obviously, it's a Monday through Friday arrangement with non-services, particularly, because it's a little bit of a distance, what the occupant of the property does, is they have a shuttle van, it actually stays at the property. If you ever drive by it, it's parked a little bit towards the Arlington Heights Road, close to the street, you can see it from there.

So, that's the arrangement that they have. So, they get up to 20 spaces with the church. In addition to that, they have an agreement, a little bit more formal, with Glueckert Funeral Home, which is the property immediately south and they have 12 spaces there. This is the development that we have, you know, the reason why this was delayed until today, because we did not know the specifics of, or even the existence of this, until neighbors who were aware of it brought it to our attention. So, then we looked into it and determined that this is what the arrangements were, in order to address the parking, the parking deficiency, the fact that it's overflow, obviously parking that goes into these two properties.

So, when we determined that there were Saturday hours and other, you know, and the parking situations, we were asked and, actually, it was part of the -- we were asked to conduct parking studies. And if you look at the parking studies, they were conducted for weekdays as well as Saturdays, because of the Saturday hours of operation for the businesses there, for the medical offices. And the highest peak on a weekday, that you can see in there, was a Tuesday, January 9, that was 77 spaces. On a Saturday, which would have been Saturday, April 14, the highest occupancy would have been 45 spaces, that would have been at 10:00 a.m. Obviously, they have, only have morning hours for the most part. And, you also see that on the additional parking surveys were conducted for Maude Avenue, which is immediately north of it, one side of the street allows for parking spaces, and there's nine spaces. And you can see that on the 17 and 18 of April, which are Tuesday and Wednesday, those are, for the most part, occupied, up to, you know, 100 percent. And then on the Saturday, you maybe got half, and again, that's at the 10:00 a.m. hour on account of the fact that that's when they

probably have to have this traffic, on a Saturday morning, when they are open.

So, my understanding is that the employees have the option of using Maude Avenue, have the option of using, and have the option of using the church, Our Savior's Lutheran, as well as -- so that's kind of the employee parking arrangement. To the extent that there might be overflow for individuals, you know, patients or visitors also would get access to those arrangements off-site and that's why the van is there all the time.

So, what the owner is seeking, obviously because of the change from office, at the time of development, to medical use, and obviously trying to come into compliance, he submitted the application to have the amendment to the planning and development ordinance to address it. And our request initially, was to, you know, have a change made from the 99 required to 77. And once we determined that there were also parking, off-site parking arrangements to make, variations specific to those issues. Because, obviously, this is part that goes with the property, at this point in time, in order for the owner to satisfy the parking requirements, the off-site parking is necessary. And so, you know, that is also one of conditions.

Now, Staff has not recommended approval to reduce the parking on the initial petition that we had and on account of the fact that the parking demand exceeds the -- and that's clear. It's always been, you know obviously, there's always empty spaces there. There's nowhere to build. It's not enough. And so I understand that the reason your Staff and not want to provide or recommend an amendment for the PUD for that specific requirement. You know, my only thought on that particular issue has to do with the fact that a variance is a, it's really a relief from the literal requirements of the ordinance. So, if the ordinance requires 99 spaces based on, you know, on the square footage, and we don't have that, you know, what I would suggest is that the amendment can still be done that way, because it is a variance. It is a request for relief, you know, subject to these conditions, because we have a PUD, which allows those conditions to be made. And that goes, you know, as a result of the fact that we have, you know, the unknowns of when this would happen, the fact that the ordinance initially didn't specify what would trigger the requirements to bring in the additional parking, and that really is, it's an unusual circumstance. And part of the issue for the other end of the property is that it impedes or, you know, makes it difficult for them to be able lease out to other tenancies because they have to make those arrangements or they have to account for those arrangements being made by the tenants, in order if there's a sale. So, that would be the reason why I would suggest that the variances still be issued on the first request to reduce the number, so at least to account for the fact that there's a reduction in the numbers.

But, obviously, the Staff does not feel that way and we understand and recognize that they have, instead, recommended that the, that the variation or variance be issued that allows for the off-site parking in the way that it has been suggested. And that we would be willing to accept that combination with conditions, and the first conditions, as they are.

So, I think that, obviously, your Staff report, the information that you have in front of you goes into more detail. I wanted to just highlight and explain somewhat the situation and, you know, give you an opportunity to ask questions. And,

obviously, on behalf of the owner of the property, thank you for attention.

CHAIRMAN ENNES: Thank you, Mr. Arevalo. Am I pronouncing your name right, Arevalo?

MR. AREVALO: Arevalo.

CHAIRMAN ENNES: Arevalo.

MR. AREVALO: Yes, that's fine.

CHAIRMAN ENNES: If you can have seat. We're going to have the Staff report and then we will see if we have any questions.

MR. AREVALO: Right, thank you.

CHAIRMAN ENNES: Jake, do we have all the notices have been sent out?

MR. SCHMIDT: Yes, they have.

CHAIRMAN ENNES: Okay, can we have the Staff report?

MR. SCHMIDT: Certainly.

CHAIRMAN ENNES: Okay.

MR. SCHMIDT: Good evening, Chairman Ennes and members of the Plan Commission. As the petitioner mentioned, he is here before the Commission tonight to request a method of addressing an onsite code required parking deficit, via a PUD amendment and parking variation. As such, there are no changes proposed to the building or site at this time. So, begin with some details on the site and property.

The existing zoning for the site is OT, Office Transitional. The comprehensive plan designates this site as offices only. The existing use as a medical office building is compliant with these two designations. As mentioned, the requested action tonight is an amendment to PUD Ordinance 89-100, which would entail a variation from Section 10.4-2, the schedule of parking requirements, to reduce the requirement onsite parking from 99 spaces to 77 spaces. Also requested tonight is a variation from Chapter 28, Section 10.3-3, parking for goods and manufacturing districts, which specifies that off-site parking facilities for business uses must be located within 1,000 feet of the use served and cannot be located in a residential zoning district.

The request tonight for those variations would be to allow two off-site parking facilities located in residential districts, as well as allow one of these off-site parking facilities to continue to be used, which is located 1,900 feet, approximately, from the use served. The subject property is located at the southwest corner of Maude Avenue and Arlington Heights Road. It is bordered to the north by a medical office building in the OT Zoning District, to the east by townhomes in the R-6 Zoning District. It is bordered to the south by Glueckert Funeral Home, which is located in the R-1 Zoning District. Glueckert is allowed to operate via a land-use variation granted in 1984 and amended in the year 2000. Lastly, the subject site was bordered to the west by single-family homes in the RE Zoning District. The site was approved as PUD in 1989. It allowed for a 17,745 square foot general office building with the potential to build an additional 4,750 square feet of loft space. The site was approved with 77 onsite parking spaces, which met the parking requirements for general office uses within that building and provided minor surplus, which could be used for the aforementioned loft space if it was building out as supplemental office space, or, it was discussed at the time, that this surplus in parking could also be used to accommodate some employees within the building. As the years have passed since approval, the building has been leased entirely

by medical tenants.

The aforementioned potential loft space as shown here on the original 1989 approved floor plan, highlighted in yellow, in the years since, a portion of this loft space has been built out, as shown here on the current floor plan. As part of any approval recommended tonight by the Plan Commission condition is recommended that any further loft space identified on the 1989 floor plan, highlighted here in red for reference, not be built out, as any additional loft space built out would increase the parking requirements for the site.

As part of this petition, existing landscaping was also reviewed onsite for compliance with the allowances granted in the 1989 PUD, as well as compliance with code. It was found that the site is missing required landscape screening between the parking lot and Maude Avenue, as well as between the parking lot and Arlington Heights Road. It was also found that there are missing trees in the landscape islands in the parking lot. As part of this petition, the petitioner shall be required to provide this required landscape screening, as well as provide trees, where they are missing the landscape islands, with the exception of the northwestern island. There are utility boxes located in this island and it is not feasible to include the required shaped tree at this location.

Existing signage onsite was also reviewed as part of this petition. It was found that all existing signage onsite does not comply with the allowances of the OT District. Four of these existing signs on site, two ground signs along Arlington Heights Road, as well as a wall sign on the northern front of the building and a wall sign on the southern front of the building do not meet the allowances of the OT District. All four of these signs have been previously approved for re-facing permits. They're existing non-conforming additionally two other signs onsite, a ground sign on the northern front as well as a wall sign on the western frontage have no record of permit approvals. As part of this petition, the petitioner shall be required to either remove all non-compliance signage or shall apply for sign variation via the Design Commission and Village Board process.

Moving on to the site parking requirements, as mentioned earlier, the building has been completely leased to medical tenants. Applying the code required one space for every 200 square feet to the respective tenant spaces, which does include the supplemental loft space. A total requirement of 99 spaces are needed for the site. The site only provides 77 spaces, which results in a code required parking deficit of 22 spaces. Parking is currently accommodated in a few different areas, first and foremost is the onsite 77 spaces. Immediately adjacent to the site, there are also on-street parking spaces available for employee and patient parking. Immediate north, adjacent to the northern office building, parking is allowed without restrictions on Maude Avenue. Approximately nine spaces are accommodated in this site. On the remainder of Maude Avenue, the orange area identified in this aerial is where parking is not permitted at any time. The areas identified in yellow restrict parking. Specifically, parking is prohibited between 8:00 a.m. and 4:00 o'clock p.m. Parking is unrestricted on Evergreen Avenue both north and south of Maude Avenue. While these on-street spaces cannot and should not be used to fulfill the parking requirements for the subject site, they are included as part of this analysis as part of the request of Staff was that the petitioner provide a survey of these on-street areas in order to determine if there was any spill-over parking from the subject site.

Employee parking is supplemented further through two parking arrangements, coordinated between the Northwest Community medical group tenants and two other properties. One of these agreements is with the Glueckert Funeral Home, immediately south of the subject site, and the second is with Our Savior's Lutheran Church, located at the southwest corner of Olive Street and Arlington Heights Road. Combined with the, with these two sites combined provide 32 additional for employee parking, and adding that to the 77 spaces on site provides a grand total of 109 parking spaces for patient and employee parking, which does exceed the code requirement of 99 spaces. However, both of these agreements are short-term; they can be cancelled at any time. I'll go into further detail on these agreements later on in the presentation.

Moving back to onsite parking. The parking lot was surveyed by H. R. Green, certified traffic engineer, on seven days total. Four of these counts were taken in January and three were taken in April. Peak parking demand was observed on Tuesday, January 9 at 1:30 p.m., at which time 71 spaces were being accessed on the site of the total 77. During the April counts, parking spaces on Maude Avenue and Evergreen Avenue were also surveyed. There were no cars observed accessing Evergreen Avenue at any point. However, in the one area where parking is permitted during business hours on Maude Avenue regularly, as you can see on the 17 and 18 of April, they reached the maximum parking of nine spaces.

It should be noted that it's unknown whether these nine vehicles parked on Maude were generated solely by the subject site or whether they were generated by both the subject site and the office building to the north. However, assume the most intense parking scenario, that all nine of these cars were generated by the subject site, combining them with the parking observed on the site at the same times, a maximum potential parking generation of 77 vehicles, which is 100 percent of available spaces onsite, would have been generated at 2:30 p.m. on April 17. It should also be noted that Staff conducted site visits both on April 25 and June 6, and observed parking generation numbers consistent with the numbers provided by H. R. Green.

Moving on to details of the off-site parking accommodations. Again, the first agreement is with Glueckert Funeral Home. This is a formal agreement with a lease. It is for 12 spaces. It is an annual agreement lasting from the first of the year to the 31st of December. It is renewable, but it can be cancelled at any time with 30 days' notice by either party. It is less than 1,000 feet away from the subject site, which satisfies the distant requirement for off-site parking facilities in Section 10.3-1. However, as Glueckert Funeral Home is within a Residential District, a variation would be required to continue use of this facility.

The second facility used is Our Savior's Lutheran Church. This is an informal agreement, more of a hand-shake agreement, substantiated with a letter provided by the petitioner. Twenty spaces are provided through this agreement. There's no specific duration for the agreement, though the congregational operations officer of the church in the provided letter stated that there's no specific circumstance that would result in the church withdrawing the parking agreement and no longer allowing the Northwest Community tenants to park at the site. They also note that there were two occasions only during the duration of this agreement that the tenants were not allowed to park at the church. One was when there was a large funeral, and the second was when the lot was

being re-surfaced, at which time the tenants were not allowed to park at the site for a week.

Our Savior's Lutheran Church is 1,900 feet, approximately, away from the subject site. It is also located in a Residential District. Therefore, continuation of use of this facility would also require variation from Chapter 28, Section 10.3-3. Staff had also requested that the petitioner provide parking surveys of these two lots to demonstrate that use of these facilities by the tenants does not result in a reduction of available parking for the primary uses at these sites. Currently the petitioner is in the process of obtaining these surveys. They were conducted on the previous Friday, Saturday, and this Monday, Tuesday. While we do not have these surveys with us currently, Staff does not anticipate there will be a parking issue at either of these sites. Site visits to both of these locations were done on June 6 observed numbers of vehicles parked in these sites well below the capacity and reasonably it can be assumed that use of these facilities by tenants of the subject site occurs at opposite times that these sites would be utilized by the primary tenants.

Moving on to the staff recommendation, as there has been significant evidence presented that the parking required by the subject site exceeds the parking provided on the site through the separate parking agreements, as well as the relatively high utilization seen on site as well as on Maude Avenue, Staff recommends denial of the requested onsite parking variation, as well as the PUD amendment. However, Staff does recommend approval of the variation to Section 10.3-3 of Chapter 28, which would allow continued use of the Glueckert site as well as use of Our Savior's Lutheran Church. This recommendation will be subject to the following four conditions. First is respective to landscaping on the site, that the required screening and shade trees be provided. The second is in respect to signage. That the petitioner shall either remove all non-compliance signage onsite or apply for a variation by the Design Commission and Village Board process. The third condition would be that the additional loft space shown on the original approved floor plan not be built out further than the extent to which it's currently been built out to. And lastly, in respect to the two parking agreements, if the existing parking agreements between the Northwest Community medical group tenants, Glueckert Funeral Home, and Our Savior's Lutheran Church are discontinued, and if the petitioner is unable to secure any new code implied parking agreements to accommodate the employees, the petitioner shall not renew the leases for the medical tenants and shall only re-tenant the available spaces with general office users.

This concludes my presentation and if there are any questions, I'd be happy to answer them.

CHAIRMAN ENNES: Can we have a motion to approve the staff report?

COMMISSIONER LORENZINI: I'll motion.

COMMISSIONER CHERWIN: Second.

CHAIRMAN ENNES: Do we need a roll call vote?

MR. HUBBARD: You can just do a voice vote.

CHAIRMAN ENNES: All in favor.

(Chorus of ayes.)

CHAIRMAN ENNES: Anybody oppose?

(No response.)

CHAIRMAN ENNES: Okay. Lynn, do you want to start down there. Do you have any questions for the petitioner and/or Staff?

COMMISSIONER JENSEN: No, I was in the Conceptual Review Committee, so I don't really have too many questions. As I understand it, the arrangements you have with the church are just informal. There's no, it's not a financial arrangement of any kind?

MR. AREVALO: That's correct. There is a donation that is provided for the church in good will for the allowed use.

COMMISSIONER JENSEN: Okay, and my other question, I guess, is really of Staff. You know, we paid a lot of attention to the issue of remote parking when we looked at the hotel that wanted to build on European Crystal. And we were concerned about the distance and the way that things would be parked and the fact that these were not permanent arrangements in the perpetuity. Tell me what's Staff's position and why your position is different on this particular petition.

MR. SCHMIDT: So, the primary difference would be, at least to my understanding, that this is an existing use, whereas in other circumstances, this has been reviewed as part as a new proposal. And then, secondly, in regard to the fact that these are not long-term agreements, whereas we would be approving say a new project with these sort of short-term parking arrangements that could be avoided in the future, and therefore could prove a larger project. On this instance, if these parking arrangements go away, sort of the issue created by having more intensive uses on the site than what would typically be allowed, since they would no longer be allowed as part of the condition, that's why we're comfortable with a lot of these contingent parking arrangements to be used.

COMMISSIONER JENSEN: Good explanation and I don't have any further questions.

COMMISSIONER WARSKOW: My only question is the office hours. Are, the last appointments are at 5:00?

MR. AREVALO: Approximately, yes, I even believe that the therapy place might go even a little later than that.

COMMISSIONER WARSKOW: Okay, but not the full office doesn't go past 5:00 o'clock.

MR. AREVALO: No, no.

COMMISSIONER WARSKOW: Okay, that's it.

COMMISSIONER LORENZINI: So, these parking counts, they were done with the current loft build-out already in place?

MR. SCHMIDT: That's correct.

COMMISSIONER LORENZINI: And, this I know some very, based on somebody's opinion, but the studies done were in parking studies done in January and April. Is there, do they tend to have more business during summer months? Because I don't know if --

MR. SCHMIDT: Well, I would defer to the petitioner to answer that question.

MR. AREVALO: With respect to that question, I do believe that is a timing issue insofar as we began the application as soon as we determined there was an issue, in order to get moving forward with it. Winter will probably have less of a use,

presumably, but I would then also suggest that we have some April counts that were conducted following the Conceptual Review Committee process that we had. And, those were, you know, if not the same, similar in warmer months and then when we look at the combined numbers, based on the Staff's analysis, there's a surplus of, if you combine it all, of 10 spaces, so that we would anticipate it would accommodate, you know, perhaps the busier times.

COMMISSIONER LORENZINI: So, the Glueckert and the Lutheran Church parking is -- do the employees always park there?

MR. AREVALO: That is, I think, the directive because of the fact that you want to have your patients and your folks that are coming, the visitors, business visitors, to the facility, to have the convenience of parking onsite.

COMMISSIONER LORENZINI: And Jake, the onsite studies that were done never went higher than 77 spaces that are available, correct?

MR. SCHMIDT: The maximum reserved onsite was 71 actually, but the maximum potential, if you include all the spaces on Maude, would have been 77.

COMMISSIONER LORENZINI: So, if this is, so we're not asking them to be out of the property, correct?

MR. SCHMIDT: No, not at this time. We're trying to, part of this variation would be to allow them to continue this use since the tenants have gone, of their own volition, so far as to initiate these two off-site parking agreements and observed by both Staff and the traffic engineer, there's no spillover in the neighborhoods. So, it appeared they're making the situation work, as unconventional as it may be.

COMMISSIONER LORENZINI: So, if we denied this, what would change from what's happening now?

MR. SCHMIDT: Well, this would then enter the realm of code enforcement. The degree to which, or the methods of which that sort of enforced would yet to be seen. Like, we wouldn't want to kick the tenants out if they have this accommodation, but in that case likely would defer to essentially what the condition of is recommended where, at the termination of the leases, the petitioner would not be allowed to re-lease the medical tenants and would then have to re-lease to general office only.

COMMISSIONER LORENZINI: So, if we approve this, you wouldn't have to kick tenants out if they exceed the parking, but if we do not approve, we do not approve this, you have to terminate some of these leases if parking over exceeded?

MR. SCHMIDT: That is correct.

COMMISSIONER LORENZINI: Okay, Thank you.

CHAIRMAN ENNES: Commissioner Green?

COMMISSIONER GREEN: I guess, for you Jake, if we, if the Village wasn't able to monitor or know about the medical rental over the past years that brought us to this situation, how are we going to know if these parking agreements are, whether they're formal or informal, are terminated. How is that going to happen since we don't have a real good record on that as a Village?

MR. SCHMIDT: Likely, there would be immediate evidence that these agreements were terminated. As the recollection of a traffic engineer in the Engineering Department that at one point, when, I assume it is when the lot was being re-surfaced at Our Savior Lutheran Church, employees were parking on Evergreen Avenue, which

resulted in several complaints. So, if either of these agreements were terminated to the extent that employees then had to park somewhere else, they would likely park in the streets again and it would become immediate evident that these agreements were no longer in place. And that is when this would enter the problem of code enforcement.

MR. AREVALO: If I may, Commission Green, I would recommend to my client that they, that an additional condition could be put in that would require notice to the Village of the fact that the agreement has been, whatever impact it's had. So, that there wouldn't be this missing information and any potential issues of notice and, you know, potential enforcement issues, which then would get a little bit more difficult. So, I, you know, if that is something that the Commission wanted to add, we would be, I would recommend that to my client.

COMMISSIONER GREEN: Well, we can talk about that. No more questions at this time. Thank you.

CHAIRMAN ENNES: Commissioner Cherwin?

COMMISSIONER CHERWIN: Yeah, so, I think my question would be, if we had a situation where the agreements for some reason come apart, and there is another alternative for them, and they after that come back to this, so it's not like -- let's say, Our Savior decides we can't do this anymore for whatever reason. And there's, say they, okay, we want to go to Town & Country, which is probably not too much further than Our Savior, maybe even closer, will they then have to come through this process or is there something we can build in that basically say as long as they're, you know, they have an alternative, you know, arrangement in place, that they can negotiate a better one if they know that Our Savior is going to come apart in 60 days and they can go to Town & Country and say, no, I'm going to use 20 of your spaces because half of them are vacant. Can they do that without having to go through this process again?

MR. SCHMIDT: As the condition is worded, they would have to go through the process again, although it could be modified to possibly state that new partner accommodations could be provided to the satisfaction of review Staff.

COMMISSIONER CHERWIN: Yeah, I just, I'm trying to build in some flexibility so that they don't get, you know, if we give this, and they've got these leases in place, and you've already kind of gone through the thought of, hey, you know, we can shuttle people in from the parking lot since they're going through these steps anyway, I'd like to give them some flexibility so that they don't have to come back before us if they have a reasonable agreement in place that have an alternative. That would be my recommendation.

MR. AREVALO: Appreciate it, thank you.

COMMISSIONER CHERWIN: Thank you.

CHAIRMAN ENNES: Commissioner Sigalos?

COMMISSIONER SIGALOS: First of all, I'd like to commend Jake. That was a very thorough and excellent staff report that you prepared.

COMMISSIONER CHERWIN: I second.

MR. SCHMIDT: Thank you.

COMMISSIONER SIGALOS: My other comment I had when we talked about the timing of the parking analysis, January and April, my recollection was that those were two months of very bad weather and exceptionally unusual weather for April, that we

had a lot of snow, freezing ice storms, and so forth. I don't know how that relates to people keeping their medical appointments with their doctors, with inclement weather, and maybe those parking studies may not be quite accurate. And maybe if one was done in the summer, when students, children are out of school, maybe there's more demand for parking in medical office -- since in the summer with children and better weather conditions, might be more accurate of what's actually parking impact there. So, that was a comment I had with the two months that those parking studies were conducted, on their unusual weather conditions.

MR. AREVALO: And if I may, I believe that the Village planner has indicated they also conducted some review, independent review and observation and that they appeared to be consistent. I can't recall the specific dates that we mentioned, but I don't think that they would have been vastly, or I should say, as early in the year as, as the -- such that perhaps they would, they confirm what the conditions are in such a way that, you know, maybe we're not looking at that play of days and actually what were the days?

MR. SCHMIDT: April 25 and June 6.

MR. AREVALO: So, that would have been late, so you know, I would submit, only because, obviously when we started, we had to do the additional ones, yet the cost is pretty significant. It's the only concern I would have to voice on behalf of my client. But, I do understand the concern that the weather condition at the time that the studies were made would have been a little bit unusual. But, based on the Staff's observation, it seemed to confirm what the studies would have been to just that then perhaps even if they were unusual, they were not entirely different.

COMMISSIONER SIGALOS: Okay, thank you. I don't have anything further at this time.

CHAIRMAN ENNES: Commissioner Dawson?

COMMISSIONER DAWSON: Hi, I guess maybe I'm the only one here, this is actually my doctor's office.

COMMISSIONER GREEN: Me too.

COMMISSIONER DAWSON: Oh, you too? Okay, so, I guess my experience has been, every time I've ever gone there, there's been tons of parking, tons of parking. Like not like I can't only find one spot. Like, I'm like, which of these 25 spots would I like to pick now. I mean, truly, I've never, ever been there, I think this has been my doctor's office for four or five years. I've never seen this parking lot full at any time I've been there. I go at kind of random times that I can fit into my schedule. So, that's my personal experience. I was kind of shocked to find out that this is even an issue here. I would say that even when the lots empty, or not empty, but there's plenty of parking lot there, I always see cars on Maude. So, I don't think it's a matter of whether or not the parking lot's being utilized, I think it's a matter of people, for whatever reason, for whatever they're doing, park in those spots. I don't know why.

That being said, I do have some questions. I see there's essentially two tenants, is that correct? I mean, there's the one tenant at, I think it's the same name for two places.

MR. AREVALO: You have the eye doctor, and then you have Northwest Community Health, and they have a doctor and they have physical therapy kind of

treatment facility. That's the smaller of the two.

COMMISSIONER DAWSON: But the primary space, more than 50 percent, is Northwest Community Healthcare Medical Offices. And that's the offices that I'm visiting. And, again, that side of the building, there's always numerous vacant spaces every time I've been there. But it would seem that -- oh, let me ask. Do we, have we seen the leases with these tenants?

MR. SCHMIDT: We have not seen the physical leases, although the petitioner has provided information on the duration of the leases. Northwest, I believe, goes until 2019, and the Northwest Community tenant goes to --

MR. AREVALO: 2021.

MR. SCHMIDT: 2021.

COMMISSIONER DAWSON: Okay, so question then to you would be, there's no penalty, aside from the fact that I don't see, I, personally I don't see the parking issue, maybe I'm missing something. There's no penalty for non-performance at all? There's nothing that the Village does when you find out that an existing tenant is this non-conformant?

MR. SCHMIDT: Well, there would be. The reason this petition is before us tonight would be sort of address that issue.

MR. AREVALO: Address that issue, yes.

MR. SCHMIDT: Again, if this was not approved tonight, whatever the code enforcement to involve some type of mediation and enforcement, in that case, because these tenants sort of worked out this parking arrangement to the extent that it was not immediately observable that there was this deficit onsite and because none of the tenants are required to get a Village business license, per Illinois code, the Village had no way to recognize whether through resident complaints, through visual observance, or through the business license process, that this existed.

COMMISSIONER DAWSON: No, no, I do understand that, but I guess I don't see how this is addressing the non-conformance, because we're not saying anything here about conditional or we'll allow the non-conformance based on these tenants staying here. We're basically saying, we deny the variations. You're exist in non-conformance and the concern I have then is are we not setting a precedent that you can, if you come back to us later and say, oops, we didn't know, there's nothing we're going do about it. So, it would seem to me that a better approach would be to tie the, with the parking waiver, to allow the parking waiver to 77, but tie it to provided these tenants and this use remains the same, including the off-site parking agreements. And then, if off-site parking goes away, then we are in violation, we, you know, maybe we give them so many days to find an alternate, what-have-you. I'm just very concerned that all we're doing is saying, yep, you can have this off-site parking, but no, you can't have the variance. And now we're going to have an non-conforming tenant.

MR. SCHMIDT: To clarify, that is essentially what we are recommending. We're not recommending a blanket variation that would reduce their requirement by 22 spaces in perpetuity. We're allowing them to satisfy the parking requirement through these two off-site parking permits and it's conditioned on the fact that if these agreements go away --

COMMISSIONER DAWSON: No, I see, I see what you're saying, but all I

see here is that we're allowing a variation for off-site parking in a residential area. And then I see we're denying a variation from 99 parking spaces to 77. So, we're allowing off-site parking, which is one non-conformance in the area, and we're denying the other non-conformance, but we're going to, in fact, deny it and then allow it to continue. And that's the problem that I have. It seems to me that we need to address this non-conformance. We either need to decide as a Village some penalty or some remediation, which I'm not necessarily in favor of, I'm just saying, or we need to somehow give a conditional waiver to allow the 77 spaces, because it's working under the current environment and it's just my concern that we are setting a precedent that you can violate the code. I've seen it, it's something that I've seen since I've been on this Board, and it's always medical offices. Probably because they don't have to get this business license, which I already asked the Village to look into why we don't require them to get business license. We would catch this so much more if did it. But there's been numerous times that we have medical offices coming to us saying, ooh, we didn't know this building wasn't zoned for us. Ooh, we didn't know that we had to do these things. And then we just, we usually allow the variance. This is the first time I've seen us not allowing the variance.

MR. HUBBARD: So, it's a state statute that the local municipalities have to exempt --

COMMISSIONER DAWSON: I know.

MR. HUBBARD: -- a medical office from our business license requirement. So, it's not like we can --

COMMISSIONER DAWSON: That I understand.

MR. HUBBARD: So, and what we're doing here is, we're suggesting that, we're approving these variances to allow off-site parking to satisfy the parking requirement of this use. So, we're taking the parking spaces on Glueckert, and we're taking the parking spaces at the church, and we're saying, if you add those up, plus the 77 onsite, you're going to exceed the 99 parking space requirement and therefore be compliant with parking.

COMMISSIONER DAWSON: So, I understand that that's what you're saying and I understand that's what we're doing, I just don't see it on paper. I don't see it in words, so if I were reviewing and trying to compare this to other projects, not seeing it, I would say that I would see it differently, but that's just my --

COMMISSIONER CHERWIN: Can I ask a question just for clarification. I think I know what you're saying, but I just want to make sure that I'm understanding it correctly. I think if you're saying, well, you know, variation to reduce the onsite parking, we're not going to do. We get that. But we are going to let it happen. I think, are you saying that we would tie the off-site parking variation allowed for that and we'll tie it to a medical use, as well? So, you would say, so you'd be saying, what we should be doing, maybe, is giving a use variation for medical office use provided that the use variation for the off-site parking is adhere to, the conditions for that. Is that --

COMMISSIONER DAWSON: I don't think that's what I was saying, but it's another approach to it. And it may be a better approach than where I was coming from. All I'm saying is that, you know, this, I'm not usually a fan of parking waivers, especially, this is a very tight parking lot and you're right in the middle of a residential community and I can understand the concern. I genuinely understand the concern. I also understand

that we may not want to set a precedent for allowing this go to a waiver, because that's also significant precedent concern. I'm just concerned that, as it appears on paper to me, I don't see that we're addressing the, it doesn't say that we will, that we agree to allow the continued non-conformance provided these off-site parking happens. All we're saying is we approve off-site parking. There's two requests. We're approving one and denying the other, but we're not ever, I don't know. I just have a concern.

MR. HUBBARD: Well, it wouldn't be a non-conformance anymore because you would be taking parking that's on the Glueckert site and on the church site and you would be adding, essentially, because we're allowing that to count to the onsite parking requirements via the variations.

COMMISSIONER DAWSON: I guess I'm not seeing -- does it need to see that? It doesn't need to say that then, Sam, is that what you're saying?

COMMISSIONER WARSKOW: Is that how it works in normal codes? Like, in a non-residential section where it's within 1,000 feet, does the off-site parking count towards parking requirements?

MR. HUBBARD: Those in a Business District and within 1,000 feet, then you could have it as long as it was perpetual in nature.

COMMISSIONER WARSKOW: Right, and that would count towards whatever number of parking spaces are required by code. So, this variation does cover that.

COMMISSIONER JENSEN: Well, it certainly has to meet perpetuity, though. Those have to be permanent arrangements. We don't usually allow that when there are not permanent arrangements. Even in a Business District, is that correct?

MR. HUBBARD: We would traditionally would count that, but in this instance, because we have the conditions of approval, let's say if they're no longer valid, then, you know, the variations go away. So, in that sense here, we're covered. Whereas the European Crystal banquet facility, which I think you're referencing, you know, they don't have the fallback option thereof, if it's not medical, they can do office. If it's not a hotel, they can --

COMMISSIONER JENSEN: Right, and I thought that was good, I thought you did a good workaround with that. That was good positive.

COMMISSIONER DAWSON: So, this doesn't, in your opinion, this doesn't need to say that we're allowing the following variation, but it does need to add to the language to allow the, to allow the petitioner to meet the required parking spaces. That's the word that I'm missing. That's all, that's what I'm saying. I just don't see that and so the concern that I have is that we haven't actually pulled anyone through this why or how we're allowing parking, that's all. And that's where, and I'm out of time. So, you're saying, in your opinion that, it's on the record now, so if anyone ever questioned this, it's on the record, we've had it discussed. So, in your opinion, that added language isn't necessary because the way that the code is applied this variation is sufficient.

MR. HUBBARD: By granting the variation, we would be covered, plus it's in the minutes, as well.

COMMISSIONER DAWSON: All right, I have no further questions.

CHAIRMAN ENNES: While he has these temporary parking spaces.

COMMISSIONER DAWSON: Correct, but that is a condition --

CHAIRMAN ENNES: If he loses, though, then he loses those.

COMMISSIONER SIGALOS: Correct, okay.

CHAIRMAN ENNES: A couple of quick questions of the petitioner, and then I would like to see if anybody in our audience would like to make a comment in regard to this matter. Are you in any way partner in the ownership of this?

MR. AREVALO: No, I am not, sir.

CHAIRMAN ENNES: You are strictly their attorney.

MR. AREVALO: Correct.

QUESTIONS FROM AUDIENCE:

CHAIRMAN ENNES: Okay, does any, before I go on with my questions, does anybody in the audience, would you like to comment and raise issues? Yes. Would you please come up and state your name, please spell it for our reporter, and you don't have to tell me where you live, but it helps us understand your comments.

MS. GARRET: My name is Debra Garret, I live on the 1500 block of Evergreen.

CHAIRMAN ENNES: Okay.

MS. GARRET: And I'm the one who e-mailed Jake the information about Glueckert and the off-site parking at the church because he did not know about it. I've been a resident for 23 years. Seven years ago we had about 30 cars parked on that street. Both on the 1500 block and the 1600 block.

CHAIRMAN ENNES: How long was that for? A week? Was this one of these periods where they --

MS. GARRET: You know, honestly, I don't -- it was for quite a while?

CHAIRMAN ENNES: Okay.

MS. GARRET: And the residents of Evergreen and Maude complained. And, subject to those complaints, they put some no parking signs on Maude where the residents live, because --

CHAIRMAN ENNES: Near, by Evergreen?

MS. GARRET: Right, cars were parked on Maude for two blocks. There were 30 cars parked on our street, the 1500 and 1600 block. It was a traffic nightmare. Cars couldn't get through. We had cars parked all in our front yards. I don't know why they were there, but until they complained and asked for the no parking signs, and I think because of our complaints, that is the reason for the off-site parking at the church and at Glueckert. I don't know what changed, it was maybe five years ago, I don't know what changed at the medical offices that caused the 30 people to park in our streets, but something changed. And until we complained, and they obtained the off-site parking --

CHAIRMAN ENNES: And this was quite a few years ago.

MS. GARRET: Yeah, I don't, the only way you could tie back to what year it was is to find out what year they put the no parking signs on, on Maude near these office buildings.

CHAIRMAN ENNES: So, anyway, so you raised the awareness of this.

MS. GARRET: Yes.

CHAIRMAN ENNES: And the, it sounds like the problem got corrected, at

least partially.

MS. GARRET: Yes, yes. When they got the off-site parking at the church and at Glueckert, the problem was resolved. And it has been resolved since then.

CHAIRMAN ENNES: Okay, it has been resolved since then?

MS. GARRET: Yes, since the employees no longer park in our streets. So, if those agreements go away --

CHAIRMAN ENNES: It could be a problem.

MS. GARRET: It could be a problem. So, I just wanted to let you know that. I've been here for 23 years, and probably the longest on the streets, I'm aware of the problem.

CHAIRMAN ENNES: Okay, thank you.

MS. GARRET: You're welcome.

CHAIRMAN ENNES: Anyone else? Okay. Then I would like to go back to some of my questions. Mr. Arevalo?

MR. AREVALO: Arevalo.

CHAIRMAN ENNES: Arevalo, I'm sorry.

MR. AREVALO: That's okay.

CHAIRMAN ENNES: Do you know when the, the Northwest Community Hospital tenant that does the rehab, when did they move in?

MR. AREVALO: It does pre-date ownership of --

CHAIRMAN ENNES: Your current ownership here?

MR. AREVALO: Exactly.

CHAIRMAN ENNES: Okay, and when is the date of that ownership. When did you acquire it?

MR. AREVALO: 2014.

CHAIRMAN ENNES: 2014, okay. So, this is kind of new to you?

MR. AREVALO: In some respects, yes. But what I did learn in speaking with Jim Valentine, the Congressional Operations Officer, is that the agreement with the church has been in place since 2010.

CHAIRMAN ENNES: Okay.

MR. AREVALO: So, that kind of references to the time when the issues were prevalent and how they were addressed with the off-site parking. So, it does even predate my client's ownership of the building.

CHAIRMAN ENNES: A question for Staff. Jake, is the parking requirement for a medical office different than the parking requirement you would have on rehab, where you could have a room, and you could have 20 people on tables getting rehab.

MR. SCHMIDT: Both would be consider medical uses and both would have the same --

CHAIRMAN ENNES: Okay, because I was thinking, possibly, when they moved in, that might have been one of these big increases. But, really what I see is the problem is we have a property that is 100 percent occupied, we like to see that in town. But, it is really over-utilized and we have a parking problem that has the potential of affecting the neighbor, neighbors because of the developed in the original approval. We probably should have required more parking there, but I don't know if I'm the only one that's, I do see one of the doctors there. And, I'm not sure what time you go for your

appointments, but I've run into parking problems and I actually don't like to park my car there because the parking spots seem to be pretty narrow.

COMMISSIONER DAWSON: They are very small parking spots. I'll give you that.

CHAIRMAN ENNES: So, they put in the maximum number that they could. Which, okay, that's fine, but as a patient, I don't like to park in there. So, one of my hopes maybe we could add some parking spots by narrowing it down, that's out. Is there any possibility, I'm trying to think of ways that we could help reduce some of the congestion. Is there any way you can work with your tenants to try to work with the medical practices or the doctors on how they schedule so that, so that they might not have people sitting in waiting rooms waiting for the doctor to come around?

MR. AREVALO: I mean, that certainly is a possibility, but the only --

COMMISSIONER GREEN: That would be great.

MR. AREVALO: It would be so inconsistent and difficult to manage. You know, and then, obviously, it also depends on the practitioners, they may, you know, they may be want to like to have, pile up patient after patient, even if they're just sitting there, and we all go to the doctor. We all know, we get there and we wait about 15 minutes before we're seen. So, I mean, I think that would be very difficult to manage.

CHAIRMAN ENNES: Okay, and again, knowing the position of a landlord, I can understand. I'm going to tell your tenants you shouldn't back them up, so he can pay you rent.

MR. AREVALO: Right.

CHAIRMAN ENNES: Have you seen the conditions that are in the motion?

MR. AREVALO: Yes, I have.

CHAIRMAN ENNES: And do you agree with them as they are?

MR. AREVALO: I agree with them as they are. I do think that there is some flexibility for what we were discussing, which was back to, you know, the agreements. What I read in the condition regarding the agreements --

CHAIRMAN ENNES: You're talking about when you mentioned that if you lose one of the parking agreements, you would come to the Village --

MR. AREVALO: Well, there's the notice issue that I kind of addressed for Commissioner Green as a possibility of making sure that there's communication between the property owner and the Village and then there's also the, I believe that the, if I may have a second here, that the administrative review of renewed lease for a parking space might be something that then allows the flexibility that Commissioner Cherwin was talking about, insofar as, you know, if it's a fairly comparable parking agreement. Assuming that the church or Glueckert's agreements went away, per se. And that the owner of the building or the tenant, if they were able to secure alternative parking that was comparable to those, to the arrangements in place, as of today. And if that's something that could be handled administratively to Staff by providing, here's the new agreement, it's comparable, then it would be a huge relief for the petitioner to not have to come here and go through this whole process, because it is not a simple process. Obviously, it's taking time. We do appreciate the Commission's time, but it is costly and it is something that takes time. So, we wouldn't want to, you know, if it was the kind of thing that could be handled administratively, it would be much more efficient from our perspective.

CHAIRMAN ENNES: Well, it seems like ownership of the property before you came into the picture were sensitive to the issue and went out and got these parking agreements.

MR. AREVALO: Right, and I do believe that the building owned was owned prior to my clients, was owned by a group of doctors that practiced there. And I think that they were sensitive to the neighbors and it was their practice, and they sold the building to our client, and that sort of continued. That's why the agreements are with the, with the Northwest Medical Health, or with the medical providers as opposed to the owner, you know.

CHAIRMAN ENNES: And it seems like you have been pretty open and have been proactive in going out and doing the parking counts.

MR. AREVALO: Yes

CHAIRMAN ENNES: I think that would be a point that I would be open to and possibly one of our attorneys on the Commission could come up with some basic wording to address that point in regard to the landlord being responsible to give notice in addition to the fact that the neighbors would probably give the Village notice if all of sudden there were 30-some cars parking on the street. But if they were required to do that and that I would see no problem with the petitioner or the property trying to work out a resolution of that problem with Staff, within certain parameters.

COMMISSIONER CHERWIN: I think you just add a five on the notice and just say, you know, fifth condition would read, you know, to the extent there's a change in the status of an off-site agreement.

CHAIRMAN ENNES: Do you want to read it?

COMMISSIONER CHERWIN: Oh, yeah, I'm just kind of helping you out. Yeah, to the extent there's a change in status in the off-site agreements, petitioner shall notify Village --

CHAIRMAN ENNES: Promptly

COMMISSIONER CHERWIN: Promptly, notice.

COMMISSIONER JENSEN: Yeah, you could add something, actually, I've done something. It may not be very good. It says, further the petitioner shall be required to inform the Village of these circumstances. You can say within a certain timeframe, and shall be given X amount of time. I don't know whether it's six months, three months, two minutes, whatever, to find comparable alternative parking arrangements. You know, it's kind of what I heard you say.

COMMISSIONER DAWSON: Find additional time to find --

CHAIRMAN ENNES: No, it didn't say --

COMMISSIONER DAWSON: No, that they should have, just because they lose the parking doesn't mean that everything ends. They have the ability to go find other options, but --

COMMISSIONER JENSEN: Right, and you can set the timeframe whatever we want it to be. I just --

COMMISSIONER DAWSON: Right, right.

COMMISSIONER WARSKOW: I think the question also is review by Staff as opposed to coming back before the Plan Commission, so that would have to be also added.

COMMISSIONER DAWSON: I just don't even know that we really need to add the notice provision, because if it's discontinued, they just can't renew the leases. Let's tell the Village this --

CHAIRMAN ENNES: But that can be years out as opposed to they have to let us know and start working for --

COMMISSIONER DAWSON: I know, but all they have to do if they lose that off-set parking is they can't renew their leases.

MR. AREVALO: The only, the only --

COMMISSIONER DAWSON: There's nothing else that we're going to do. So, I'm happy to put in the provision, and just don't think it's necessary. I mean --

CHAIRMAN ENNES: Well, is it necessary, no. But, would it be helpful if the situation arose, that the Village is aware of it, and the petitioner is, we know that they're working on it promptly.

COMMISSIONER GREEN: I don't think I would give a time, because that means the neighbors are going to be putting up with cars and traffic problems on their street or whatever time you give them. So, I think I would give them three to six months. Forget that, just say they have to go to --

COMMISSIONER JENSEN: But you're already going to have quite a bit of time, depending on whether the agreement was just struck, they're going to have to the end of that agreement. It's what comes up for renewal. It could be, I don't know how long these terms are, how long are the terms of these agreements?

MR. AREVALO: Which terms?

COMMISSIONER JENSEN: Well, let's suppose, if the Northwest Eye Physicians were doing a new agreement, is it a three-year agreement, five year agreement?

MR. AREVALO: It depends, it's market conditions. These have been renews until '20/'21. The current lease is for the occupation of the property. So, one of the points that I wanted to raise for Commission Dawson in response to her comments is that there is that schedule, the multiple years for the occupants. And so, there's got to be some sort allowance or a reasonable time I think is what I would use as an attorney.

COMMISSIONER JENSEN: But if the agreement were just, if it were just renewed and the parking arrangements went away --

MR. AREVALO: Right.

COMMISSIONER JENSEN: -- that entity would have until the end of that agreement to stay there, even though the parking went away, the way this is written now, as I understand it. It doesn't, the condition doesn't become binding until it come up for renewal.

CHAIRMAN ENNES: You mentioned one of the leases is terminated in 2019 and the other one in 2021, correct?

MR. AREVALO: That's correct.

CHAIRMAN ENNES: And is that the base term of the lease or is that with renewal options?

MR. AREVALO: There's always renewal options, right.

CHAIRMAN ENNES: Right. So, really, the lease is, Commissioner

Dawson, you're a real estate specialist. That lease term is the base term for the tenant, is the base term of the options. We couldn't prevent the tenant from exercising his option when he's got a contract.

COMMISSIONER DAWSON: I don't know what the language of the option is. Just to clarify because it's on record, no attorney in Illinois is allowed to be a specialist, so I'm not a specialist. But, I mean, lease options are all drafted differently. Some of them are automatic on behalf of the tenant, provided they're not in default, which, I mean, it's not that hard to find a default in a tenant, if you really needed to. Some of them are mutual, you know, some of them are to a landlord. I don't know what the language of it says, so, my only point was that I don't know that we need to put in a notice provision, because I think that number four already says that if they lose the parking, they can't renew.

If they renew and the neighbors are complaining, then they have violated regardless of whether or not they're supposed to give us notice. So, I just don't know that it's necessary. I'm not opposed to it. I just feel it's not necessary. All that's going to do then is give the Staff one more, you know, burden on their desk. What are they going to do, drive by once a week to make sure there isn't any tenant there. That's all. I mean, that was just my point. It's quite clear, if they lose the off-site parking, they can't renew for medical purposes, right? Or at least, I guess, it shouldn't renew, because part of it could renew for medical, it just can't all be medical, right? So, the Staff would be able to need to monitor, because they, at some point, would become compliant, right? If they lost, if two of them were offices and one was a doctor's office, it would be okay. That's all. That was all my point, but I don't need to, I don't need, if that's what the Commission wants to add in, I'm fine with that, too.

COMMISSIONER LORENZINI: Could I have one more question, Jake. So, whether we approve or deny this, either way, there could be a situation where they're over-parked for forever, if we approve it, or for a term until the leases are up, if we disapprove it. There's so many situations to over parking. When are they going to do that?

MR. SCHMIDT: The Village would have options to enforce, either in the instance that this is approved, the Village would have options to enforce the provisions of the conditions set forth here. Whether that's in code enforcement, mediation of an offense, or the lease expire, or in extreme circumstance, the tenants could be kicked out of their spaces, although that would be the most severe option. But either way, the Village would have options to enforce the provisions of the ordinance or enforce the code.

COMMISSIONER LORENZINI: So, they wouldn't have to wait until the lease expires in two years, they have some remedy, okay.

MR. SCHMIDT: Correct.

CHAIRMAN ENNES: Commissioner Cherwin, you had another question.

COMMISSIONER CHERWIN: Yeah, that was going to be my question. I mean, my thinking on this isn't that, you know, if they had, we approve it, and then all of sudden the parking agreement would go away, they get to ride out their lease terms. It's, it's when those parking agreements go away, you're out of compliance. And then the Village has its remedies. If it's final, they can, you know, whatever, get some kind of declaratory action or something. But, you know, I think we're, I'm looking at this like it

doesn't really matter what the leases say or what the terms are, it's, you know, this property can continue to use it for what they're using it for, if they have off-site arrangements. You know, currently, they have off-site arrangements, Glueckert and the church, and we provide some flexibility to say, or, some kind of comparable alternative. If any of that stuff goes away, they immediately become non-compliant, right? Then there's no window, there's no time period. It's up to them --

COMMISSIONER GREEN: It has nothing to do with them.

COMMISSIONER CHERWIN: The burden is on them to make sure that if they see an agreement going away, they need to have something else lined up, or else, you know, Jake's going to come knocking on their door.

COMMISSIONER WARSKOW: Right, I agree with that.

COMMISSIONER CHERWIN: So, that's how I'm looking at this.

MR. HUBBARD: If that's the will of the Plan Commission, then I would recommend changing the language in number four to read that the existing parking agreements with the Glueckert Funeral Home or Our Savior's Lutheran Church are discontinued and the petitioner does not secure new, substantially similar parking agreements, the petitioner shall not renew leases for medical tenants and shall only lease tenant spaces with general office. That gives the Village flexibility to determine if a new agreement is --

COMMISSIONER CHERWIN: Yeah, and I would say they would be deemed non-compliant.

COMMISSIONER GREEN: Correct, I would add that. Don't you want to add that to that? I think so, the minute the parking goes away, like you said --

COMMISSIONER CHERWIN: Yeah. You're out of compliance.

COMMISSIONER GREEN: That's it, you've got to do something then, not at the end of --

COMMISSIONER DAWSON: But do we need to add something that would -- Jake, sorry, that would require them to come back to the Village to make sure, not us, but you, to make sure that you do, that the new parking arrangement is substantially similar to it or do we, or does it imply that without putting the word in there?

COMMISSIONER LORENZINI: I think that's implying.

MR. HUBBARD: Yeah, I think so, too.

COMMISSIONER DAWSON: Okay. You think it's implied.

COMMISSIONER CHERWIN: I think it -- to be approved by Staff in their description.

COMMISSIONER DAWSON: I'd just like to have some ability for you to come back and push back and so, no, this is much different, or something not working.

CHAIRMAN ENNES: So, subject to --

COMMISSIONER DAWSON: How do you feel about that?

MR. HUBBARD: So, what's the condition, how would the condition read then?

COMMISSIONER CHERWIN: I don't know, it depends.

CHAIRMAN ENNES: As you stated, subject to --

COMMISSIONER DAWSON: Right, I believe you said everything was the same up to and petitioner does not secure new, instead of code compliance, substantially

similar parking agreements and then what we're stating is there be a comma in the determination of the Village.

MR. SCHMIDT: Village Staff.

COMMISSIONER DAWSON: Right.

COMMISSIONER CHERWIN: Then the petitioner shall be deemed not compliant and shall not renew leases.

COMMISSIONER DAWSON: I do think, just since we're really harping on this, it needs to be clear, shall only renew spaces of general office until such time as parking code can be met. Because they can have a medical office in there, they just can't have all medical office. So, we need to clarify that.

COMMISSIONER GREEN: Up to the parking.

COMMISSIONER DAWSON: Right, up to, until they become in compliance with the parking matter.

COMMISSIONER GREEN: But that's --

COMMISSIONER DAWSON: No, but this completely says that they can only re-tenant with general office, period. It could be interpreted as going a little bit further than what we intending, that's all. As long as we're tinkering with the language, we might as well --

MR. HUBBARD: So, can I summarize what I've heard, to get it all on the record.

COMMISSIONER DAWSON: Yes.

CHAIRMAN ENNES: Just a comment. The public portion is closed for comment, although, you know what, since you're the only person here, why don't you come up.

COMMISSIONER DAWSON: The only person speaking he means.

CHAIRMAN ENNES: Yes.

COMMISSIONER DAWSON: Right, but --

MS. GARRET: My only issue is that window that Jake is worried about. If they lose their leases or stop their leases with the off-site parking in October, and their lease is not up until January 1st, they will renew this on January 1st. What about those two months?

COMMISSIONER CHERWIN: That's when they would be non-compliant and the Village would fine them or do whatever they had to do --

MS. GARRET: Okay, but I think there should be something in there about, under no circumstances are they to park in residential streets, because it was a nightmare.

COMMISSIONER SIGALOS: If I could add, I kind of share your concern, because the way this is worded, let's just say that, you're saying about a two month window, maybe the lease doesn't expire for another five years.

MS. GARRET: Exactly.

COMMISSIONER SIGALOS: So, now we may go back to these people parking all the way down in residential.

CHAIRMAN ENNES: Well, then it becomes a compliance issue.

COMMISSIONER DAWSON: Then, right.

COMMISSIONER GREEN: Well, then they lose their off-site parking

they're non-compliant. And therefore, the Village can force them to do something, right away.

COMMISSIONER DAWSON: Just so you understand, the Village has multiple ways in which they could enforce.

MS. GARRET: Okay, but I would, can be the ones that let the Village know that they are not in compliance.

COMMISSIONER DAWSON: No, obviously.

MS. GARRET: Because we're the ones that did that before when we had the 30 cars parked on the street.

COMMISSIONER DAWSON: No, no, I understand, and I hear what you're saying. But to say that in the event can they then park on residential streets. Well, they can't tell their patients, they can tell their patients where to park, but now the patient. I could see signs all day long saying don't park in residential streets and I can ignore them. So, you're putting an obligation here that they can't really enforce or really has to go to Village enforcement.

CHAIRMAN ENNES: Thank you.

COMMISSIONER LORENZINI: So, Jake, with the changes we just made, what's the difference between denying and approving this petition?

COMMISSIONER JENSEN: Well, we ought to hear what the changes are because I think that Sam is going to tell us what he heard.

MR. HUBBARD: Yeah, can I summarize. So, condition four would read if the existing parking agreements with the Glueckert Funeral Home or Our Savior's Lutheran Church are discontinued and the petitioner does not secure new, substantially similar parking agreements, at the discretion of the Village, then the petitioner shall be deemed non-co-compliant and shall not renew leases for medical tenants, and shall only re-tenant spaces with general office or until such time as the parking requirement is met.

COMMISSIONER LORENZINI: That's pretty good.

COMMISSIONER WARSKOW: Yep.

COMMISSIONER LORENZINI: Okay, so, then what's the difference between approving and non-approving. This sounds like they both do the same thing now with this change.

MR. SCHMIDT: Well, approval would allow them continued used and wouldn't put this property being non-compliance approval would grant them continued use of the property as it exists today, as long as the two agreements are in place, or if the agreements are lost, if they find a substantially similarly agreement, they would be allowed to continue use of the property as it exists.

MR. HUBBARD: So, approval of the parking variation would set a precedent to allow a large deficit of parking where we know that parking is a problem. So, we don't want to approve straight-up the parking variations. What we want to do is approve them to use off-site parking facilities to satisfy their parking requirement and then condition it as we've done, you know, this evening.

COMMISSIONER JENSEN: I don't understand why you need to have this section about denial. We don't usually say that, do we? Why can't you just have what you approve? The section you approved, you begin with one, you approve it, and then there are these conditions. And those are the conditions that have to be met. Why do we

have to say we're denying the reduction of the required spaces to 77, I mean, isn't that implied when you do the other thing?

MR. HUBBARD: Because that's what the petition was asking for when they applied. They specifically asked --

COMMISSIONER JENSEN: So, we have to make a ruling on with in essence on that.

MR. HUBBARD: Right.

COMMISSIONER LORENZINI: That was my whole point. And now, with this change, there really is no need for a denial on this. It seems obscure enough.

CHAIRMAN ENNES: Is there a motion?

COMMISSIONER JENSEN: Well, I would certain move the denial thing up to the top, and say, you know, we denied the requested amendment, and then you can go into what you approved. I wouldn't have this denial interrupting the approval part in the beginning and the conditions in the end. So, you're basically saying, we're denying what the petitioner asked for. And then you begin your section of what we are, in fact, approving.

COMMISSIONER CHERWIN: We can do that.

COMMISSIONER SIGALOS: Yeah, that makes sense.

COMMISSIONER JENSEN: I mean, it doesn't, because I had the same problem you did. You're reading about this denial in the middle of all these approvals.

COMMISSIONER DAWSON: I think that probably addresses a lot of what my concern was, as well. Good point, Lynn.

CHAIRMAN ENNES: Lynn, are you prepared to make a motion?

COMMISSIONER JENSEN: Well, sure. I guess so. I would like to make a motion to the Village Board of Trustees, denial of the amendment to PUD Ordinance 89-100 and the following variations for PC#18-007. A variation from chapter 28, Section 10.4-2, schedule of parking requirements reduced the required amount of onsite parking from 99 spaces to 77 spaces.

I'd also like to make a motion to recommend to the Village Board approval, now, let's see, what are we terming that it's not the same PC, is it?

MR. HUBBARD: It would be under the same PC.

COMMISSIONER JENSEN: Okay, PC#18-007. A variation from Chapter 28, Section 10.3-3, parking for business and Manufacturing Districts to permit the use of two off-site parking facilities in Residential Districts where code does not allow off-site parking facilities to be located in Residential Districts, as well as to allow the use of an off-site parking facility located approximately 1,900 feet from the used, the use where code requires off-site parking be located within 1000 feet of the use and that be subject to the following conditions of one through four.

COMMISSIONER GREEN: With the amendments to four as in the --

COMMISSIONER JENSEN: Right, with the, as you have made the changes to four.

COMMISSIONER GREEN: With the amendments to four as in

the --

COMMISSIONER JENSEN: Right, with the, as you have made the changes to four.

CHAIRMAN ENNES: As stated by Sam. Okay.

COMMISSIONER GREEN: I'll second that.

CHAIRMAN ENNES: Second. Any questions. Can we have the role call vote, please?

MR. SCHMIDT: Commissioner Cherwin?

COMMISSIONER CHERWIN: Yes.

MR. SCHMIDT: Commissioner Dawson?

COMMISSIONER DAWSON: Yes.

MR. SCHMIDT: Commissioner Green?

COMMISSIONER GREEN: Yes.

MR. SCHMIDT: Commissioner Jensen?

COMMISSIONER JENSEN: Yes.

MR. SCHMIDT: Commissioner Lorenzini?

COMMISSIONER LORENZINI: Yes.

MR. SCHMIDT: Commissioner Sigalos?

COMMISSIONER SIGALOS: Yes.

MR. SCHMIDT: Commissioner Warskow?

COMMISSIONER WARSKOW: Yes.

MR. SCHMIDT: Chairman Ennes?

CHAIRMAN ENNES: Yes.

The only comment is very good job. And you have unanimous approval.

MR. AREVALO: Thank you very much.

CHAIRMAN ENNES: And thank you for being proactive on this.

MR. AREVALO: Again, as soon as we found out, we were on top of it, I, obviously, the owner did not know about the specifics of the arrangements, but we do appreciate the Commission.

CHAIRMAN ENNES: So, you should --

MR. SCHMIDT: We're looking at tentative dates of July 2nd.

CHAIRMAN ENNES: Good luck.

MR. AREVALO: Thank you.

CHAIRMAN ENNES: And thank all for a very good deliberation on this.

Seeing no other business, can I have a motion to adjourn.

COMMISSIONER DAWSON: So moved.

COMMISSIONER GREEN: Second.

CHAIRMAN ENNES: All in favor.

(Chorus of ayes.)

(Whereupon, the above-mentioned petition was adjourned at 8:53 p.m.)



Item: Hickory/Kensington - 4 N. Hickory Ave. - PC#18-005

Department: Planning & Community Development

Requested Action

- 1. Planned Unit Development on Lot 1 to allow a 76 unit mixed-use residential building.
- 2. Preliminary Plat of Subdivision to subdivide the property into two lots.

Variations Required

- 1. Chapter 28, Section 10.4, Schedule of Required Parking, to reduce the parking requirements for commercial uses from 11 spaces to 3 spaces, for an on-site parking total of 117 parking spaces where 125 spaces are required.
- 2. Chapter 28, Section 10.7, Schedule of Loading Requirements, to waive the requirement for one loading space.
- 3. Chapter 28, Section 10.2-8, to reduce the required width of certain drive aisles in the garage from 24' in width to no less than 18' in width.
- 4. Chapter 28, Section 6.15-1.2(b), to waive the requirement for a landscape island at the end of the northernmost parking stall.
- 5. Chapter 29, Section 29-304(I), to allow a 60' wide ROW for a local street where code requires a 66' wide ROW.
- 6. Chapter 29, Section 29-501(a), to allow a sidewalk that is non-compliant with the standards set forth in Section 20-109 of the Municipal Code.

Recommendation

- The Staff Development Committee recommends approval of PC 18-005, a Planned Unit Development to allow a 5-story mixed use development with 76 residential units, Preliminary Plat of Subdivision, and the following variations:

- 1. Chapter 28, Section 10.4, Schedule of Required Parking, to reduce the parking requirements for commercial uses from 11 spaces to 3 spaces, for an on-site

parking total of 117 parking spaces where 125 spaces are required.

2. Chapter 28, Section 10.7, Schedule of Loading Requirements, to waive the requirement for one loading space.

3. Chapter 28, Section 10.2-8, to reduce the required width of certain drive aisles in the garage from 24' in width to no less than 18' in width.

4. Chapter 28, Section 6.15-1.2(b), to waive the requirement for a landscape island at the end of the northernmost parking stall.

5. Chapter 29, Section 29-304(l), to allow a 60' wide ROW for a local street where code requires a 66' wide ROW.

6. Chapter 29, Section 29-501(a), to allow a sidewalk that is non-compliant with the standards set forth in Section 20-109 of the Municipal Code.

Approval shall be subject to the following conditions:

Site Related:

1. The two parallel parking spaces in the northwest corner of the parking lot shall be shifted 3' to the north to allow the landscape island on the southern side of these spaces to increase to 12' in width. The proposed transformer shall then be relocated to this 12' landscape island (if feasible) and shall be screened. The landscape island where the transformer is currently located shall then be reduced in width by 3' to allow all standard parking spaces in the parking row to the south of this island to be increased in width to 9' wide.

2. The property owner shall be responsible for maintaining the 10' wide private sidewalk and streetscape elements in front of the building along Kensington Road, which includes, but is not limited to, maintenance of the planters, light poles, sidewalk, and street furnishings.

3. Overhead utilities along Kensington Road between Hickory Avenue and Douglass Avenue shall be buried unless Commonwealth Edison and the Village deems it not feasible. Additional landscaping shall be installed to screen any ground mounted mechanical equipment that may result from this burial, where feasible.

4. Prior to building permit issuance the petitioner shall enter into and indemnification agreement with the Village to allow for the proposed building encroachments within the Hickory Avenue Right-of-Way.

Traffic/Parking Related:

5. Ingress/Egress to and from Kensington Road shall be restricted if, at the sole discretion of the Village, turning movements into and out of the site at this location have created a traffic problem.

6. Commercial deliveries are prohibited from parking along the western side of the building adjacent to the commercial units. Signage outlining this restriction

shall be added on the building.

7. If it is determined by the Village that additional ROW is needed for an expansion of Kensington Road, the petitioner shall dedicate 10' of land as public Right-of-Way for this expansion.

8. The three surface parking spaces on the subject property shall be made available for employees of the commercial tenants within the development.

Landscape Related:

9. At the request of the Village, within 90 days the property owner shall install additional landscaping along the western side of the site. This shall only be required if the existing Union Pacific railroad spur is abandoned and no longer needed for use.

10. Prior to building permit issuance, the petitioner shall obtain an easement from the Village to allow for plantings within the Campbell Street Right-of-Way. The maintenance of all plantings in this area shall be the responsibility of the property owner.

11. The petitioner shall incorporate landscape lighting in the planting beds along the east building wall, for review and approval by staff.

12. Where feasible, a 4' tall decorative wrought iron style fence shall be added along the western edge of the parking spaces, setback approximately 2' from the back of the curb.

General:

13. The petitioner shall enter into an agreement with the Village that assigns the responsibility of snow removal for the eight on-street parking spaces along the west side of Hickory Avenue to the property owner.

14. The developer shall comply with the April 17th, 2018, motion from the Housing Commission.

15. The petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies.

ATTACHMENTS:

Description	Type
PC Staff Report	Board or Commission Report
Public Notice	Exhibits
Aerial	Exhibits
Plat & Sub Minutes 6-14-17	Minutes
DC Minutes 4-10-18	Minutes
DC Staff Report 4-10-18	Board or Commission Report
Housing Minutes 4-17-18	Minutes
Housing Commission Staff Report 4-17-18	Board or Commission Report

Affordable Housing Statement	Correspondence
Justification for Variations	Correspondence
Plat of Survey	Exhibits
Project Narrative	Correspondence
Architectural & Landscape Plans	Exhibits
Construction Staging Plan & Schedule	Exhibits
Preliminary Plat of Subdivision	Exhibits
Engineering Plans	Exhibits
Market Study	Exhibits
Photometric Plan	Exhibits
Traffic & Parking Study	Exhibits
Supplemental Parking Study - Hickory Ave. Street Parking	Correspondence
Department Comments - Round 1	Exhibits
Department Comments - Round 1 - Petitioner Response	Exhibits
Department Comments - Round 2	Exhibits
Department Comments - Round 2 - Petitioner Response	Exhibits



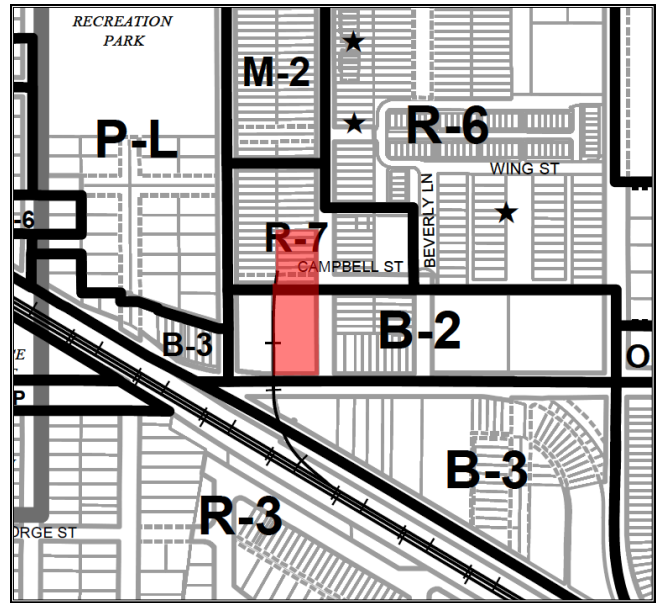
VILLAGE OF ARLINGTON HEIGHTS STAFF DEVELOPMENT COMMITTEE REPORT

Project Number: PC 18-005
Project Title: Hickory-Kensington Apartments
Address: 4-6 N. Hickory Ave.
PIN: 03-29-405-003, 03-29-408-003

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: June 27, 2018
Date Prepared: June 22, 2018

Petitioner: Guido Neri
Address: 444 N. Northwest Hwy
 Suite 355
 Park Ridge, IL 60068

Existing Zoning: B-2: General Business District, R-7: Multi-Family Dwelling District
Comprehensive Plan: Mixed Use, High Density Multi-Family



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-7, Multi-Family Dwelling District	Heller Lumber Company	High Density Multi-Family
South	B-3, General Service, Wholesale, and Motor Vehicle District	Automobile sales/repair business	Commercial
East	R-7, Multi-Family Dwelling District and B-2, General Business District	General contractor office, multi-tenant commercial building, auto repair business	Mixed Use, High Density Multi-Family
West	R-7, Multi-Family Dwelling District and B-2, General Business District	Auxiliary parking lot for Mariano's Grocery	Mixed Use, High Density Multi-Family

Requested Action:

1. Planned Unit Development on Lot 1 to allow a 76 unit mixed-use residential building.
2. Preliminary Plat of Subdivision to subdivide the property into two lots.

Variations Required:

1. Chapter 28, Section 10.4, Schedule of Required Parking, to reduce the parking requirements for commercial uses from 11 spaces to 3 spaces, for an on-site parking total of 117 parking spaces where 125 spaces are required.
2. Chapter 28, Section 10.7, Schedule of Loading Requirements, to waive the requirement for one loading space.
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5. Chapter 29, Section 29-304(l), to allow a 60' wide ROW for a local street where code requires a 66' wide ROW.
6. Chapter 29, Section 29-501(a), to allow a sidewalk that is non-compliant with the standards set forth in Section 20-109 of the Municipal Code.

Project Background:

The subject property is approximately 485' x 150' and contains 69,634 square feet of land (1.59 acres) and is bounded by Kensington Road to the south and Hickory Avenue to the east. The western edge of the site contains a Union Pacific (UP) railroad spur line, which provides freight access to the Heller Lumber Company located north of the subject property. The northern 28,510 square feet of the property is within the R-7 Zoning District and the southern 41,142 square feet of the property is within the B-2 Zoning District. Additionally, the entire property is within the Hickory / Kensington Overlay District and is part of the Hickory / Kensington Area Plan, both of which were established in 2013. The property is also located within the Hickory/Kensington TIF District, which was adopted by the Village Board in 2014. There are no buildings or improvements on the subject property and it currently exists as vacant land awaiting redevelopment.

The applicant is proposing to develop the southern B-2 zoned portion of the subject property. Additionally, the developer will dedicate land to the Village to allow for Campbell Street to be extended between Hickory Avenue and Douglas Avenue, which dedication would occur roughly around the division between the R-7 and B-2 zoning districts. The remaining R-7 portion of the property on the north will continue as vacant land to be developed in a later phase. The Village will purchase this portion of the site with the intention to land bank it for future redevelopment, which in the interim could be used for relocation of the Mariano's parking lot, which is currently located on the site to the west of the rail spur.

The proposed development consists of a 54-foot tall 5-story mixed-use building, including 76 residential units and 3,435 square feet of commercial space. The commercial space would be located on the first floor at the southern end of the building and would have frontage on both Kensington Road and Hickory Avenue. The dwelling units would be located on floors two through five and would consist of 15 studio units (20%), 38 one-bedroom units (50%), and 23 two-bedroom units (30%). All dwelling units would be rental. Unit sizes would be between 574 - 707 square feet for a studio unit, 619 - 845 square feet for a 1-bedroom unit, and 1,019 - 1,139 square feet for a 2-bedroom unit. Parking would be provided on the basement and first floor of the building, as well as a surface parking lot in-between the building and the railroad tracks to the west.

The building would include several amenities for residents, such as an exercise room, community room, party room with kitchen, bike storage room in the garage, tenant storage room, and a 2nd floor exterior patio including grilling areas and a fire pit (located on the western side of the building). Rental rates are expected to be between \$1,550 and \$2,115 per unit. The ground floor commercial spaces are expected to accommodate various retail and/or office uses. No tenants are currently signed to locate in these spaces.

Zoning and Comprehensive Plan

The portion of the subject property proposed for development is located within the B-2, General Business District, and the entire property is within the Hickory / Kensington Overlay Zoning District. The proposed development must therefore comply with the regulations of the B-2 District, however, the overlay regulations supersede the B-2 zoning regulations where the requirements of the overlay differ from those in the B-2 District. Mixed-use developments are permitted in both the B-2 District and overlay zone, provided that residential units are not located on the first floor. All developments in the Hickory / Kensington Overlay District are required to develop as a PUD.

In order to divide the property into the two proposed lots and dedicate right-of-way for an extension of Campbell Street, a Plat of Subdivision is required. The petitioner has provided a Preliminary Plat of Subdivision and preliminary engineering plans consistent with the subdivision requirements. Once a final Plat of Subdivision and final engineering plans have been prepared, this project will need to re-appear before the Plan Commission for Final Plat of Subdivision approval.

The Comprehensive Plan classifies the subject property as "Mixed Use" and the proposed building is therefore consistent with the Comprehensive Plan designation. In addition, the conforms to the Hickory Kensington Area Plan,

which specifically indicates that this site should be developed with a 4 - 5 story building that includes ground floor commercial as has been proposed by the developer.

Hickory / Kensington Area Plan and Overlay Zoning District

The Hickory / Kensington Area Plan, which provides development guidelines for future redevelopment within the neighborhood meant to facilitate a new, vibrant mixed use area. In order to accomplish the goals of the Hickory / Kensington Plan, an overlay zoning district was established in this area to create certain development parameters consistent with the goals of the Hickory / Kensington Area Plan. Relative to the overlay zone requirements, the development complies with density, setback, and building height regulations. The proposed development is also consistent with the goals of the Hickory / Kensington Plan in several ways:

- Use: The proposed mixed use concept with ground floor retail and apartments above is consistent with the Hickory / Kensington Plan.
- Height: The subject property is classified as appropriate for a 4-5 story building per the Plan. The proposed 5-story building is consistent with this designation.
- Hickory Setback: The Plan calls for mixed use buildings to be setback no more than 5' from the sidewalk along Hickory. The proposed building is abutting the sidewalk with no setback for the commercial portion along Hickory and a six-foot setback for the residential portion along Hickory in order to provide a parkway (with exception to the front entryway to the residential lobby, which is abutting the sidewalk on Hickory).
- Street Grid: The proposed development will facilitate the continuation of the street grid by enabling the extension of Campbell Street from Hickory Avenue to Douglas Avenue. This is consistent with one of the goals of the Hickory / Kensington Plan.
- Utility Burial: As part of the development, the petitioner will bury the utility lines along the north side of Kensington Road between Hickory and Douglass, which is consistent with Goal #8 of the Plan.

Relative to the overlay district, the development is compliant as follows:

	Overlay Zone Required	Proposed
Building Height	No less than 40' and no more than 60'	54'
Building Setbacks		
North	No less than 0' and no more than 5'	0'
South	No less than 10' and no more than 15'	10'
East	No less than 0' and no more than 5'	0'
West	No less than 25'	60.1'
Density	No more than 76 units	76 units

Staff supports the concept given that the plan complies with the overlay zone requirements as outlined above and is compatible with the Hickory / Kensington Area Plan. The proposed development will help to realize the Plans' vision for redevelopment of this area.

Housing Commission

All multi-family developments that include 26 or more units are required to provide 15% of their units as affordable per the Village's Affordable Housing Policy, or pay a fee in lieu of. Per the policy, 11 units must be designated as affordable in perpetuity, or a payment of \$25,000 per affordable unit can be made in lieu of providing the affordable units. The petitioner has agreed to provide \$275,000 (\$25,000 per unit) to the Village's Affordable Housing Trust, which is consistent with other recent developers. On April 17, 2018, the petitioner appeared before the Housing Commission and their proposal received unanimous support from the Housing Commission.

Plat and Subdivision Committee

The petitioner appeared before the Plat and Subdivision Committee on June 14, 2017, (now known as the Conceptual Plan Review Committee). The committee was generally supportive of the development but wanted to see details on parking and market demand, which the developer has provided. The minutes from this meeting are attached.

Site Design

As previously indicated, the developer will subdivide the property to create two lots. The two lots will be separated by 66' of land, which will be dedicated for the extension of Campbell Street from Hickory Avenue to the western edge of the subject property. This will enable the eventual connection of Campbell from Hickory Avenue all the way through to Douglas Avenue. As part of this development, Campbell Street will be constructed from Hickory Avenue to the spur line, but will be stubbed at the spur line until such time as the property to the west is developed and the remaining land needed to finish the Campbell Street extension is dedicated to the Village.

In order to comply with all Village and MWRD regulations, an underground stormwater vault will be constructed beneath the surface parking lot. The site is currently served by a combined sanitary/storm sewer that runs along both Hickory and Kensington. Stormwater runoff on the eastern side of the site will eventually end up in combined sewer along Hickory, and stormwater on the west of the site will drain into the underground vault, where it will slowly be released into the combined sewer along Kensington.

The development will need certain variations from the Subdivision Code in order to comply with the subdivision control regulations of Chapter 29, specifically, the following variations are required:

- **Chapter 29, Section 29-304(l), to allow a 60' wide ROW for a local street where code requires a 66' wide ROW.**
- **A variation from Chapter 29, Section 29-501(a), to allow a sidewalk that is non-compliant with the standards set forth in Section 20-109 of the Municipal Code.**

The first variation is required since the existing ROW on Hickory Avenue is only 60' wide where code requires a 66' wide ROW. Consequently, as part of the subdivision process, the petitioner would be required to dedicate 3' of land along the entire eastern side of their site as additional public ROW for Hickory Avenue (the remaining 3' would be required on the other side of Hickory Avenue to complete the 66' width requirement). The Planning Department is recommending this variation for the following reasons; first, the building is proposed at the existing ROW line along Hickory, and to reduce the site by 3' would cause the building and parking areas to shift 3' to the west. Given that the site is encumbered by the existing UP spur line on the western side, shifting the proposed improvements 3' west would not be possible. Second, there are no plans to widen Hickory Avenue and the existing 60' wide ROW allows sufficient space for one lane of travel in each direction plus street parking on either side of the street.

The second variation required relates to the proposed sidewalk along the southern side of Campbell Street. Code requires sidewalks to be constructed one-foot outside of a property line within the ROW, however, at the request of the Planning Department, the petitioner has proposed this sidewalk 4.5 outside of the property. Staff is supportive of this variation since the building along Campbell Street is proposed at a zero setback (as required in the overlay zoning regulations), therefore, a sidewalk that is constructed only one-foot outside of the property line would create only one-foot of greenspace between the sidewalk and the building. By setting this sidewalk 4.5' back from the property line, the larger greenspace will allow more room for foundation plantings to buffer the building, while still preserving six feet of space for a parkway between the opposite side of the sidewalk and the street.

The petitioner has proposed a transformer in the landscape island at the northern end of the southwest parking row. Staff has asked the petitioner to relocate this transformer to the island immediately to the north, which will require that landscape island to increase in size from 9' in width to 12' in width. In order to accommodate for this increase in width, the two parallel parking spaces to the north of this island will need to be shifted three feet to the north. The transformer shall be screened on three sides with a masonry enclosure to match the brick on the building, provided that this is permissible by ComEd. If this enclosure cannot be constructed, additional landscaping shall be added to

screen the enclosure. The landscape island where the transformer is currently proposed can then be reduced from 12' wide to 9' wide, which will allow the 8.5' wide parking spaces south of the island to increase in width to 9'. A condition of approval requiring this has been recommended.

Landscaping/Streetscape Improvements

The petitioner has worked extensively with staff to provide streetscape improvements as outlined in the Hickory / Kensington Area Plan. Along Hickory Avenue a downtown style streetscape is proposed, which will include a 10.5' wide sidewalk with decorative concrete and pavers, a street bench and trash receptacle, decorative streetlights, landscape planters, tree grates for street trees, decorative crosswalks, and a bike rack. Bump outs within the Hickory Avenue right-of-way will be created to define the street parking in this area. It should be noted that the Public Works Department has raised concerns about the ability to clear snow from these on-street parking spaces due to the limited maneuverability of a plow truck. Therefore, the Staff Development Committee has recommended a condition of approval that the developer enter into an agreement with the Village that would assign the responsibility of snow removal for these spaces to the property owner. During final Plat of Subdivision review, the petitioner will need to provide specifications/cut sheets for all streetscape elements so that staff can ensure they meet the streetscape standards of the Village.

Along Kensington Road a 10' wide sidewalk will be constructed, which will be on private property and require an easement (the required easement is shown on the Preliminary Plat of Subdivision). The sidewalk here will be a decorative concrete and the streetscape will have decorative street lights and planters, and the property owner will be responsible for maintaining the improvements in this area (decorative sidewalk, light fixtures, planters, etc.). There will be a 10'-14' wide parkway in-between the sidewalk and the street, which will include street trees. On the western edge of the property, the petitioner will incorporate a three-foot tall decorative landscape wall within the southwest landscape island to enhance this primary entrance into the site. Details on this decorative wall must be provided during final Plat of Subdivision review.

The Campbell Street streetscape will consist of a standard concrete sidewalk, parkway, and street trees. As previously indicated, Campbell Street will be newly constructed as part of this development and it will stub at the UP spur line. Four parking spaces will be added to the northern side of Campbell Street.

The burial of the existing overhead utility lines along the north side of Kensington Road between Hickory and Douglass will be required. The developer has added a note to the plan indicating that these utility lines will be buried, and the details on this work will be provided as part of the building permit process. If any ground-based mechanical equipment/pedestals are required to facilitate this burial, landscaping around these elements must be provided where feasible.

Much of the landscaping proposed on the western side of the site falls within an area that is currently occupied by rocks needed to support the UP spur line rails. During the Final Plat of Subdivision process, the petitioner will need to clarify, based on the existing configuration of the railroad tracks and associated rocks, exactly what landscaping in this area is realistic to install upon completion of the building. Furthermore, staff is requesting a 4' tall decorative fence, if feasible, along the western parking areas to prevent car overhangs from encroaching into the spur line. This fence should be located 2' setback from the curb of the parking lot, which will likely impact the location of some of the proposed landscaping in this area. The petitioner will need to work with staff on the final design of landscaping in the area between the parking lot and railroad spur. Finally, for landscaping that may not be feasible to install at this time, a condition of approval is recommended that requires the property owner to install landscaping in this area if and when the railroad spur is abandoned and removed.

Staff has identified certain landscape improvements needed to the proposed landscape plan, such as additional landscaping in certain landscape islands, increasing the size of certain parkway trees, modifying the species of certain foundation plantings, etc. Additionally, a decorative screen shall be provided to screen the wall-mounted gas and electric meters along the western side of the building. These items must all be addressed prior to Final Plat of

Subdivision approval. Finally, staff is recommending soft accent lighting in the landscape areas along Hickory Avenue, which would shine onto the plantings proposed in this area.

Finally, the following variation has been identified:

- **A variation from Chapter 28, Section 6.15-1.2(b), to waive the requirement for a landscape island at the end of the northwest parking row.**

Staff is supportive of this variation because although there is not space on the subject property to provide for the required landscape island, the petitioner will use space within the adjacent parkway to provide the required shade tree and landscape area. Therefore, although the space will not technically be on the subject property as required by code, it will still be present. In order to use the Village's ROW for this landscape area, the petitioner will be required to obtain an easement from the Village allowing for this landscaping to be installed within the Village ROW. Maintenance of this landscaping will be the responsibility of the petitioner.

Building Design

The Hickory / Kensington redevelopment area is subject to a set of design guidelines that were approved in 2014. Overall, the proposed design has a nice modern aesthetic that meets the intent and criteria of the of these design guidelines. The building includes a flat roof with a deep horizontal cornice, exposed metal to recall the former industrial use of the neighborhood (which is also compatible to metal detailing on the Mariano's building to the south), and simple geometric forms, all of which are features called for within the design guidelines.

Part of Goal #9 of the Hickory / Kensington Area Plan recommends the inclusion of "green buildings and energy efficient street lighting." The petitioner has proposed LED lighting throughout the building to maximize energy efficiency, and where feasible, they will install automated lighting controls to reduce energy consumption during times when lighting is not needed. They also intend to source as many materials as possible from local providers to reduce transportation related energy consumption.

Staff has determined that a small portion of the eastern façade will encroach over the ROW at the base of the second and third floors, and at the top of the fifth floor. These encroachments are minor and will result in, at most, approximately one-foot of overhang above the sidewalk. The Village has typically permitted encroachments over the public way for balconies in the downtown area, and the proposed encroachments are smaller in scale than a balcony and consistent with past Village allowances. To allow the proposed encroachments the petitioner will be required to enter into an indemnification agreement with the Village prior to building permit approval.

Market Study

The petitioner has submitted a market study outlining the market demand for this project, which concludes that the overall market is supportive of the proposed development. Similar to findings within a recent market study submitted in conjunction with an unrelated apartment project in the downtown area, this study has documented the scarcity of new apartment construction within the northwest suburban market area over the last several years. Given vacancy levels that have been declining since the market's vacancy high point in 2009, combined with an improving job market and increasing preference toward rental housing (especially in the 20-40 year-old age group), the study estimates that this submarket area (as defined on page 40 of the market study) currently has a 155-unit undersupply of rental housing.

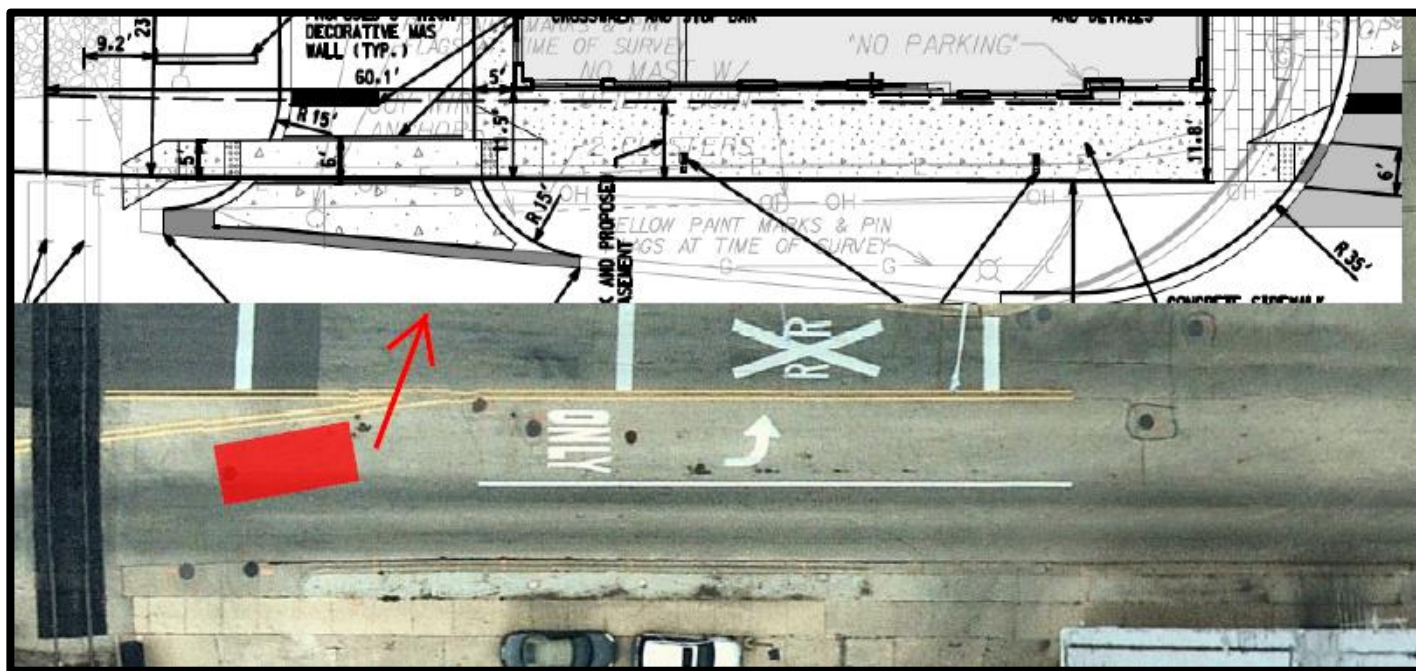
Traffic and Parking

The subject property will have two access points, one along Kensington Road and one along Hickory Avenue. Both access points are proposed as full access, allowing ingress and egress in both directions along each street. To the west, Kensington Avenue is under stop light control at its intersection with Northwest Highway, and the intersection of Hickory and Kensington is under stop sign control for southbound travel on Hickory. Eastbound travel along Kensington has a dedicated left turn lane onto Hickory.

The petitioner has submitted a traffic and parking study from a certified traffic engineer, per Chapter 28 of the Municipal Code, Section 6.12, Traffic Engineering Approval. This report has been reviewed by both the Traffic Engineer in the Engineering Department and Planning Department staff. The study has found that the proposed development will create minimal vehicle trips during peak hours, specifically, 39 trips during the morning peak hour (7:30am – 8:30am) and 62 trips during the evening peak hour (4:30pm – 5:30pm). Of these trips, 75% are expected to travel onto/from Kensington Road in the evening peak (80% in the morning peak), and 25% are expected to travel onto/from Hickory Avenue in the evening peak (20% in the morning peak). Additionally, the study found that the surrounding intersections are capable of handling this increase in traffic without any improvements needed; all intersections studied will operate at the same Level of Service (LOS) as they currently do, which are mostly at LOS “A” or “B”.

The only intersection that operates with legs at a LOS below “B” is the intersection of Kensington Road at Northwest Highway, which isn’t atypical for secondary arterials intersecting a major arterial. The study found that although certain legs operated below a LOS “B”, both in the present and into the future, overall the intersection functions and will continue to function at a LOS of “B”. During peak travel times, eastbound traffic on Kensington will queue during red light cycles and occasionally reach back beyond spur line, but the study found that this queue always cleared with one cycle of the light. It should be mentioned that the spur line is rarely used, and when in use trains are traveling along the line at a very slow speed. Provided that motorists obey the traffic markings, queuing in this location should not be a problem.

However, staff has found that eastbound travel on Kensington that that will want to make a left turn into the development will not have sufficient room to completely enter the dedicated left turn lane onto Hickory as that lane does not reach full width at the point where this turn would occur (see below).



Therefore, eastbound cars needing to make this movement may block drivers behind them. In order to prevent this problem, the entrance into this development may need to be restricted to right-in, right-out only and the Village will evaluate the need for this one the development has been constructed and is occupied. Based on this need, which will be determined at the discretion of the Village, the developer would be required to restrict turns into this driveway and a condition of approval requiring such has been added.

Per zoning requirements, the subject property is required to provide 125 parking spaces as based on the mix of residential units and commercial space. The petitioner has proposed 117 parking spaces, 86 of which would be provided inside the building (49 in the basement and 37 on the first floor), and the remaining 31 would be located in the surface parking lot west of the building. This equates to 1.50 parking spaces per residential unit, which complies with the overlay district standards. However, there would be a small deficit in parking spaces for the commercial uses within the building, where 11 spaces are required and three spaces would be provided. Parking for the commercial uses would occur in the three spaces within the surface lot as well as the eight on-street parking spaces along the western side of Hickory, and these three spaces shall be made available for employees of the commercial tenants so that customers will park on the street. In addition to the eight parking spaces along Hickory abutting the development, there are approximately 10 parking spaces along the eastern side of Hickory adjacent to the subject property, as well as street parking along Douglas Avenue, all of which can be used by both employees and patrons of the commercial uses. Additionally, the developer will also create four parking stalls along the north side of Campbell. **Table I** below outlines the parking requirements as they apply to this site:

Table I – Parking Calculations

PROPOSED USE	CODE USE	GROSS SQUARE FOOTAGE	NUMBER OF DWELLING UNITS		PARKING REQUIREMENT	PARKING REQUIRED
Residential Use	Multi-family	N/A	76		1.5 spaces per unit	114
Residential Parking Spaces Provided						114
Commercial Use	Retail	3,435	N/A		1 space per 300 sq. ft.	11
Commercial Parking Spaces Provided						3
					Total Required	125
					<i>Total Provided</i>	117
					Surplus / (Deficit)	-8

As illustrated above, parking for the residential portion of the use complies with the code requirement of 1.5 parking spaces per unit. Moreover, the proposed development contains a high ratio of studio and one-bedroom units (70% of overall units equating to 1.3 bedrooms per unit), which reduces the number of bedrooms and demand for parking within the development. For comparison, the recently proposed Sigwalt Apartments project had 44% of their units as one-bedroom or less, which equates to 1.64 bedrooms per unit. Finally, the proposed development is located approximately 1,500 feet away from Arlington Heights Road in downtown Arlington Heights (as the crow flies) and is considered a transit oriented development, which reduces the reliance on automobiles for potential residents.

Relative to the commercial portion of the site, the following variation is required:

- **Chapter 28, Section 10.4, Schedule of Required Parking, to reduce the parking requirements for commercial uses from 11 spaces to 3 spaces, for an on-site parking total of 117 parking spaces where 125 spaces are required.**

The parking study submitted by the petitioner has surveyed a number of similar rental developments that are located within walking distance of suburban downtowns that have public transportation options similar to downtown Arlington Heights. Based on these surveys, the study has found that these developments provide parking, on average, at a ratio of 1.26 spaces per residential unit. Since the proposed development will provide parking at 1.5 spaces per unit, the study concludes that parking for the residential uses will be sufficient and will likely create a small surplus that will allow additional spaces to be available for the commercial uses beyond the three spaces provided relative to code standards.

The study has also compared the residential parking relative to the projections within the Institute of Transportation Engineers (ITE) *Parking Generation Manual*, which is a nationally recognized method for projecting peak parking demand. Based on the ITE calculations, the proposed development would require, on average, 90 to 100 parking spaces to accommodate for the residential uses (0.9 to 1.0 parking spaces per unit), which would again leave a surplus of parking to accommodate the demand generated by the commercial portion of the building.

Based on data that staff has gathered from rental apartment buildings within Downtown Arlington Heights, it is expected that peak parking demand will be close to 1.5 spaces per unit. Research has shown that, on average, parking demand for residential rental apartments in the downtown Arlington Heights area equates to 1.11 spaces per bedroom. If this ratio is applied to the proposed 99-bedroom development, 110 parking spaces will be needed (1.45 spaces per unit). This leaves seven spaces left to accommodate for the expected 11-space demand created by the commercial uses as per code parking calculations. Consequently, some of this expected parking demand will need to be accommodated within the on-street parking spaces along Hickory and Campbell. A total of 12 on-street parking spaces will be provided adjacent to the development on Hickory and Campbell with additional on-street parking on the western side of Hickory (10 spaces). It should be noted that when residents are gone during the workday, parking spaces within the surface parking lot could also be used for commercial patrons, depending on how the petitioner structures parking allowances within this parking lot. Staff believes that the on-street parking will be suitable for accommodating the parking demand that will be generated by the commercial uses and is supportive of the requested variation.

The developer is in the process of surveying the existing street parking spaces along Hickory to verify if there is existing demand for these on-street spaces. Staff anticipates that this data will be available prior to the Plan Commission hearing.

Striping for spaces within the parking garage shows all spaces at 16.5' in depth. Code requires that all parking spaces be a minimum of 18' deep unless an overhang area is provided. Since no overhang within the garage exists, these spaces must be revised to 18' in depth, which will cause certain portions of the drive aisle to fall below the 24' width requirement (in certain areas it will be 22.8' in width). Furthermore, at one point within the garage the drive aisle width will be 18' wide and the ramp leading down to the garage will be 20.2' feet wide. Therefore, the following variation is required:

- **A variation from Chapter 28, Section 10.2-8, to reduce the required width of certain drive aisles in the garage from 24' in width to no less than 18' in width.**

Staff is supportive of this variation for the following reasons; 1) the locations where the drive aisles are 20.2' wide and 18' wide are not in areas where cars will be parking and therefore should not impact the ability of cars to safely maneuver in and out of the parking spaces, 2) the drive aisle proposed at 22.8' in width is only at limited areas and the majority of the drive aisles in the garage will comply with the 24' width requirement, 3) the parking lot is not open to the general public, and 4) the residential use of the parking lot means that there will not be high turnover within the parking areas.

Per Section 10.7 of the Zoning Code, one on-site loading space is required. The subject property does not include a loading space and therefore the following variation is required.

- **A variation from Chapter 28, Section 10.7, Schedule of Loading Requirements, to waive the requirement for one loading space.**

The rear garage door leading to the 1st floor garage will be constructed at a height to accommodate a loading truck. The ceiling clearance within the garage will be a minimum of 13' tall, which is sufficient to accommodate most small and medium sized moving trucks. Trucks will enter the garage and pull up alongside the lobby area to utilize the elevators for move-ins and move-outs while allowing at least 12' of space for one way travel within the garage.

Loading for the commercial tenants will take place at off-peak hours and likely occur along the southwestern side of the building. In order to discourage delivery trucks from parking alongside the building adjacent to the commercial units, which could hamper ingress and egress at the driveway entrance along Kensington, loading and unloading in this area will be prohibited and signage outlining this restriction must be posted on the building. The SDC is supportive of this variation.

Relative to bicycle parking requirements, 2 spaces are required for the commercial uses and 4 spaces will be provided within the ROW at the corner of Hickory and Kensington. Eight bicycle parking spaces are required for the residential portion of the building 72 spaces will be provided within a bike room located on the first floor of the building.

RECOMMENDATION

The Staff Development Committee recommends approval of PC 18-005, a Planned Unit Development to allow a 5-story mixed use development with 76 residential units, Preliminary Plat of Subdivision, and the following variations:

1. Chapter 28, Section 10.4, Schedule of Required Parking, to reduce the parking requirements for commercial uses from 11 spaces to 3 spaces, for an on-site parking total of 117 parking spaces where 125 spaces are required.
2. Chapter 28, Section 10.7, Schedule of Loading Requirements, to waive the requirement for one loading space.
3. Chapter 28, Section 10.2-8, to reduce the required width of certain drive aisles in the garage from 24' in width to no less than 18' in width.
4. Chapter 28, Section 6.15-1.2(b), to waive the requirement for a landscape island at the end of the northernmost parking stall.
5. Chapter 29, Section 29-304(l), to allow a 60' wide ROW for a local street where code requires a 66' wide ROW.
6. Chapter 29, Section 29-501(a), to allow a sidewalk that is non-compliant with the standards set forth in Section 20-109 of the Municipal Code.

Approval shall be subject to the following conditions:

Site Related:

1. The two parallel parking spaces in the northwest corner of the parking lot shall be shifted 3' to the north to allow the landscape island on the southern side of these spaces to increase to 12' in width. The proposed transformer shall then be relocated to this 12' landscape island (if feasible) and shall be screened. The landscape island where the transformer is currently located shall then be reduced in width by 3' to allow all standard parking spaces in the parking row to the south of this island to be increased in width to 9' wide.
2. The property owner shall be responsible for maintaining the 10' wide private sidewalk and streetscape elements in front of the building along Kensington Road, which includes, but is not limited to, maintenance of the planters, light poles, sidewalk, and street furnishings.
3. Overhead utilities along Kensington Road between Hickory Avenue and Douglass Avenue shall be buried unless Commonwealth Edison and the Village deems it not feasible. Additional landscaping shall be installed to screen any ground mounted mechanical equipment that may result from this burial, where feasible.
4. Prior to building permit issuance the petitioner shall enter into and indemnification agreement with the Village to allow for the proposed building encroachments within the Hickory Avenue Right-of-Way.

Traffic/Parking Related:

5. Ingress/Egress to and from Kensington Road shall be restricted if, at the sole discretion of the Village, turning movements into and out of the site at this location have created a traffic problem.
6. Commercial deliveries are prohibited from parking along the western side of the building adjacent to the commercial units. Signage outlining this restriction shall be added on the building.
7. If it is determined by the Village that additional ROW is needed for an expansion of Kensington Road, the petitioner shall dedicate 10' of land as public Right-of-Way for this expansion.

8. The three surface parking spaces on the subject property shall be made available for employees of the commercial tenants within the development.

Landscape Related:

9. At the request of the Village, within 90 days the property owner shall install additional landscaping along the western side of the site. This shall only be required if the existing Union Pacific railroad spur is abandoned and no longer needed for use.
10. Prior to building permit issuance, the petitioner shall obtain an easement from the Village to allow for plantings within the Campbell Street Right-of-Way. The maintenance of all plantings in this area shall be the responsibility of the property owner.
11. The petitioner shall incorporate landscape lighting in the planting beds along the east building wall, for review and approval by staff.
12. Where feasible, a 4' tall decorative wrought iron style fence shall be added along the western edge of the parking spaces, setback approximately 2' from the back of the curb.

General:

13. The petitioner shall enter into an agreement with the Village that assigns the responsibility of snow removal for the eight on-street parking spaces along the west side of Hickory Avenue to the property owner.
14. The developer shall comply with the April 17th, 2018, motion from the Housing Commission.
15. The petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies

June 22, 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 JUNE 27, 2018, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 18-005, a Preliminary Plat of Subdivision and a Planned Unit Development (PUD) to allow a 5-story mixed use development on the subject property, said property located at 4-6 North Hickory Avenue, Arlington Heights, IL, legally described as:

LOTS 31 TO 36 BOTH INCLUSIVE IN BLOCK 2 IN DUNTON AND BIGSBY ADDITION TO ARLINGTON HEIGHTS, A SUBDIVISION OF THE WEST 960 FEET OF THE SOUTH WEST ¼ OF THE SOUTH EAST ¼ OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN - IN COOK COUNTY, ILLINOIS.

PARCEL 2:
THAT PART OF BLOCK 3 IN DUNTON AND BIGSBY ADDITION TO ARLINGTON HEIGHTS AFORESAID (EXCEPT THAT PART OF SAID BLOCK 3 CONDEMNED FOR ROAD IN COUNTY COURT OF COOK COUNTY, ILLINOIS AS CASE NO. 50638 DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID BLOCK 3; THENCE RUNNING NORTH ALONG THE WEST LINE OF SAID BLOCK 11.78 FEET; THENCE EASTERLY ALONG THE ARC OF A CIRCLE OF 1017.17 FEET RADIUS CONVEX TO THE SOUTHWEST TO A POINT IN THE SOUTH LINE OF SAID BLOCK THAT IS 154.35 EAST OF THE SOUTHWEST CORNER OF SAID BLOCK 3; THENCE WEST 154.35 FEET TO THE POINT OF BEGINNING), ALSO OF THE SOUTH ½ OF ALL THAT PART OF PEORIA STREET (NOW KNOWN AS CAMPBELL STREET) LYING BETWEEN THE EAST LINE OF WESTERN AVENUE (NOW KNOWN AS DOUGLAS AVENUE) AND WEST LINE OF EVERGREEN AVENUE (NOW KNOWN AS HICKORY AVENUE) IN DUNTON AND BIGSBY ADDITION TO ARLINGTON HEIGHTS AFORESAID NORTH AND ADJOINING BLOCK 3, AND THE NORTH ½ OF ALL THAT PART OF PEORIA STREET (NOW KNOWN AS CAMPBELL STREET) LYING BETWEEN THE EAST LINE OF WESTERN AVENUE (NOW KNOWN AS DOUGLAS AVENUE) AND THE WEST LINE OF EVERGREEN AVENUE (NOW KNOWN AS HICKORY AVENUE) IN DUNTON AND BIGSBY ADDITION TO ARLINGTON HEIGHTS AFORESAID SOUTH AND ADJOINING LOT 36 IN BLOCK 2 ALL LYING EAST OF A LINE DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON THE SOUTH LINE OF SAID BLOCK 3 AT THE GAUGE OF WEST RAIL OF EXISTING SWITCH TRACK OF CHICAGO AND NORTHWESTERN RAILROAD COMPANY, SAID POINT BEING 120.89 FEET EAST (MEASURED ALONG THE SAID SOUTH LINE OF SAID BLOCK 3) OF THE SOUTH WEST CORNER OF SAID BLOCK 3; THENCE NORTH 273.11 FEET ALONG A LINE (BEING SAID GAUGE) WHICH EXTENDED NORTH INTERSECTS THE CENTER OF SAID VACATED CAMPBELL STREET AT A POINT 122.30 FEET EAST (MEASURED) ALONG THE CENTER OF SAID VACATED CAMPBELL STREET) OF WEST LINE OF SAID BLOCK 3 EXTENDED NORTH; THENCE EAST PERPENDICULAR TO THE LAST DESCRIBED COURSE A DISTANCE OF 3 FEET; THENCE NORTH PERPENDICULAR TO LAST DESCRIBED COURSE 8.64 FEET; THENCE WEST PERPENDICULAR TO LAST DESCRIBED COURSE 3 FEET; THENCE NORTH 28.25 FEET TO CENTER OF VACATED CAMPBELL STREET AT SAID POINT 122.30 FEET EAST (MEASURED ALONG CENTER OF VACATED CAMPBELL STREET) OF WEST LINE OF SAID BLOCK 3 EXTENDED NORTH; THENCE EAST 12.70 FEET ALONG CENTER OF SAID VACATED CAMPBELL STREET; THENCE NORTH 25 FEET TO THE SOUTH WEST CORNER OF LOT 36 IN BLOCK 2 IN DUNTON AND BIGSBY ADDITION AFORESAID, ALL 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 Required Parking, to allow a reduction to the minimum number of required parking stalls from 125 to 117 stalls.
- Section 10.2-7, Size, to reduce the minimum length of certain parking stalls from 18 feet in length to 16.5 feet in length, and from 9 feet in width to 8.5 feet in width.
- Section 10.7, Schedule of Loading Requirements, to eliminate the requirement for one off-street loading space.
- Section 6.15-1.2(b), to eliminate the requirement for a landscape island at the end of certain parking rows.

And other variations as determined necessary by the Plan Commission.

All persons desiring to be heard shall be given the opportunity to be heard. Should any individual need auxiliary aid or service, such as a sign language interpreter or materials in alternative formats, please contact the Health Department at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005, (847) 368-5760, TDD# (847) 368-5794.

Terrance Ennes, Chairman

ARLINGTON HEIGHTS PLAN COMMISSION
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CERTIFICATE OF PUBLICATION

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Daily Herald

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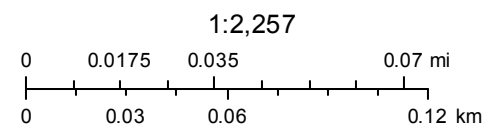
JUN 18 2018

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

Aerial - Hickory/Kensington Apartments



June 8, 2017



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

June 14, 2017

Project Title: Hickory Apartments
Address: 6 N. Hickory Ave.
Petitioner: Guido Neri
 444 N. Northwest Hwy
 Suite 355
 Park Ridge, IL 60068

Requested Action:

- Planned Unit Development to allow a 79 unit rental apartment building.
- Plat of Subdivision to subdivide the property into two lots.

Variations Required:

- Section 5.1-23.1(e), Minimum Lot Size – Multiple Family, to permit 79 dwelling units on 41,156 square feet of land where 52,500 square feet is required.
- Section 5.1-23.1(g) to reduce the parking requirements from 131 spaces to 112 spaces.

Attendees: Guido Neri – Petitioner
 Ben Pecoraro, Petitioner
 Anthony Pecoraro, Petitioner
 Bruce Green, Plan Commissioner
 Lynn Jensen, Plan Commissioner
 Jay Cherwin, Plan Commissioner
 John Sigalos, Plan Commissioner
 Sam Hubbard, Development Planner

Project Summary:

The subject property is approximately 485' x 150' (1.66 acres) and is bounded by Kensington Road to the south and Hickory Avenue to the east. The western edge of the site contains a Union Pacific railroad spur line, which provides freight access to the Heller Lumber Company located north of the subject property. The northern 28,382 square feet of the property is within the R-7 Zoning District and the southern 41,149 square feet of the property is within the B-2 Zoning District. Additionally, the entire property is within the Hickory / Kensington Overlay District and is part of the Hickory / Kensington Area Plan, both of which were established in 2013. The property is also located within the Hickory/Kensington TIF District, which was adopted by the Village Board in 2014. There are no buildings or improvements on the subject property and it currently exists as vacant land awaiting redevelopment.

The proposed development consists of a 54-foot tall 5-story mixed use building, including 79 residential units and approximately 4,000 square feet of commercial space. The commercial space would be located on the first floor near the northeast corner of the building fronting on Kensington Road and wraps around the corner for visibility along Hickory Avenue. The dwelling units would be located on floors two through five and would consist of 14 studio units (18%), 48 one-bedroom units (61%), and 17 two-bedroom units (21%). All dwelling units would be rental. Parking would be provided on the basement and first floor of the building, as well as a surface parking lot in-between the building and the railroad tracks to the west.

Meeting Discussion:

Mr. Neri introduced himself and stated that he had the property under contract, which property was approx. 65,000 square

feet in area. The site was currently vacant and the former home of Dana Molded Products, a manufacturing company. He acknowledged that the site was within an overlay district and said that he had been in preliminary talks with Bill Enright of the Planning Department to discuss what could be built on the site. To the north of the site is Heller Lumber Company. To the west is the Latoff property, which is currently used as an auxiliary parking lot for Mariano's supermarket. He stated that he was in initial talks with Village staff about selling to the Village the northern 1/3 of the site. In-between the northern 1/3 and the southern 2/3rds of the site, Campbell Street would be dedicated to the Village and extended through the site. On the southern portion of the site, which was approximately 41,000 square feet, the developer was proposing a 79 unit rental residential building with around 4,000 square feet of commercial space on the ground floor.

Mr. Neri described the proposed building, which would include parking in the basement and first floor, with as well as a surface parking lot to the west of the building. The commercial space would be located on the southeast corner of the first floor and would be divisible depending on size needs of future tenants. Although there would be an entrance on the first floor along Hickory for the apartments, the primary lobby area would be on the second floor, which would include a property manager's office and amenity room for the tenants. On the roof of the 1st floor parking garage would be an exterior amenity deck. Apartments would be located on floors two thru five. The unit mix for the residential units would include one-bedrooms, two-bedrooms, and some studio units.

Mr. Neri presented the building elevations. He described the interior of the units as being upscale, including private balconies, individual heating and cooling controls, and washers/dryers within all the units. The project appeared before the Design Commission for preliminary consideration yesterday evening and was met with generally favorable review of the overall style and concept of the building. The ground floor would be masonry and precast concrete, and floors two thru five would be wood frame construction. The building would be clad with brick veneer and may incorporate corrugated metal to provide for a modern appearance. The building would try to incorporate elements of the Mariano's building to the south to provide for a coordinated appearance in the neighborhood.

Mr. Hubbard said that the subject property was located in two different zoning districts. The northern portion of the site is within the R-7 zoning district, and the southern portion of the site, where the proposed development would go, is zoned B-2. The entire property is within the Hickory-Kensington Overlay zoning district and is also included within the Hickory – Kensington Area Plan. The proposed development should conform to the regulations of both the B-2 District and the Overlay District, and should be compatible with the Hickory – Kensington Area Plan. The property is also part of a TIF District. The western edge of the site abuts a UP railroad spur line. Development of the site as a PUD is required by the Overlay Zoning District. The northern portion of the site would be subdivided out to create a separate parcel and to dedicate land for the extension of Campbell Street. The street would be stubbed at this time as part of this development, and the connection across the railroad line would not come until a later date, with potential improvements needed to facilitate the railroad crossing.

Mr. Hubbard said that the proposed development was exactly what was called for in the Hickory – Kensington Area Plan, a mix of ground floor commercial with residential above. He confirmed that the project appeared before the Design Commission for a preliminary review on the evening prior, and was well received at that meeting. The Design Commission had asked for some tweaks to the design, including enhancements to the commercial portion of the building, additional detailing and articulation of the 1st floor garage façade, and an upgraded entrance to the residential portion of the building.

Mr. Hubbard said that project would require a density variation to allow the proposed 79 units, where only 63 units would be allowed based on the lot size. If consideration is given to the portion of the lot that will be dedicated as ROW, then the maximum allowable density would be 71 units on the subject property. Since the difference between 71 and 79 was minimal, and because the proposed building met the goals and guidelines of the Hickory – Kensington Area Plan, staff was generally supportive of the density variation. The project also requires a parking variation; 131 parking spaces are required and 112 spaces are proposed, resulting in a 19 space deficit. Thirteen of those 19 spaces were required based on the commercial portion of the site, and staff believes that patrons for the commercial portion will park on the street, although some employee parking may need to be dedicated in the surface parking lot. Once the parking study has been provided, staff will evaluate the parking variation to determine if it is feasible.

Mr. Hubbard outlined some minor site design issues, including the viability of the landscape area on the west of the site in-between the parking lot and railroad track and the provision of a decorative “wrought iron” style fence along the railroad tracks. Relative to streetscape improvements, staff was still working with the developer on final designs, but it was anticipated that the Hickory streetscape would be a traditional urban sidewalk with decorative paving, a sidewalk from building to curb, and decorative planters. On the Kensington and Campbell sides, there may be slightly larger than normal decorative sidewalk and a small parkway for landscaping. Overall, he said that staff was enthusiastic for the development and felt that it met with the goals and objectives of the Hickory – Kensington Area Plan, and that it should help to revitalize this area and act as a catalyst towards further redevelopment.

Commissioner Jensen said he was very enthusiastic for the development and asked if there would be greenspace on the north side of the building between the building and the street.

Mr. Hubbard said that the final design was not yet complete and that they would need to work with the Engineering Department to determine their desired street width for this segment of Campbell, but that the intent was to have some sort of parkway in-between the sidewalk and curb to provide for greenspace.

Commissioner Jensen asked about the density variation and how the dedication of Campbell factored into the density calculation.

Mr. Hubbard explained that maximum allowable density was based on the property size. Since the subject property would be dedicating part of their privately owned land for a public street, it reduced the size of the property, which reduced the number of units that could be built. If the portion of land that was to be dedicated as the new street was not subtracted out, it would allow eight additional units per the density regulations.

Commissioner Jensen asked if staff was aware that UP was considering re-doing the spur in the near future.

Mr. Hubbard responded that he personally was not aware of this, but that staff and the petitioner would be in communication with UP as part of this project and would conform to whatever their requirements may be.

Commissioner Cherwin asked about the northerly portion of the property that the Village was contemplating for purchase.

Mr. Hubbard replied that this purchase would be done through TIF funding and that it would need to be approved by the Village Board.

Mr. Neri explained that it was all one property currently and would be purchased as such, and that they would be amendable to dividing out and selling off the northern property back to the Village at the cost of purchase. The portion of the Campbell Street extension would be dedicated back to the Village, and the developer was in negotiations for TIF compensation for certain eligible expenses.

Commissioner Cherwin asked what users the developer was anticipating for the commercial spaces.

Mr. Neri replied that they were open to different possibilities, and that ideally they would like to see a national franchise food tenant as long as there was no drive-up window.

B. Pecoraro said that the Village would probably like to see sales tax generating uses in the commercial spaces.

Mr. Neri said that he would like to see sales tax generating uses and that they were not looking to put accountants or real estate offices.

Commissioner Cherwin said he thought it was a great project and was supportive of the parking and density Variations.

Commissioner Sigalos said he thought it was a good project. He asked about the price point for the rental units.

Mr. Neri replied that they were projecting \$2.13 per square foot.

Commissioner Sigalos asked about the affordable housing requirements.

Mr. Hubbard clarified that they would not provide the required units within the development but would pay the fee-in-lieu of the units.

Commissioner Sigalos asked about the \$75,000 fee-in-lieu policy, relative to the petitioners proposed \$25,000 fee-in-lieu of contribution.

Mr. Hubbard explained that the \$25,000 per unit fee was comparable to other recent developments, but that the Housing Commission would have to make the final call on that.

Commissioner Sigalos asked how much per unit the Parkview Apartments complex had provided, which was currently under construction.

Mr. Hubbard responded that the Parkview Apartments was not making a fee-in-lieu of payment but that they were providing the required units within the development.

Commissioner Cherwin asked if the developer had considered "microunits" as a way to provide affordability via the market, without having to manipulate the market as per the affordable housing policy.

Mr. Neri replied that they had thought about it but that he didn't think that it would satisfy the affordable housing requirement.

Commissioner Green said he thought that they had a little bit of a parking problem, and he would like to see the developer work that out. He didn't like how the development was built up to the street at the corner of Hickory and Kensington, which he thought was not ideal when doors opened out onto the sidewalk. He asked if the developer had thought about guest parking. He said he wasn't convinced that the parking would work.

Commissioner Jensen said he would be interested in the market study that would be submitted with the application. He said that a lot of developers were proposing rental developments in the downtown area and he wanted to make sure that the developer had studied the market to ensure that it could handle 79 rental more units.

Commissioner Green said he was generally supportive and he apologized that they had to end the meeting as they had a Plan Commission meeting that they had to attend next door.

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**

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
APRIL 10, 2018

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

Members Present: John Fitzgerald, Chair
Aaron Coon
Kirsten Kingsley

Members Absent: Jonathan Kubow
Ted Eckhardt

Also Present: Daniel Poloz, Poloz Design Studio for 915 S. Dunton Ave.
Suresh Tummala, Himalaya Enterprises LLC for *Golden Corral*
Guido Neri, Neri Architects for 4 N. Hickory Ave.
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM MARCH 13, 2018

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER COON, TO APPROVE THE MEETING MINUTES OF MARCH 13, 2018. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 3. MIXED-USE REVIEW

DC#18-026 – 4 N. Hickory Ave.

Guido Neri, representing *Neri Architects*, was present on behalf of the project.

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

Mr. Hautzinger presented Staff comments. The petitioner is seeking approval of the architectural design for a new five-story mixed-use building with 76 residential apartment units and 3,435 sf of commercial space. The existing site is currently vacant. This project requires Plan Commission review and Village Board approval as a Planned Unit Development (PUD) and Plat of Subdivision. Since this project requires Plan Commission review, the Design Commission shall be reviewing and discussing the building and signage only.

Hickory/Kensington Area Design Guidelines:

This project is located within the Hickory/Kensington redevelopment area, which has a unique set of Design Guidelines that were approved by the Design Commission in 2014. Per the Design Guidelines, the core of the Hickory/Kensington area is envisioned to have a clean and modern aesthetic that is unique to Arlington Heights, and shall include the following architectural features:

- Flat roofs with deep horizontal cornices.
- Exposed metal features, such as balconies, canopies, and awnings, are encouraged to recall the former industrial use of the neighborhood.
- Clean details.
- Expansive use of glass.
- Simple geometric forms.
- Combinations of recessed and projected balconies for visual interest.
- Building Materials should have a crisp and clean appearance such as glass, stucco, brick, and dressed stone masonry.
- Corner features are encouraged to create focal points of interest on the building design.

Street Level, Commercial Space:

- The first floor shall have a distinctive appearance from the floors above.
- Expansive use of glass to promote pedestrian interaction with the business storefronts.
- Adequate wall area for signage shall be provided above the storefronts.

This project received a preliminary Design Commission review on June 13, 2017 with the following highlights:

- Overall, the Design Commission supported the design.
- The Design Commission agreed that the residential entrance was understated and needed further development.
- The Design Commission felt the retail storefronts were understated.
- The Design Commission recommended enhancing the blank first floor walls with recesses to break up the flat wall.
- It was commented that the horizontal railing design should be checked for code compliance because of climbing hazard concerns.

Since the preliminary review, there have been a few significant changes to the design:

- The design of the residential entrance on the east elevation has been enhanced, which now has an interesting and distinctive appearance.
- The commercial storefronts have been given a more distinctive appearance with a smooth stone façade that extends up to the second floor windows above, creating a designated wall space for signage.

- The blank first floor walls have been broken up by extending materials from the upper floors down to grade.
- The horizontal balcony railings have been changed to a grid design with some balconies having solid walls.
- Additional exterior materials and colors have been added to the design.

Overall, the proposed design has a nice modern aesthetic that meets the intent and criteria of the Hickory/Kensington Area Design Guidelines. However, the following items should be evaluated by the Design Commission:

- The combination of dark bronze windows with clear anodized balcony doors and clear anodized commercial storefronts has a busy appearance. It is recommended that the windows be changed to clear anodized aluminum to simplify the exterior material palette and coordinate with the aluminum siding and storefronts.
- The first floor walls facing Hickory should be further articulated to break up the blank wall areas. Consider adding false windows towards the south end of the wall, and rectangular brick recesses in other areas.
- Evaluate the combination of solid versus open balcony railings.
- Consider omitting the second floor balconies on the south elevation to allow greater flexibility for retail signage.
- It is recommended that exterior architectural lighting be provided to up light the building walls from grade.

The proposed 'FOUR NORTH' wall sign appears to comply with code, with the general appearance of the sign being modern and distinctive, which works well with the overall design concept. However, the materials and illumination for the sign should be clarified.

Staff recommends approval of the proposed design with the recommendations previously stated and included in the Staff report.

Mr. Neri reviewed the material samples, which included a corrugated metal panel, brick, stone, Hardi-siding, and two window colors, anodized aluminum and bronze. They are not opposed to using either color for the windows; however, they would suggest changing the sign color to match for consistency. Mr. Neri also addressed the comments made by Staff. He pointed out that there is a 4' drop in grade from Kensington heading north to the new Campbell Street, with the building wall getting taller further north. Although they are not opposed to breaking up the wall, he would suggest adding real windows to help illuminate the garage, either clerestory or frosted for security reasons. The windows could be added to the east elevation, lined up under the balconies in the masonry. However, they feel that adding windows under the balconies adjacent to the commercial storefront windows would be too busy. With regards to the solid balconies, the design intent is to provide additional privacy along Kensington; however, they are not opposed to opening the balconies up and going with a consistent grid railing throughout, as well as possibly lowering the solid wall and adding a short 12-inch rail on top of it to be coordinate with the other balconies. They are not in favor of eliminating the second-floor balconies on the south elevation over the commercial space because it would compromise those two units; they would rather explore the option of integrating it better with the ground floor materials. This would create a tall gap between grade and the third-floor balcony, which they feel would look overwhelming and awkward.

Mr. Neri also said that they are not opposed to adding exterior architectural lighting to up light the building; however, at the same time, they want to be sensitive to the residents of the building. With regards to the sign, they are considering a solid metallic sign with LED backlighting suspended from the wall, the letters would not light up.

Commissioner Kingsley said she was not at the preliminary review of the project. She asked if there is a required amount of commercial space in this development, and Mr. Guido replied that commercial space was only a requirement along Kensington. Commissioner Kingsley said that the Hickory/Kensington Design Guidelines for this area talks about promoting a pedestrian friendly sidewalk with 'expansive use of glass to promote pedestrian interaction with business storefronts. She could see this being done on Kensington, but she wanted to see more of that along Hickory. This project is the first of its kind in this area and it would be a shame if all of the future developments are like this, with very little of the ground floor being commercial space.

Mr. Hautzinger explained that the Hickory/Kensington Area Plan establishes the development goals for the area, and it calls for commercial space to be mostly towards Kensington, in order to be viable, with Hickory not generating enough traffic to attract retailers and restaurants. Moving north from the mixed-use component, it will transition to all residential, up the remainder of the block. Commissioner Kingsley reiterated that it would be nice to see more commercial on that first floor, to make the other buildings north of here more viable; so there is no transition within the first 30' of this building. She was glad to see that the Design Guidelines were followed with regards to the use of glass on Kensington, but she would have liked to see more commercial all the way along it.

Commissioner Kingsley was not opposed to any of the materials being proposed, and felt the color palette was great; however, she questioned how the materials terminate, turn the corner, and meet each other. Specifically how the corrugated metal turns the corner, where the pattern of seams would be in the grey panels, whether the fasteners would be exposed or concealed, and if a reveal edge is being used then how those corners are turned. She was also interested in how the base material of either stone or brick then goes into either the corrugated metal or the panels. She liked the solid balconies being shown on the south elevation, but questioned how the panels will be detailed and what will be at the top.

Mr. Hautzinger clarified that the horizontal bands between the corrugated siding are proposed to be smooth aluminum, which the petitioner did not mention in his overview of the materials. He summarized all of the proposed materials including stone veneer at the base, alternating corrugated metal and smooth metal panels, smooth metal for the solid balconies, grey brick that continues up behind the balconies, and grey and red smooth fiber cement panels.

Commissioner Kingsley reiterated her concerns about wanting to see how all the Hardi panels are laid out and detailed, and felt it would be cool and interesting if some of them are exposed fasteners or recessed reveals. She was interested in knowing what the expression of the paneled system would be, such as how the grey panel system is treated different than the red; how the smooth metal is associated with the corrugated metal, with the brick, and with the window sill; will there be exposed foundation with the brick just sitting on it, and Hardi sitting on that; and the connection between the stone and the brick and the concrete. Because there are so many materials being proposed, she felt the building would be successful in the details, and based on the drawings and renderings, it was hard for her to approve the building when she did not know what it would look like. Commissioner Kingsley was also interested in knowing the materials and detailing of the balconies, and how they are drained. Mr. Neri said that there would be exterior drains onto the sidewalk, through a scupper off to the side.

Mr. Hautzinger had concerns about the horizontal projected cantilevers above the balconies; how will they be detailed and drain water. Commissioner Kingsley questioned the soffit material and the underside of the balconies, how the rooftop equipment will be screened, and if the corrugated metal has a corner detail. Mr. Neri replied that the balcony soffit material would be a fitted ceiling, the parapet wall would screen the mechanical units, and the corrugated metal has a vertical channel detail at the corner. Commissioner Kingsley asked about the coping and overhang material of the horizontal projection of the canopies, and Mr. Neri explained that the overhang would be a Hardi panel of a color yet to be selected, and the open balconies would be anodized aluminum with cantilevered wood framing, a Hardi-panel around the perimeter, and a finished ceiling below.

Commissioner Coon liked a lot of pieces about the building; he liked the entrance to the apartments and the two balconies that come into that element, he liked the Kensington elevation, and he liked the north end of where the retail stops. However, he felt that it started to get rambunctious on the east elevation, which is completely overbearingly busy. He referred to the Commercial Design Guidelines, which recommends that projects located across from residential, having a wall that is longer than 100', be broken up with changes in material, which the petitioner has done, or broken up in elements that project out. He felt there were more opportunities to do that on the north end of the east elevation, and shorten the effect of the longer elevation. It is just a very flat elevation and makes the projected balconies feel very tacked on, and he wondered if there were opportunities to project the brick and partially recess some of the balconies. Bringing the wall out would help a lot to break up the long wall and bring some relief to that wall, making it appear less flat.

Commissioner Coon suggested a variance to extend the building over the sidewalk along Kensington, still allowing for 5' of sidewalk; however, the piers would be free standing, creating an arcade effect that would be a much friendlier pedestrian experience through this area and make the retail element more meaningful. He agreed with Commissioner Kingsley's comment about the lack of retail and mixed-use going down the street, while being sensitive to the fact that retail is a hard thing when there is nothing to draw people down there. Having retail along Hickory would be very difficult, until this area is further developed.

Commissioner Coon said that details such as how the corners are treated and how the balconies interact are things that the commissioners really want to see and have the ability to comment on, especially where the exposed foundation comes up to meet the finished floor, and the finish material stops there. This same thing occurs along Arlington Heights Road at the Arlington Town Center development and it looks horrible, absolutely horrible; this must be detailed in a different way. Mr. Hautzinger clarified that the rendering probably does not show the foundation accurately because the sidewalk will need to align with the storefront thresholds for access into the stores. Mr. Neri replied that he was unaware that this detail needed to be presented to the Design Commission; however, he believed there would not be any exposed concrete where a public sidewalk meets the building. Commissioner Coon reiterated that this detail is shown on the drawings and the commissioners are all longtime residents of the Village who care about this town and do not want to walk around seeing mistakes like this being repeated in the Village. He brings up this nitpicky item about the foundation detail because when he drives down Arlington Heights Road and looks over at Arlington Town Square to see this same horrible detail, or when he sees the exposed rooftop units the developer promised to screen but never did, he is bothered by it. He expects the petitioner to come in with a design that depicts what is intended to be developed, and felt this project was not ready to be approved tonight because there are just too many open questions and concerns for him. He reiterated his main concern is how to simplify the east elevation and make it less busy, while still providing each unit with a balcony.

Commissioner Coon also said he was fine with the 'FOUR NORTH' sign as shown on the east elevation, although he was somewhat bothered by the symmetry of the 2 windows on either side because of the focus it brings on the area, which is just another element in an overly complicated elevation. He acknowledged that this is a tough site because of the 4' drop off, and the only logical place for retail is at the south end; however, the ceiling height for retail should be higher, which unfortunately results in a very tall wall. He liked the landscaping being shown, but felt that additional plantings were needed to help soften and break up the wall and make the area more pedestrian friendly. Mr. Hautzinger reiterated the petitioner's previous suggestion to add windows under some of the balconies to break up the wall. Mr. Neri replied that adding windows under some but not all of the balconies would help; treat some part of the wall with fenestration and other parts with landscaping.

Commissioner Coon said he was not on this commission when the project was presented for a preliminary review, but he worked on a project in Vail, Colorado with their Design Commission and they were required to completely redesign the building three times. He is used to this process where the design gets refined, but it is difficult to do that when all the answers are not here. He commented that the egress doors off the garage should be a commercial type door, and he liked the solid balconies, although he had a problem with them draining on the sidewalk.

Chair Fitzgerald said that he was at the preliminary review of this project, along with the 2 commissioners that are not here tonight, and he appreciated that the petitioner did what the commission asked to be done at that time; however, he was now worried about what would happen when those commissioners come back, after the comments made tonight. He liked the proposed building and felt the petitioner addressed a lot of what was talked about at the preliminary review, and he liked the idea of adding windows in the garage, which is a benefit from both inside and outside. He liked the solid balconies on the south elevation as proposed; he felt they looked fantastic and he liked that they were different and he liked the height of them as shown. The color of the windows and doors was not discussed and he was unsure about it, and he was in support of landscape lighting to be approved by Staff. He also liked the sign as shown. Overall, he really liked the project as proposed, and felt that some of the items brought up tonight were fair and really good; however, he reiterated that what the petitioner brought back tonight is what the three previous commissioners asked to be done. He suggested the commissioners summarize the issues that are really important to them.

Commissioner Kingsley reiterated that it was difficult for her to approve some of the design because it was unclear to her as to how it was going to be detailed; however, overall there are a lot of things she likes about the building. After looking at the Design Guidelines and because this commission wrote the Design Guidelines, she felt it was only right that those guidelines be addressed, and if they are not specifically addressed, then they should be at least be discussed. She reference items on Page 7, 15, 16 and 23 that she felt should be talked about when the project comes back; she just wants an answer on how the Design Guidelines impacted the design being proposed. Other concerns for her are the details of the new building; it is difficult for her to understand what it will look like if it is unclear how they meet because there are so many materials on the building; however, she felt it could be successful if those actually work. She also wanted to see the drainage of the balconies addressed, and felt that Commissioner Coon brought up some very good suggestions that might help to resolve the details on the building.

Chair Fitzgerald reiterated that the east elevation is a result of the direction given by the commissioners at the preliminary review, and he did not want to see it change again at the next meeting if a commissioner was not there. To clarify, Commissioner Coon said there are a lot of ins and outs up on the left end of the east elevation and then it is all flat, and he wanted some of the detailing from the left side to carry throughout to the right side. Mr. Guido said that although he understood the comments made tonight, he was also confused at the same time. Commissioner Coon said that he did not want to hold up the petitioner's process moving forward with the Plan Commission review, and the project could come back for another review with this commission after Plan Commission, because the issues talked about tonight would not impact any decisions or recommendations from the Plan Commission. Mr. Guido said they are currently addressing Plan Commission comments as they receive them; however, coming back to this commission would put everything else on hold.

Mr. Hautzinger said that based on the comments and concerns regarding the building design made tonight, it did not appear as though there were any issues that should hold up the Plan Commission process. Speaking on behalf of the commission, Commissioner Coon said that the Design Commission's goal is to ensure that the Design Guidelines are met and that Staff's comments are addressed; the goal is not to hold up projects. However, he wanted to see what the petitioner came back with because these are not significant changes, which in fact would be easy for him to work up solutions to in 3 or 4 days. In terms of the details for the metal paneling, it would be hugely helpful for the petitioner to bring in sample images of the finished details and materials.

Mr. Hautzinger summarized the points that need to be addressed, based on the comments made tonight.

East elevation. The commissioners felt the right side of the east elevation is too flat, and needs to be further developed to be more similar to the left side.

Metal Wall Panels. The details of the exterior metal wall panels need to be further clarified. Provide standard manufacturer details and/or manufacturer photos to illustrate how exterior corners and joints between other materials will be detailed.

Hardie Panel Joints. The design intent of the joints in the hardie panels need to be clarified. Provide a detail of the panel joints include the profile and color of the reveal strip and the panel fastening method, exposed or not.

Balcony Railings. Provide balcony railing details for both the solid and mesh railings, including scupper details for the solid balconies.

Garage Windows. Show the new garage windows on the first-floor on the east elevation, and indicate the type of glazing to be used, possibly frosted.

Exterior Elevations. Clarify the notes on the exterior elevations to confirm that all materials are clearly and accurately noted.

Signage. Indicate the material, color, and illumination of the proposed "FOUR NORTH" wall sign.

Also mentioned by the commissioners were the window and door color, and although there was not much discussion about it, Staff reiterated their suggestion to change all the fenestration to the clear anodized; however, using both colors is also an option to consider. Mr. Guido presented two samples for consideration; Dark Bronze and Bright Silver, which is actually clear anodized aluminum. Chair Fitzgerald preferred the Dark Bronze because of the contrast with the lighter color railings, although he was okay with both colors. Commissioner Kingsley was leaning more toward the darker color because it would simplify the elevation; however, for her, the decision was dependent on how the details on the building are further developed. Commissioner Coon was okay with the Dark Bronze color.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER COON, TO CONTINUE THE REVIEW OF THE 4 N. HICKORY AVENUE PROJECT (DC#18-026) TO A FUTURE MEETING DATE.

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

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: 4 N. Hickory Avenue
Project Address: 4 N. Hickoe Avenue
Prepared By: Steve Hautzinger

Date Prepared: April 4, 2018

PETITION INFORMATION:

DC Number: 18-026
Petitioner Name: Guido C. Neri
Petitioner Address: Neri Architects
444 N. Northwest Highway, Suite 355
Park Ridge, IL 60068
Meeting Date: April 10, 2018

Requested Action(s):

Approval of the architectural design for a new mixed-use commercial/multi-family 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 as a Planned Unit Development (PUD) and Plat of Subdivision. 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 mixed-use building with 76 residential apartment units and 3,435 sf of commercial space. The existing site is currently vacant.

Hickory/Kensington Area Design Guidelines:

This project is located within the Hickory/Kensington redevelopment area, which has a unique set of Design Guidelines that were approved by the Design Commission in 2014. Per the Design Guidelines, the core of the Hickory/Kensington area is envisioned to have a clean and modern aesthetic that is unique to Arlington Heights, and shall include the following architectural features:

- Flat roofs with deep horizontal cornices.
- Exposed metal features, such as balconies, canopies, and awnings, are encouraged to recall the former industrial use of the neighborhood.
- Clean details.
- Expansive use of glass.
- Simple geometric forms.
- Combinations of recessed and projected balconies for visual interest.
- Building Materials should have a crisp and clean appearance such as glass, stucco, brick, and dressed stone masonry.
- Corner features are encouraged to create focal points of interest on the building design.

Street Level, Commercial Space:

- The first floor shall have a distinctive appearance from the floors above.
- Expansive use of glass to promote pedestrian interaction with the business storefronts.
- Adequate wall area for signage shall be provided above the storefronts.

Preliminary Design Commission Review:

This project received a preliminary Design Commission review on June 13, 2017, with the following highlights:

- Overall, the Design Commission supported the design.
- The Design Commission agreed that the residential entrance was understated and needed further development.
- The Design Commission felt the retail storefronts were understated.
- The Design Commission recommended enhancing the blank first floor walls with recesses to break up the flat wall.
- It was commented that the horizontal railing design should be checked for code compliance because of climbing hazard concerns.

Architectural Design:

There have been a few significant changes to the design since the preliminary review:

- The design of the residential entrance on the east elevation has been enhanced, which now has an interesting and distinctive appearance.
- The commercial storefronts have been given a more distinctive appearance with a smooth stone façade that extends up to the second floor windows above, creating a designated wall space for signage.
- The blank first floor walls have been broken up by extending materials from the upper floors down to grade.
- The horizontal balcony railings have been changed to a grid design with some balconies having solid walls.
- Additional exterior materials and colors have been added to the design.

Overall, the proposed design has a nice modern aesthetic that meets the intent and criteria of the Hickory/Kensington Area Design Guidelines. However, the following items should be evaluated by the Design Commission:

- The combination of dark bronze windows with clear anodized balcony doors and clear anodized commercial storefronts has a busy appearance. It is recommended that the windows be changed to clear anodized aluminum to simplify the exterior material palette and coordinate with the aluminum siding and storefronts.
- The first floor walls facing Hickory should be further articulated to break up the blank wall areas. Consider adding false windows towards the south end of the wall, and rectangular brick recesses in other areas.
- Evaluate the combination of solid versus open balcony railings.
- Consider omitting the second floor balconies on the south elevation to allow greater flexibility for retail signage.
- It is recommended that exterior architectural lighting be provided to uplight the building walls from grade.

Equipment Screening:

All rooftop mechanical equipment will be screened by the building's parapet walls.

Signage:

The proposed "FOUR NORTH" wall sign is approximately 50 sf, and appears to comply with code. The general appearance of the sign is modern and distinctive, and it works well with the overall design concept. However, the petitioner should clarify the proposed materials and illumination for the sign. Separate permits are required for all signage.

RECOMMENDATION:

It is recommended that the Design Commission **approve** the design of the mixed-use building to be located at 4 N. Hickory Avenue. This recommendation is subject to compliance with the plans received 3/27/18, 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. It is recommended that the windows be changed to clear anodized aluminum to simplify the exterior material palette and coordinate with the aluminum siding and storefronts.
2. The first floor walls facing Hickory should be further articulated to break up the blank wall areas. Consider adding false windows towards the south end of the wall, and rectangular brick recesses in other areas.
3. Evaluate the combination of solid versus open balcony railings.
4. Consider omitting the second floor balconies on the south elevation to allow greater flexibility for retail signage.
5. It is recommended that exterior architectural lighting be provided to uplight the building walls from grade.
6. Clarify the proposed materials and illumination for the "FOUR NORTH" sign.

7. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, 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.
8. All signage shall comply with the Sign code, Chapter 30.

April 4, 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 18-026

APPROVED

MINUTES OF A MEETING OF
THE ARLINGTON HEIGHTS HOUSING COMMISSION
HELD AT ARLINGTON HEIGHTS VILLAGE HALL
VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS
APRIL 17, 2018

IN ATTENDANCE:

Commissioners

Present:	Mark Hellner	Andrew Tripp	Namrita Nelson
	Will Delea	Andrea Johnson	Zach Creer

Commissioners

Absent:	Alex Hageli
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Staff Present:	Nora Boyer, Housing Planner/Staff Liaison
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Others Present:	Guido Neri, Neri Architects PC
	Ben Pecoraro, Developer
	Anthony Pecoraro, Developer

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 Hellner, Tripp, Nelson, Delea, Johnson and Creer were in attendance. Commissioner Hellner agreed to chair the meeting since Chairman Hageli was absent due to a work conflict.

A motion was made by Commissioner Delea, seconded by Commissioner Johnson to move the New Business item on the agenda concerning the Hickory/Kensington mixed use development including the developer's response to the Village's affordable housing policy up on the agenda and address it as the first item of business. The motion was approved unanimously.

III. NEW BUSINESS

A. Guests – Guido Neri, Ben Pecoraro and Anthony Percoraro

Mr. Neri described the mixed-use development being proposed in the Hickory/Kensington area. The residential component will consist of 76 rental units that will be a mix of studio, junior 1-bedroom, 1-bedroom and 2-bedroom units. There will be 2 levels of parking, on the ground level and an underground level. The development has been reviewed once by the Design Commission and is returning to the Design Commission soon. The project is expected to go to the Plan Commission for public hearing and review in May 2018.

Commissioner Nelson asked if the proposed development would be in a TIF district. Mr. Neri responded that it would be and that a redevelopment agreement is near completion and is expected to go to the Village Board soon. Commissioner Tripp asked questions to clarify the location of the proposed project to which Mr. Neri responded. Mr. Neri also mentioned that the developer would be putting in an extension of Campbell Street through the development and dedicating it back to the Village.

Ms. Boyer stated that the developer responded to the Village's affordable housing policy by stating that the developer will pay a \$25,000 per unit fee-in-lieu of providing affordable units called for by the policy but not provided in the development. At the total number of proposed units (75) the number of affordable units called for is 11. (15% of 75 total units). The fee in lieu of 11 units at \$25,000 per unit is a total of \$275,000.

Ms. Boyer pointed out that the proposed \$25,000 per unit is the same rate as was approved for the CA Ventures proposed project, which was also a rental project near downtown. Commissioner Creer asked if any developers have built affordable units since the \$25,000 per unit amount has been approved. Ms. Boyer responded that the CA Ventures project was not going to include any affordable units. That project failed to obtain Village Board approval but for reasons other than the response to the affordable housing policy. Commissioner Creer said that he is encouraged by the development of rental housing, which will someday age into being affordable housing, but he is concerned that the fee-in-lieu amount not be set so low that it encourages developers to make the choice to pay the fee rather than including affordable units in their developments. The commissioners decided to look further into recommending a change to the current fee-in-lieu amount (\$75,000 per unit) as stated in the affordable housing policies, perhaps incorporating the square footages of the market rate units as a factor in determining fee (i.e. developments with larger units would pay a higher fee per unit than developments with smaller units). Whether the development is an ownership or rental development may be another factor to consider. Commissioner Hellner suggested that the Village should also look at the parking requirement for downtown or near-downtown developments since people living in transit-oriented developments tend to need and have fewer personal automobiles.

A motion was made by Commissioner Nelson, seconded by Commissioner Creer to approve the proposal that the developer pay a fee-in-lieu of providing affordable units in the Hickory/Kensington mixed use development at a rate of \$25,000 per unit of affordable housing called for by the Village's affordable housing policy but not provide in the development. The total fee-in-lieu amount at the currently proposed total of 75 units is \$275,000 (75 units x 15% (11 units) x \$25,000 = \$275,000. If the total number of units in the development changes, the total number of affordable units may also change and total fee-in-lieu is to be recalculated at \$25,000 per affordable unit not provided. The motion was approved unanimously.

IV. APPROVAL OF MINUTES

A motion was made by Commissioner Delea, seconded by Commissioner Johnson, to approve the minutes of the February 6, 2017 meeting. The motion carried unanimously.

V. REPORTS - None

VI. OLD BUSINESS

A. Single Family Rehab Program

Ms. Boyer stated that there are no active cases. There have been no loan repayments to date for the October 1, 2017 – September 30, 2018 CDBG program year, but Ms. Boyer know of two loans that may be repaid within several month as the homes are sold. Ms. Boyer was asked whether the loans are ever transferred to new owners. Ms. Boyer explained that the Village finds out about changes in ownership when titles are transferred to new owners and title searches reveal the Village loans. She said that in at least one case the new owner (the son of the owner who took out the loan) was able to assume the loan. The son met the Village's low/moderate income guidelines.

Ms. Boyer said that the Request for Qualifications that will help link the Single Family Rehab Program with the Village's Overhead Sewer Rebate Program in nearly complete.

B. Group Home and Transitional Housing Rehab Program

Ms. Boyer stated that Little City Foundation and Clearbrook have projects underway.

The Village released a second round Request for Application for the \$31,900 balance remaining in the program. Responses were received from Little City Foundation and Clearbrook. Ms. Boyer summarized the applications. The Commissioners had some questions about the grant requests and Little City and Clearbrook will be invited to the May 2018 Housing Commission meeting to discuss the applications.

C. 2018-2019 Community Development Block Grant Requests

Ms. Boyer provided an estimate of the amount of revenue expected to be available during the next CDBG program year and information on housing-related applications that have been received. Little City Foundation submitted a request for \$50,000 toward the acquisition of a group home in Arlington Heights. Clearbrook requested \$13,750 to replace the heating/air conditioning system in a group home in Arlington Heights. The Commissioners had questions on Little City's overall budget for the purchase and had questions about the timeline for the projects. The agencies will be asked to answer questions regarding these applications at the May 2018 Housing Commission meeting.

Ms. Boyer presented a suggestion regarding proposed grant request amounts for the Village's rehab programs (single family and group home). The total in CDBG funds requested for construction projects will likely exceed the amount of funding available that will result in some "competition" for the funds.

A motion was made by Commissioner Creer, seconded by Commissioner Johnson to: 1) change the title and purpose of the Group Home and Transitional Housing Rehabilitation Program to the Group Home and Transitional Housing Acquisition and Rehabilitation Program and request \$68,000 in CDBG funds for the program in the *October 1, 2018 – September 30, 2019 program year*; and 2) request \$75,000 in CDBG funding for the Single Family Rehabilitation Loan Program for the October 1, 2018 – September 30, 2019 program

year.

VII. OTHER NEW BUSINESS

Economic Disclosure forms are due to the Village Clerk by May 1st. Ms. Boyer will email the form to the members of the Housing Commission that have not yet returned their forms.

VIII. ADJOURNMENT

A motion was made by Commissioner Nelson, seconded by Commissioner Tripp, to adjourn the meeting. The meeting adjourned at 8:25 pm.

NEXT MEETING: Tuesday, May 8, 2018 7:00 pm in the Commissions Room – 2nd Floor of Village Hall

Staff Report to the Housing Commission

To: The Chairman and Members of the Housing Commission
From: Nora Boyer, Housing Planner
Re: Hickory & Kensington Mixed Use Development
Affordable Housing Assessment
Report Prepared: April 9, 2018
Meeting Date: April 17, 2018

Neri Architects, PC has proposed a mixed use development including 76-units of rental housing in the Hickory & Kensington area.

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

The number of affordable units called for at the proposed Hickory & Kensington development is 11 ($75 \text{ units} \times .15 = 11$ (rounded)). At the fee-in-lieu amount of \$75,000 per unit, the total fee-in-lieu due if the 11 affordable units are not provided in the development is \$825,000 ($11 \text{ units} \times \$75,000/\text{unit} = \$825,000$).

Background

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

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

- 1) A for-sale multi-family developments included 21 deed-restricted affordable units (20%) of the total number of units that was approved by the Village Board;
- 2) A rental project where 5% of the units will be affordable if more than 300 units are constructed that was approved by the Village Board;

- 3) Two rental projects in which a minimum of 15% of the units will be affordable (a total of 8 affordable units that was approved by the Village Board;
- 4) Two for-sale, townhome developments resulting in fees-in-lieu payments to be deposited into the Affordable Housing Trust Fund that was approved by the Village Board;
- 5) A fee-in-lieu of affordable units for 13 rental units not provided at \$25,000 per affordable unit not provided (agreed to by the developer but the development was ultimately not approved by the Village board).

Fee-in-Lieu of Affordable Units – Hickory & Kensington

With respect to the Hickory and Kensington development, rather than including the 11 affordable units in the development, the developer has offered a fee-in-lieu amount of \$25,000 for each of the 11 affordable units not provided for a total of \$275,000 (11 units x \$25,000 = \$275,000).

Fee-in-Lieu of Providing Affordable Housing Units

	Number of affordable units called for as per the Village policy	Amount of fee-in-lieu as per the Village policy	Total fee-in-lieu agreed to by the developer	Total fee-in-lieu per affordable unit not provided	Amount of the fee-in-lieu when spread across all of the units in the development
Hickory & Kensington 76 apartments	11	11 x \$25,000 = \$275,000	\$275,000 (proposed)	\$25,000 (proposed)	\$3,3620 (proposed)

Recommendation

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

1. Approval of the proposed fee-in-lieu of providing affordable units at the Hickory & Kensington development of \$25,000 per affordable unit not provided at the time of issuance of a building permit. As currently proposed, 11 required affordable units x \$25,000 = \$275,000.
2. If the Village Board approves the \$25,000 fee-in-lieu amount for the Hickory & Kensington development, it is also recommended that the Housing Commission

recommend that the fee-in-lieu of providing affordable housing units as stated in the *Arlington Heights Affordable Housing Rental Guidelines* be changed from \$75,000 to \$25,000.

N E R I

ARCHITECTS, pc

444 N. NORTHWEST HWY. STE 355
PARK RIDGE IL 60068
TEL 847.825.9400

March 5, 2018

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

RE: Hickory & Kensington Mixed Use Development, affordable housing assessment.

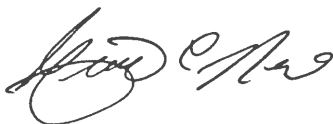
Dear Mr. Hubbard,

This letter is to notify that the affordable housing component for the above referenced development has been negotiated and is detailed in the redevelopment agreement. It is my understanding that the redevelopment agreement is currently in the approval process. We hope this will be enough to meet your requirements.

As part of the redevelopment agreement, here is what we are proposing for the Affordable Housing requirement. We are proposing a total of 76 rental apartment units. Our affordable housing requirement is 15% of the total number of units, therefore 11.4 units or 11. We are proposing a fee in lieu of \$25,000 per unit, for a total affordable housing contribution of \$275,000.

Please let me know if you will need anything else regarding the above.

Sincerely,



Guido C. Neri, AIA
President



FOUR NORTH Apartments

PROPOSED MIXED-USE DEVELOPMENT

4 N. Hickory
Arlington Heights, IL

**WRITTEN JUSTIFICATION
For
VARIATIONS**

N E R I

ARCHITECTS, pc

444 N. NORTHWEST HWY. STE 355
PARK RIDGE IL 60068
TEL 847.825.9400

March 5, 2018

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

RE: Hickory & Kensington Mixed Use Development. Request for Variation to the zoning ordinance.

Dear Mr. Hubbard,

As part of our submittal for the above referenced development, we may be requesting a zoning variation to the Minimum Lot Area requirement (MLA). Based on our zoning designation, the current Village of Arlington Heights Zoning Ordinance requires the following MLA for a residential development:

- Studio & 1-Bedroom units: 600sf
- 2-Bedroom units: 900sf

However, we understand that the village is currently processing a code amendment which would reduce the MLA as shown below. We also understand that this code amendment will most likely be approved sometime this month. If approved, the new MLA requirements would be as follows:

- Studio & 1-Bedroom units: 450sf
- 2-Bedroom units: 750sf

This new amendment would put our proposed development in full compliance with the MLA requirement. Therefore, we anticipate this amendment to be approved and will seek a variation only in the event the amendment does not pass.

Sincerely,



Guido C. Neri, AIA
President



N E R I

ARCHITECTS, pc

444 N. NORTHWEST HWY. STE 355
PARK RIDGE IL 60068
TEL 847.825.9400

March 5, 2018

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

RE: Hickory & Kensington Mixed Use Development. Request for Variation to the zoning ordinance.

Dear Mr. Hubbard,

As part of our submittal for the above referenced development, we are requesting a zoning variation to the required number of parking spaces.

The Village of Arlington Heights Zoning Ordinance requires 1.5 parking spaces for each dwelling unit and 1 parking space for each 300sf of commercial space. Based on our proposed development the following number of spaces would be required:

Residential Portion:

- 76 dwelling units: $76 \times 1.5 = 114$ spaces required.
- **Actual number of spaces provided: 86 indoor and 28 outdoor for a total of 114.**

Commercial Portion:

- 3,435sf of commercial space: $3,435/300 = 11.45$ or 11 spaces required.
- **Actual number of off-street spaces provided: 4.**
- **Plus, street parking along Kensington: 8**

As you can see, we are in compliance with the required number of parking spaces for the residential portion of the development. As for the commercial portion, we are providing 4 of the 11 required parking spaces off-street in the parking lot behind the building, and we are asking the Plan Commission to consider allowing us to provide the remaining required spaces by way of the new curbside parking along Hickory. We believe this arrangement would be successful for the following reasons:

- **Unit Mix:**

There are a total of 76 residential units. The unit breakdown is as follows: 8 studio apartments, 7 junior 1-bedroom apartments, 38 1-bedroom apartments, and 23 2-bedroom apartments. Based on the parking evaluation which was performed by KLOA on March 1, 2018: it appears that the 114 spaces being provided for the residential portion will be greater than the actual demand. This is partly due to our unit mix which has a higher than average proportion of studio and junior 1-bedroom apartments when compared to the overall unit count. It would be doubtful that a studio and a junior 1-bedroom apartment would generate more than a 1-car parking demand. This could potentially create 7.5 additional off-street spaces which could then be utilized for the commercial portion.

- **Daytime Operations:**

It is anticipated that most of the outdoor residential parking will be vacant during the daytime. This is the time when most residents leave for work. These spaces can serve a dual purpose and be utilized for use by the commercial tenants during normal weekday business hours.

- **Street Side Parking:**

As part of this development, we are proposing improving the parkway and street curb along Hickory. The proposal also indicates a new street curb configuration which will be able to accommodate 8 additional parking spaces along Hickory. These can all be designated for use by the commercial tenants. This provides access to convenient parking near the commercial storefronts. These additional 8 parking spaces would fulfill the parking requirement for the commercial space.

- **Hardship:**

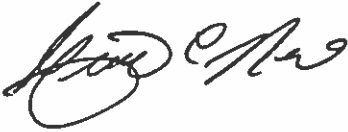
There are 2 hardships related to this site:

First, there is a railroad spur line along the west property line of the site, and runs for the full length of the site from north to south. This is an easement which is @12' wide, and restricts us from using that portion of the property. The result is that a sizable portion of the site is rendered unusable for any type of parking. If this area was available, it would be large enough for us to provide all the required parking on-site. Therefore, we see this as a hardship.

Secondly, as part of this development, we are required to dedicate 66 R.O.W. on the northern portion of the site for the extension of Campbell street. This is also a sizable portion of land that has reduced the buildable area of the proposed development. This is another area that could be used to comply with the parking requirement. Therefore, this can also be considered a hardship imposed on this development.

In closing, we ask that the Plan Commission considers approval of variation requested for the reasons stated above. Thank you in advance for your consideration.

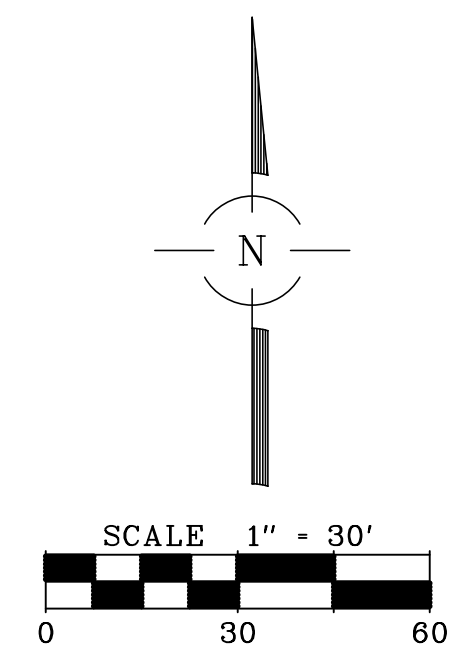
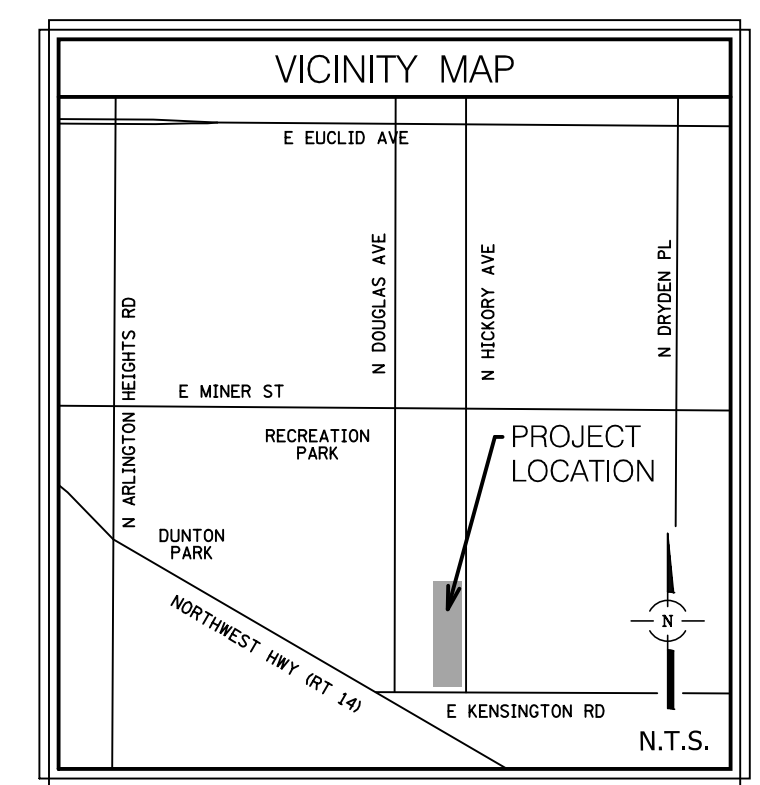
Sincerely,



Guido C. Neri, AIA
President



A.L.T.A./N.S.P.S. LAND TITLE SURVEY



BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC
OBSERVATION IL EAST ZONE

LEGEND	
	STORM SEWER
	SANITARY SEWER
	COMBINED SEWER
	WATER MAIN
	GAS MAIN
	UNDERGROUND TELEPHONE LINE
	UNDERGROUND ELECTRIC LINE
	UNDERGROUND CATV LINE
	OVERHEAD WIRELESS UTILITY POLES
	FIBER OPTIC LINE
	RAILROAD
	FENCE
	GUARDRAIL
	SANITARY MANHOLE
	STORM MANHOLE
	CATCH BASIN
	INLET
	FLARED END SECTION
	ELECTRIC MANHOLE
	TELEPHONE UPRIGHT
	ELECTRIC UPRIGHT
	CABLE TV UPRIGHT
	FIRE HYDRANT
	VALVE AND VAULT
	WATER VALVE
	B BOX
	AUXILIARY VALVE
	GAS VALVE
	HAND POLE
	STREET LIGHT
	UTILITY POLE
	TRAFFIC SIGNAL
	TRAFFIC SIGNAL BOX
	BOLLARD
	MAILBOX
	SEWER UNIDENTIFIED MANHOLE
	RIGHT-OF-WAY MONUMENT
	DITCH
	IRON / STEEL ROD
	IRON PIPE
	CUT CROSS
	P.K. / MAP NAIL
	RAILROAD SPIKE
	IRON ROD
	IRON PIPE MEASURED RECORD
	CENTERLINE CORNER
	EDGE OF PAVEMENT
	EDGE OF CONCRETE
	RUBBER SQUARE
	RAILROAD SQUARE
	UP
	BC
	INL
	WATER VALVE
	ASPHALT
	CONCRETE
	GRAVEL
	BRICKS

RIGHT-OF-WAY NOTE:

BASED ON THE PROVIDED INFORMATION BY IDOT (UNRECORDED PLAT OF DEDICATION, PLAT OF HIGHWAYS) AND EXISTING IMPROVEMENTS, IT APPEARS THAT SOUTH RIGHT-OF-WAY LINE IS LOCATED 35 FEET SOUTH OF THE CENTERLINE.

ONE OF THE SHEETS INCLUDED IN PLAT OF HIGHWAYS - JOB NO. R-90-012-96 - DATED 10/17/1996 SHOWS THE CONFLICTING INFORMATION OF THE SOUTH RIGHT-OF-WAY LINE BEING LOCATED 50 FEET SOUTH OF THE CENTERLINE. THE CURRENT TAX MAP (NOT BEING RECOGNIZED BY THIS SURVEYOR AS A LEGAL DOCUMENT) ALSO SHOWS SOUTH RIGHT-OF-WAY LINE LOCATED 50 FEET SOUTH OF THE CENTERLINE.

NO INFORMATION HAS BEEN PROVIDED OR FOUND TO RESOLVE SAID DISCREPANCIES.

PROPERTY DESCRIPTION:

PARCEL 1:
LOTS 31 TO 36 BOTH INCLUSIVE IN BLOCK 2 IN DUNTON AND BIGSBY ADDITION TO ARLINGTON HEIGHTS, A SUBDIVISION OF THE WEST 360 FEET OF THE SOUTH WEST 1/4 OF THE SOUTH EAST 1/4 OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN- IN COOK COUNTY, ILLINOIS.

PARCEL 2:
THAT PART OF BLOCK 3 IN DUNTON AND BIGSBY ADDITION TO ARLINGTON HEIGHTS AFORESAID (EXCEPT THAT PART OF SAID BLOCK 3 CONVEYED FOR ROAD IN COUNTY COURT OF COOK COUNTY, ILLINOIS AS CASE NO. 50638 DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID BLOCK; THENCE RUNNING NORTH ALONG THE WEST LINE OF SAID BLOCK 117.8 FEET; THENCE EASTERLY ALONG THE ARC OF A CIRCLE OF 107.14 FEET RADIUS CONVEX TO THE SOUTHWEST TO A POINT IN THE SOUTH LINE OF SAID BLOCK THAT IS 154.35 EAST OF THE SOUTHWEST CORNER OF SAID BLOCK; THENCE WEST 154.35 FEET TO THE POINT OF BEGINNING; ALSO OF THE SOUTH 1/2 OF ALL THAT PART OF PEORIA STREET (NOW KNOWN AS CAMPBELL STREET) LYING BETWEEN THE EAST LINE OF WESTERN AVENUE (NOW KNOWN AS DOUGLAS AVENUE) AND WEST LINE OF EVERGREEN AVENUE (NOW KNOWN AS HICKORY AVENUE) IN DUNTON AND BIGSBY ADDITION TO ARLINGTON HEIGHTS AFORESAID NORTH AND ADJOINING BLOCK 3, AND THE NORTH 1/2 OF ALL THAT PART OF PEORIA STREET (NOW KNOWN AS CAMPBELL STREET) LYING BETWEEN THE EAST LINE OF WESTERN AVENUE (NOW KNOWN AS DOUGLAS AVENUE) AND THE WEST LINE OF EVERGREEN AVENUE (NOW KNOWN AS HICKORY AVENUE) IN DUNTON AND BIGSBY ADDITION TO ARLINGTON HEIGHTS AFORESAID SOUTH AND ADJOINING LOT 36 IN BLOCK 2 ALL LYING EAST OF A LINE DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON THE SOUTH LINE OF SAID BLOCK 3 AT THE GAUGE OF WEST RAIL OF EXISTING SWITCH TRACK OF CHICAGO AND NORTHWESTERN RAILROAD COMPANY, SAID POINT BEING 120.89 FEET EAST (MEASURED ALONG THE SAID SOUTH LINE OF SAID BLOCK 3) OF THE SOUTH WEST CORNER OF SAID BLOCK 3; THENCE NORTH 273.11 FEET ALONG A LINE (BEING SAID GAUGE) WHICH EXTENDED NORTH INTERSECTS THE CENTER OF SAID VACATED CAMPBELL STREET TO THE LAST DESCRIBED POINT; THENCE EAST PERPENDICULAR TO THE LAST DESCRIBED COURSE A DISTANCE OF 3 FEET; THENCE NORTH 28.25 FEET TO CENTER OF VACATED CAMPBELL STREET AT SAID POINT 122.30 FEET EAST (MEASURED ALONG CENTER OF VACATED CAMPBELL STREET); THENCE NORTH 25 FEET TO THE SOUTH WEST CORNER OF LOT 36 IN BLOCK 2 IN DUNTON AND BIGSBY ADDITION AFORESAID, ALL IN COOK COUNTY, ILLINOIS.

NOTES:

THIS SURVEY REFLECTS MATTERS OF TITLE AS LISTED ON A COMMITMENT FOR TITLE INSURANCE BY CHICAGO TITLE INSURANCE COMPANY, ORDER NO. 16NW125380RM WITH AN EFFECTIVE DATE: NOVEMBER 18, 2016.

UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES, AND/OR ENGINEERING DESIGN PLANS. THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE FOR MORE ACCURATE FIELD EXAMINATION. OTHER UTILITIES NOT SHOWN MAY EXIST. NO UNDERGROUND UTILITIES WERE LOCATED. BEFORE DIGGING CALL 811. ILL. AT 1-800-892-0123.

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

BEARINGS SHOWN HEREON ARE BASED ON NAD83 ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (2011 ADJUSTMENT) AND NAVD83 (GEIOD 12B) UTILIZING GNSS EQUIPMENT AND REIL-NET CORS RTK NETWORK.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY IN ADDITION TO THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS.

SPACECO, INC IS AN ILLINOIS PROFESSIONAL DESIGN FIRM REGISTERED UNDER LICENSE NUMBER 184-001157.

TAX P.L.N.S (PER TITLE COMMITMENT):
03-29-405-003-0000
03-29-405-003-0000

MONUMENTS WERE FOUND AT THE PARCEL CORNERS AS SHOWN. (TABLE A ITEM 1)

ADDRESS: 4 N HICKORY, VACANT LOT ON NORTHWEST CORNER OF KENSINGTON AND HICKORY, ARLINGTON HEIGHTS, ILLINOIS. (TABLE A, ITEM 2)

BASED UPON A REVIEW OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) MAP NUMBER 17031C0203J MAP WITH AN EFFECTIVE DATE OF AUGUST 19, 2008, IT IS OUR CONSIDERED OPINION THAT THIS PROPERTY LIES IN ZONE X (UNSHADED) AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AS IDENTIFIED BY SAID F.I.R.M. MAP. (TABLE A ITEM 3)

PROPERTY SURVEYED CONTAINS 69,634 SQUARE FEET, OR 1.598 ACRES, MORE OR LESS. (TABLE A ITEM 4)

SUBSTANTIAL FEATURES ARE SHOWN HEREON. (TABLE A ITEM 8)

NOTES FROM TITLE COMMITMENT:

1. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY PUBLIC RECORDS.

2. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND.

3. EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS.

4. RAILROAD RIGHT OF WAY SWITCH AND SPUR TRACKS (AFFECTS THE LAND AND OTHER PROPERTY)

5. 20. RIGHTS OF SELENA A. BARTO FRANCES L. SISSON AND WILLIAM WALLACE PAUL, THEIR HEIRS AND ASSIGNS TO USE JOINTLY WITH FRANK A. VOGLER HIS HEIRS AND ASSIGNS ANY RAILROAD SWITCH OR TRACKS NOW ON THE LAND AND FROM TIME TO TIME BRANCH THEREFROM AND THE RIGHT TO CONSTRUCT AND OPERATE A SURVEY FROM SAID SWITCH TO BEGIN AT A POINT SOUTH OF THE SOUTH LINE OF LOT 36 AND TO RUN OVER AND ACROSS SO MUCH OF THE SOUTH 60 FEET OF THE EAST 55 FEET OF THE LAND AND OTHER PROPERTY AS MAY BE NECESSARY, AS CREATED BY QUIT CLAIM DEED FROM WILLIAM WALLACE PAUL TO FRANK A. VOGLER DATED APRIL 3, 1912 AND RECORDED APRIL 12, 1912 AS DOCUMENT 4945387, AND BY QUIT CLAIM DEED FROM FRANCES L. SISSON TO FRANK A. VOGLER DATED APRIL 8, 1912 AND RECORDED APRIL 12, 1912 AS DOCUMENT 4945388 AND BY QUIT CLAIM DEED FROM SELENA A. BARTO TO FRANK A. VOGLER DATED APRIL 3, 1912 AND RECORDED APRIL 19, 1912 AS DOCUMENT 4949391. (AFFECTS LOT 36)

6. IT APPEARS THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY HOWEVER PART OF THE DOCUMENTS ARE ILLEGIBLE AND DOCUMENT NUMBER 4949391, IN NOT AVAILABLE DUE TO DAMAGED FILM, PROVIDED COPIES OF THE DOCUMENTS ARE THE BEST AVAILABLE COPIES, UNABLE TO DETERMIN LOCATIONS OF EASEMENT OR RESTRICTIONS IF ANY. SEE DOCUMENTS FOR PARTICULARS.)

7. H 21. GRANT DATED NOVEMBER 29, 1920 AND RECORDED DECEMBER 10, 1920 AS DOCUMENT 7013493 BY THEODORE KREFT ET AL TO CHICAGO AND NORTH WESTERN RAILROAD AND A GRANT DATED DECEMBER 2, 1920 AND RECORDED JANUARY 11, 1921 AS DOCUMENT 7035669 BY E. W. A. ROWLES AND COMPANY A CORPORATION AND OTHERS TO CHICAGO AND NORTH WESTERN RAILROAD COMPANY THE RIGHT TO EXTEND A SWITCH TRACK NORTH FROM ITS PRESENT TERMINUS NEXT EAST OF AND ALONG THE NORTH AND SOUTH CENTER LINES OF BLOCKS 1 AND 2 AND ACROSS PEORIA AND AURORA STREETS, TO THE NORTH LINE OF SAID LAND OWNED BY "E.W.A. ROWLES COMPANY.

8. IT APPEARS THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY HOWEVER RIGHTS GRANTED UNTO CHICAGO & NORTH WESTERN RAILWAY COMPANY ARE NOT A PLOTTABLE ITEMS. SEE DOCUMENTS FOR RESTRICTIONS, CONDITIONS AND PARTICULARS.)

9. AB 22. EASEMENTS IN FAVOR OF VILLAGE OF ARLINGTON HEIGHTS AND OF ALL PERSONS FIRMS, OR CORPORATIONS CLAIMING BY THRU OR UNDER IT TO CONSTRUCT AND MAINTAIN PUBLIC UTILITY FACILITIES EITHER ABOVE OR UNDER THE GROUND AS RESERVED IN ORDINANCE PASSES FEBRUARY 3, 1953 AND RECORDED FEBRUARY 16, 1953 AS DOCUMENT 15547124.

10. (THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY AND HAS BEEN SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS.)

11. 12. IN RELATIVE TO THE VACATION OF STREETS DESCRIBED IN THE LEGAL DESCRIPTION WE NOTE THE FOLLOWING: THE RIGHTS OF THE PUBLIC OR QUASI-PUBLIC IF ANY, IN SAID VACATED STREETS OR MAINTENANCE THEREIN OF POLES CONDUITS SEWERS ETC.

12. J 24. RIGHT TO USE AND ACCESS TO THE SPUR TRACK ALONG THE WESTERLY BOUNDARY OF THE LAND FOR THE USE OF THE PROPERTY WEST AND ADJOINING THE LAND AS CREATED BY GRANT FROM ARCO CORPORATION TO LATTOF MOTOR SALES DATED OCTOBER 13, 1964 AND RECORDED OCTOBER 29, 1964 AS DOCUMENT 19286649.

13. (THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY, EASEMENT FOR THE USE OF AND ACCESS TO THE SPUR OR SWITCH TRACT LOCATED ALONG THE WESTERLY BOUNDARY, IS BLANKET IN NATURE AND IS NOT PLOTTABLE. SEE DOCUMENT FOR PARTICULARS.)

14. W 25. ORDINANCE AMENDING THE ZONING ORDINANCE OF THE VILLAGE OF ARLINGTON HEIGHTS RECORDED JUNE 28, 2013 AS DOCUMENT NO. 1317939045.

15. (THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY, BUT IS NOT A PLOTTABLE ITEM. SEE DOCUMENT FOR PARTICULARS.)

16. X 26. ORDINANCE OF THE VILLAGE OF ARLINGTON HEIGHTS, DESIGNATING THE HICKORY/KENSINGTON AREA A REDEVELOPMENT PROJECT AREA PURSUANT TO THE REAL PROPERTY TAX INCREMENT ALLOCATION REDEVELOPMENT PROJECT ACT RECORDED AUGUST 20, 2014 AS DOCUMENT NO. 1423245035.

17. (THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY, BUT IS NOT A PLOTTABLE ITEM. SEE DOCUMENT FOR PARTICULARS.)

18. Y 27. ORDINANCE OF THE VILLAGE OF ARLINGTON HEIGHTS, DESIGNATING THE HICKORY/KENSINGTON AREA A REDEVELOPMENT PROJECT AREA PURSUANT TO THE REAL PROPERTY TAX INCREMENT ALLOCATION REDEVELOPMENT PROJECT ACT RECORDED AUGUST 20, 2014 AS DOCUMENT NO. 1423245036.

19. (THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY, BUT IS NOT A PLOTTABLE ITEM. SEE DOCUMENT FOR PARTICULARS.)

20. Z 28. ORDINANCE OF THE VILLAGE OF ARLINGTON HEIGHTS, DESIGNATING THE HICKORY/KENSINGTON AREA A REDEVELOPMENT PROJECT AREA PURSUANT TO THE REAL PROPERTY TAX INCREMENT ALLOCATION REDEVELOPMENT PROJECT ACT RECORDED AUGUST 20, 2014 AS DOCUMENT NO. 1423245037.

21. (THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY, BUT IS NOT A PLOTTABLE ITEM. SEE DOCUMENT FOR PARTICULARS.)

STATE OF ILLINOIS)

COUNTY OF COOK) SS

TO: CHICAGO TITLE INSURANCE COMPANY
AND TO: NERI COMPANY
AND TO: WHEELING TRUST AND SAVINGS BANK AS TRUSTEE UNDER TRUST AGREEMENT
DATED APRIL 7, 1975 AND KNOWN AS TRUST NO. 75-159

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, & 8 OF TABLE "A" THEREOF. THE FIELDWORK WAS COMPLETED ON SEPTEMBER 10, 2017.

GIVEN UNDER MY HAND AND SEAL THIS ____ DAY OF _____, 2017 IN ROSEMONT, ILLINOIS.

GABRIELA PTASINSKA, I.P.L.S. No. 035-3893
LICENSE EXPIRES: 10/30/2018
gptasinska@spacecoinc.com

(VALID ONLY IF EMBOSSED SEAL AFFIXED)

REVISIONS:

10/09/2017 G.P.

05/25/2018 G.P.

CONSULTING ENGINEERS

SITE DEVELOPMENT ENGINEERS

LAND SURVEYORS

DATE: 09/14/2017

JOB NO: 9934

FILENAME: 9934ALTA-01

SHEET 1 OF 1

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

FOR REVIEW
PURPOSES ONLY

PREPARED FOR:
NERI ARCHITECTS, PC
444 NORTHWEST HWY
SUITE 355
PARK RIDGE, ILLINOIS 60068

L=33.75'(M)
R=1017.14'(M)
N88°50'38"(W)(M)
CH=33.75'(M)

FOUR NORTH Apartments

PROPOSED MIXED-USE DEVELOPMENT

4 N. Hickory
Arlington Heights, IL



Presented by: 4 North Hickory, LLC

NERI ARCHITECTS

444 N Northwest Hwy
Suite 355
Park Ridge, IL 60068

BENCHMARK DEVELOPERS

3475 Kirchoff Road
Rolling Meadows, IL 60008

RECEIVED

MAR 08 2018

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

PROJECT DESCRIPTION

4 NORTH HICKORY AVE.

PROPOSAL:

The new development, "Four North", is a proposed 76-unit luxury rental apartment building near the downtown of Arlington Heights. Four North will consist of (8) Studio, (7) Jr. 1-Bedroom, (38) 1-Bedroom, and (23) 2-Bedroom apartments along with 3,435 square feet of ground floor retail space, 86 underground and ground floor garage parking spaces, 32 outdoor parking spaces and 8 street parking spaces.

The luxury apartment building will offer its residents secure bike storage, an entertainment and community area, a private gym, a roof terrace lounge with common grills, and a personal storage facility. All units will be equipped with private balconies, in-unit washer and dryers, and stainless-steel appliances.

LOCATION:

The proposed development is to be located at 4 N. Hickory Ave., East of Northwest Highway on the Northwest corner of E. Kensington Road and N. Hickory Avenue. The property is conveniently located near Downtown Arlington Heights (0.7 miles), Metra UP-Northwest Arlington Heights station (0.5 miles), adjacent to Mariano's Fresh Market, and adjacent to the Arlington Heights "Rec Park" home to the Frontier Days venue, multiple baseball fields, tennis courts, soccer fields, and an outdoor water park.

STRUCTURE:

The building will consist of 4-stories of wood frame over a ground floor concrete pedestal. The floor breakdown is as follows: Lower Level – Parking and Mechanical Rooms; 1st Floor – Parking, Bike Storage, Mail Room, Trash Room, Lobby and Retail Space; 2nd Floor – Roof Deck, Entertainment Rooms, Gym, Private Storage, and Residential Units; 3rd-5th Floors – Residential Units. The building's roof elevation is to be 54' above grade not including the parapet walls (final height TBD).

The exterior enclosure blends stone veneer, brick veneer, corrugated aluminum panels, aluminum clad windows, and aluminum coping. The retail space along E. Kensington Road will include aluminum storefront and internally lit building mounted signage. Just North of the entrance lobby, an architecturally pleasing building mounted will be installed that will serve as the building address and marketing logo.

SCHEDULE:

Currently the anticipated break ground date is to be late June to Early July 2018 with the construction duration ranging between 11-13 Months. Planned substantial completion is to be Summer 2019.

MIXED-USE BUILDING with 76 DWELLING UNITS

4 N. HICKORY ARLINGTON HEIGHTS, IL 60004

CIVIL CONSULTANT

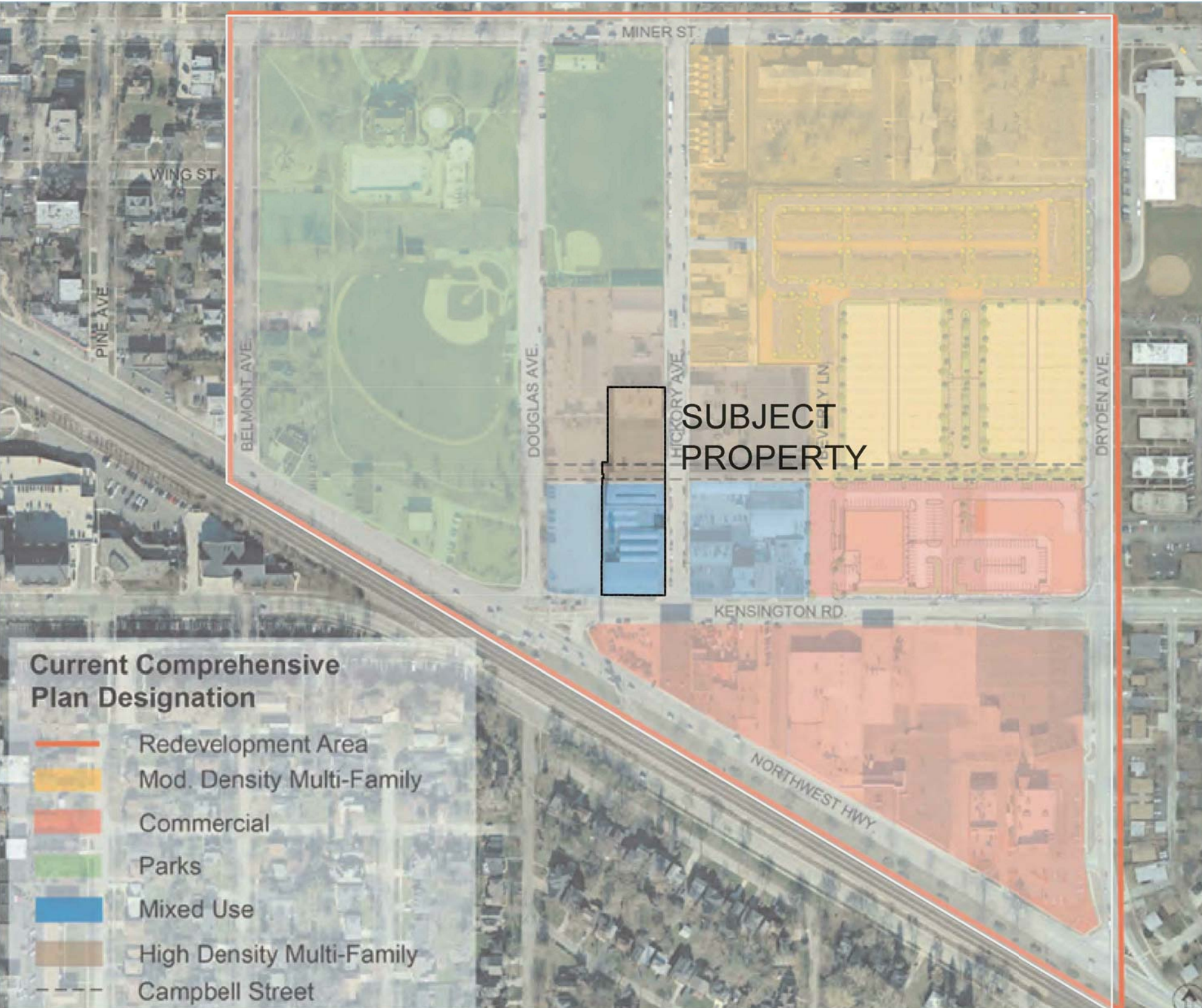
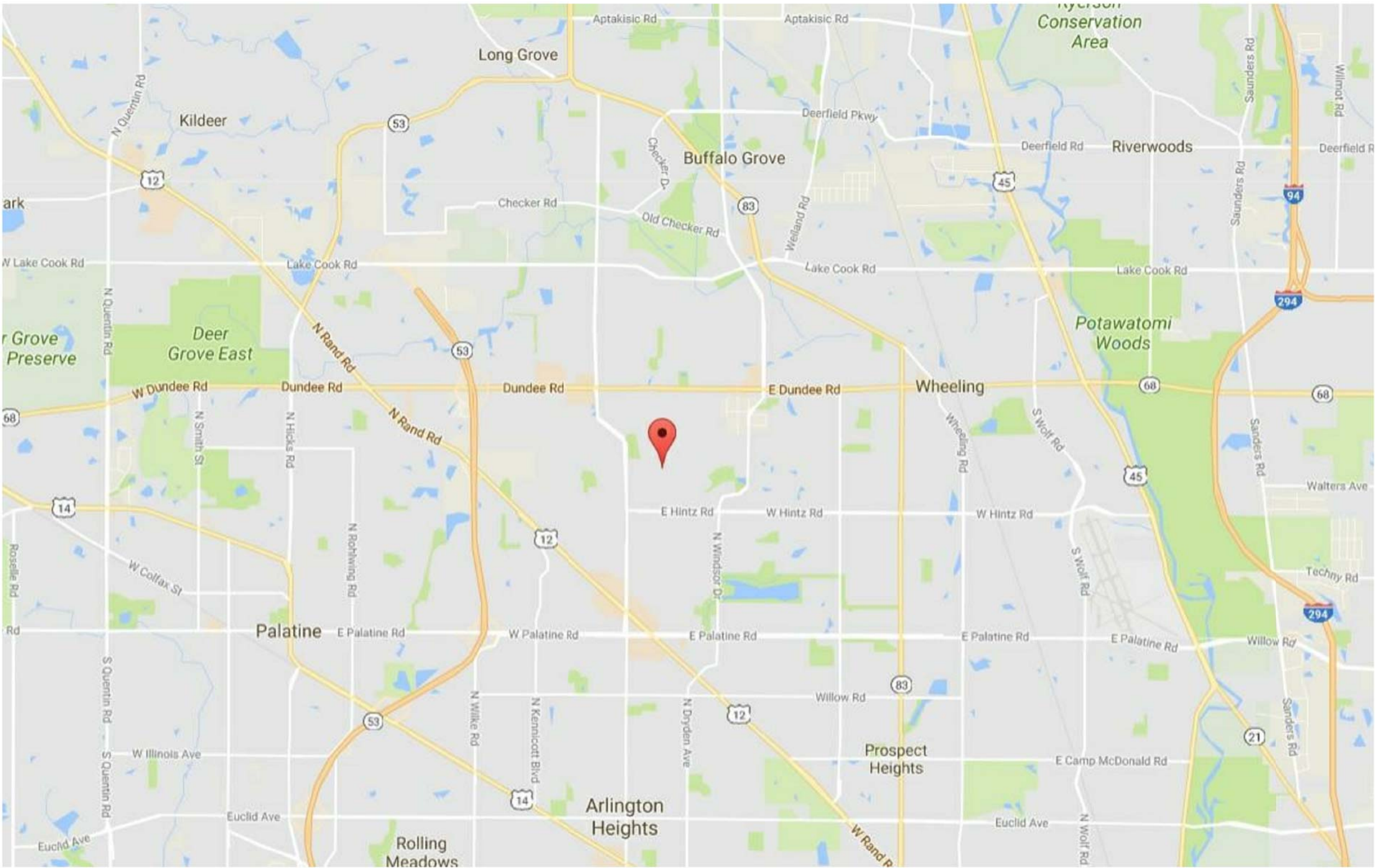
SPACECO, INC
9575 W. HIGGINS RD
SUITE 700
ROSEMONT, IL 60018
P: 847-696-4060

STRUCTURAL CONSULTANT

JV HENIK, S.E., P.E.
STRUCTURAL ENGINEERING
2200 E DEVON AVE
SUITE 284
DES PLAINES, IL 60018
P: 847-823-9835

ARCHITECT OF RECORD

NERI ARCHITECTS, PC
444 N. NORTHWEST HWY
SUITE 355
PARK RIDGE, IL 60068
P: 847-825-9400



PROJECT DATA					
ADDRESS	4 North Hickory				
ZONING DISTRICT	B-2 (Hickory Kensington Overlay District)				
LOT AREA	41,176 s.f.				
USE	Mixed-use				
	ACTUAL/PROPOSED		REQUIRED		
	ratio		ratio		
MIN LOT AREA *based on new proposed code amendment for overlay district					
multi-family building		# of units			
unit types					
Studio		8	450 s.f./unit		3,600
Jr 1 bedroom		7	450 s.f./unit		3,150
1 bedroom		38	450 s.f./unit		17,100
2 bedroom		23	750 s.f./unit		17,250
TOTAL		76			41,100
LOT COVERAGE					
footprint area	0.48	19,867.60			
LOT COVERAGE RATIO	0.48	19867.60	N/A		
FLOOR AREA					
ground floor			N/A		
commercial		3,435.00 s.f.			
garage (residential)		13,444.00 s.f.			
accessory (residential)		3,062.40 s.f.			
TOTAL		19,941.40 s.f.			
2nd floor					
common area (residential)		5,265.93 s.f.			
residential		12,982.00 s.f.			
TOTAL		18,247.93 s.f.			
Typical floor (3-5)					
common area (residential)		2,275.00 s.f.			
residential		15,903.00 s.f.			
SUB-TOTAL		18,178.00 s.f.			
TOTAL (3 floors)		54,534.00 s.f.			
TOTAL BUILDING	2.25 FAR	92,723.33 s.f.	N/A		
PARKING					
multi-family				1.5	114
indoor		86			
outdoor		28			
TOTAL		114			114
commercial					
outdoor		3	1/300 s.f.		11.45
TOTAL		3			11
TOTAL DEVELOPMENT		117			125
surface	31.7%	13038.74		33%	13,588.08

NEW MIXED USE BUILDING

4 N. HICKORY
ARLINGTON HTS, IL 60004

NERI ARCHITECTS, PC

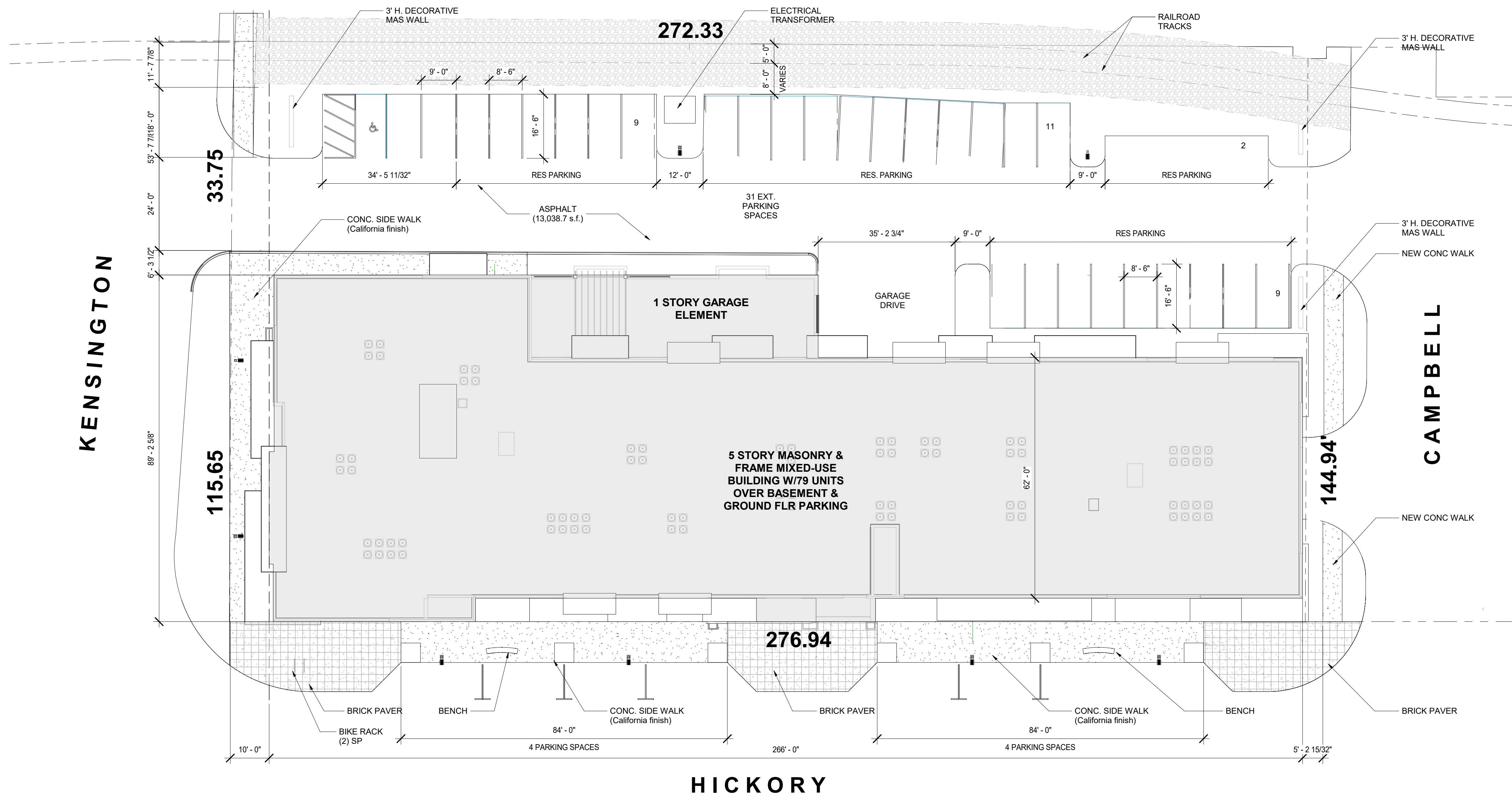
444 N. NORTHWEST HWY. STE 355
PARK RIDGE IL 60068
TEL 847.825.9400

PROJECT # 1702
DATE: 07.25.17

05.31.18 RND 1 REVIEW COMMENTS
03.05.18 PLAN COMMISSION REVIEW
REVISIONS

DRAWN BY: MAM
APPROVED BY: G.C.N.
SCALE: AS NOTED
DESCRIPTION: ZONING COVER SHEET

SHEET NO. PC1-1.0



1 SITE PLAN (pc LARGE)
PC1-1.1 SCALE: 1/16\" = 1'-0"

N E R I

ARCHITECTS, pc

444 N. NORTHWEST HWY. STE 355
PARK RIDGE IL 60068
TEL 847.825.9400

PROJECT # 1702
DATE: 07.25.17

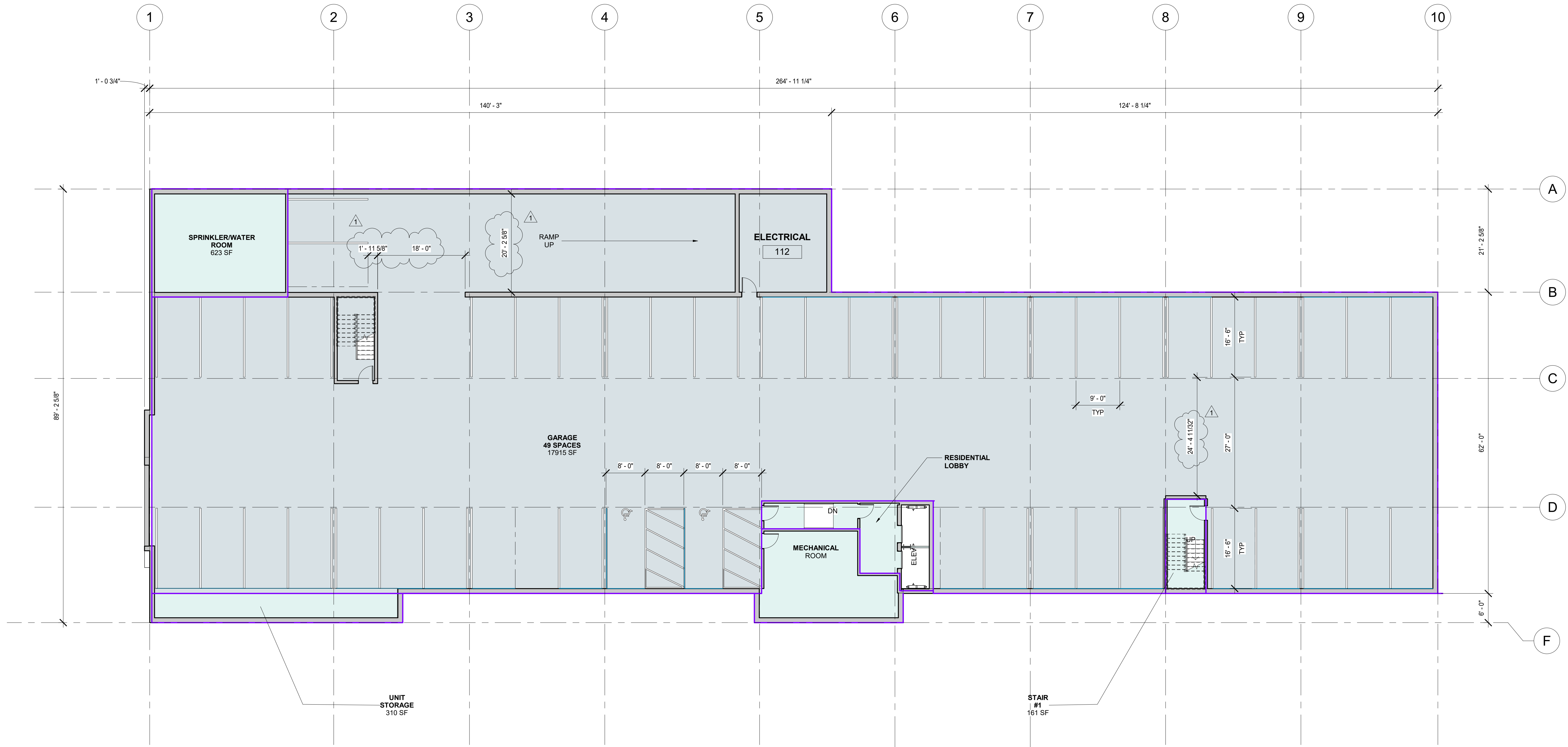
NEW MIXED USE BUILDING

4 N. HICKORY
ARLINGTON HTS, IL 60004

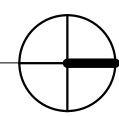
05.31.18	RND 1 REVIEW COMMENTS
03.05.18	PLAN COMMISSION REVIEW
	REVISIONS
DRAWN BY: MAM	
APPROVED BY: G.C.N.	
SCALE: AS NOTED	
DESCRIPTION: SITE PLAN	

SHEET NO.

PC1-1.1



1 BASEMENT (PC large)
PC2-1.0 SCALE: 3/32" = 1'-0"



N E R I

ARCHITECTS, pc

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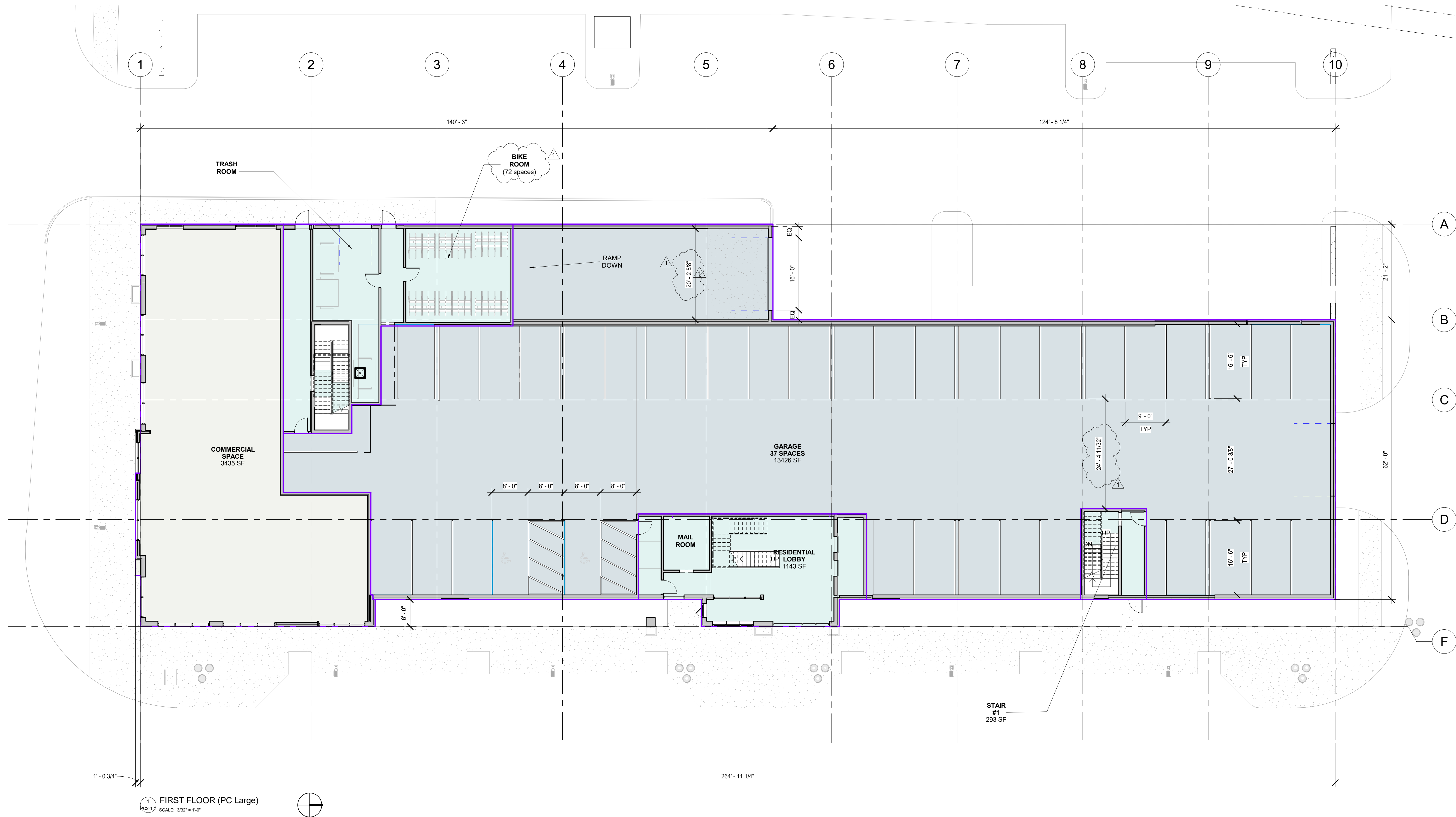
PROJECT # 1702
DATE: 07.25.17

NEW MIXED USE BUILDING

4 N. HICKORY
ARLINGTON HTS, IL 60004

05.31.18	RND 1 REVIEW COMMENTS
03.05.18	PLAN COMMISSION REVIEW
	REVISIONS
DRAWN BY:	MAM
APPROVED BY:	G.C.N.
SCALE:	AS NOTED
DESCRIPTION:	BASEMENT PLAN

SHEET NO.
PC2-1.0



1 FIRST FLOOR (PC Large)
PC2-1.1 SCALE: 3/32" = 1'-0"

N E R I
ARCHITECTS, PC

444 N. NORTHWEST HWY. STE 355
PARK RIDGE IL 60068
TEL 847.825.9400

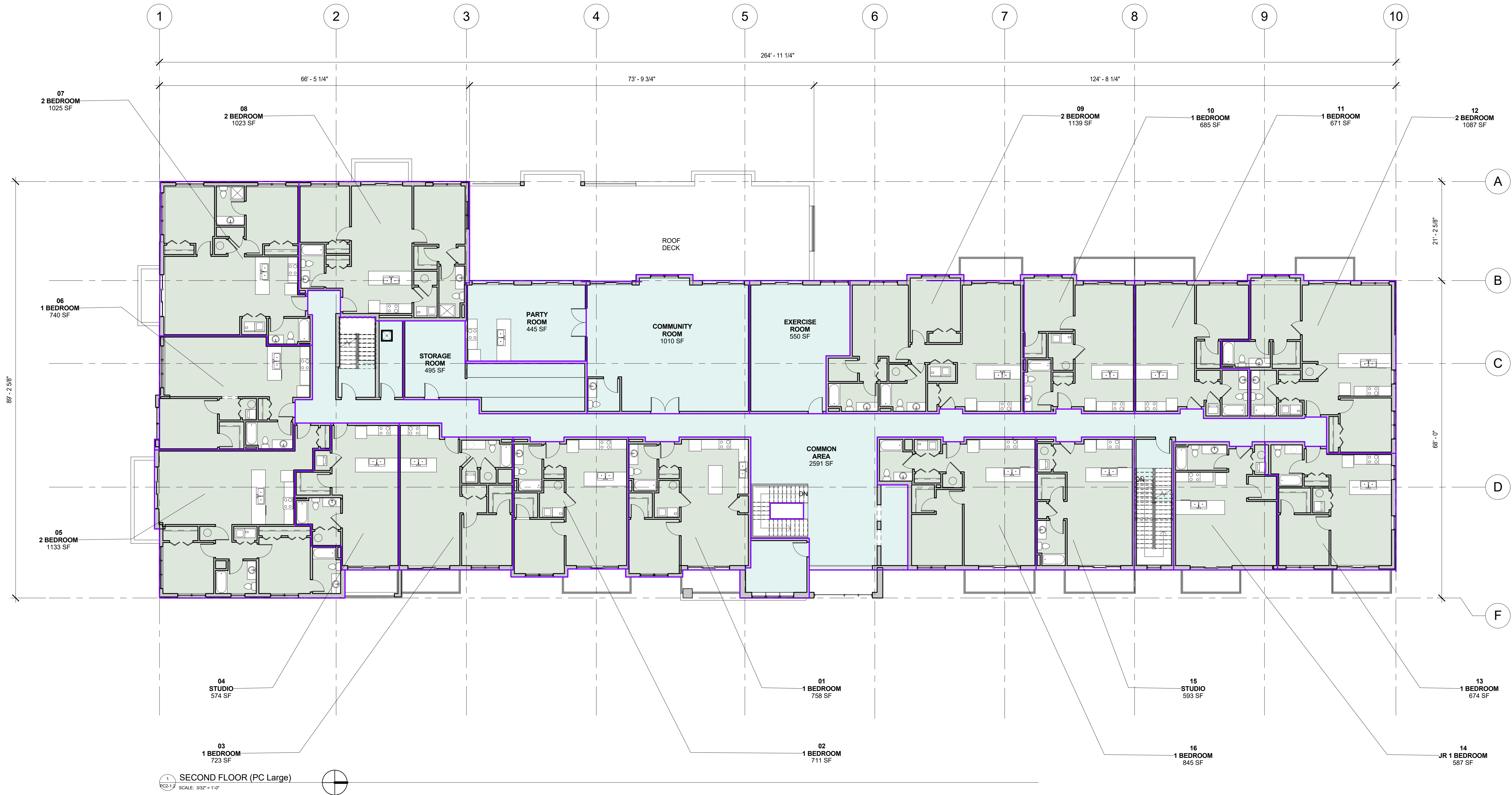
PROJECT # 1702
DATE: 07.25.17

NEW MIXED USE BUILDING

**4 N. HICKORY
ARLINGTON HTS, IL 60004**

05.31.18	RND 1 REVIEW COMMENTS
03.05.18	PLAN COMMISSION REVIEW
	REVISIONS
DRAWN BY:	MAM
APPROVED BY:	G.C.N.
SCALE:	AS NOTED
DESCRIPTION:	FIRST FLOOR PLAN

SHEET NO.
PC2-1.1



1 SECOND FLOOR (PC Large)

SCALE: 3/32" = 1'-0"

N E R I

ARCHITECTS, PC

444 N. NORTHWEST HWY. STE 355
PARK RIDGE IL 60068
TEL 847.825.9400

PROJECT # 1702
DATE: 07.25.17

NEW MIXED USE BUILDING

4 N. HICKORY
ARLINGTON HTS, IL 60004

03.05.18 PLAN COMMISSION REVIEW
REVISIONS
DRAWN BY: MAM
APPROVED BY: G.C.N.
SCALE: AS NOTED
DESCRIPTION: SECOND FLOOR PLAN
SHEET NO.

PC2-1.2





LONGITUDINAL SECTION
(zoning)
PC6-1.0 SCALE: 3/32" = 1'-0"

NERI
ARCHITECTS, PC

444 N. NORTHWEST HWY. STE 355
PARK RIDGE IL 60068
TEL 847.825.9400

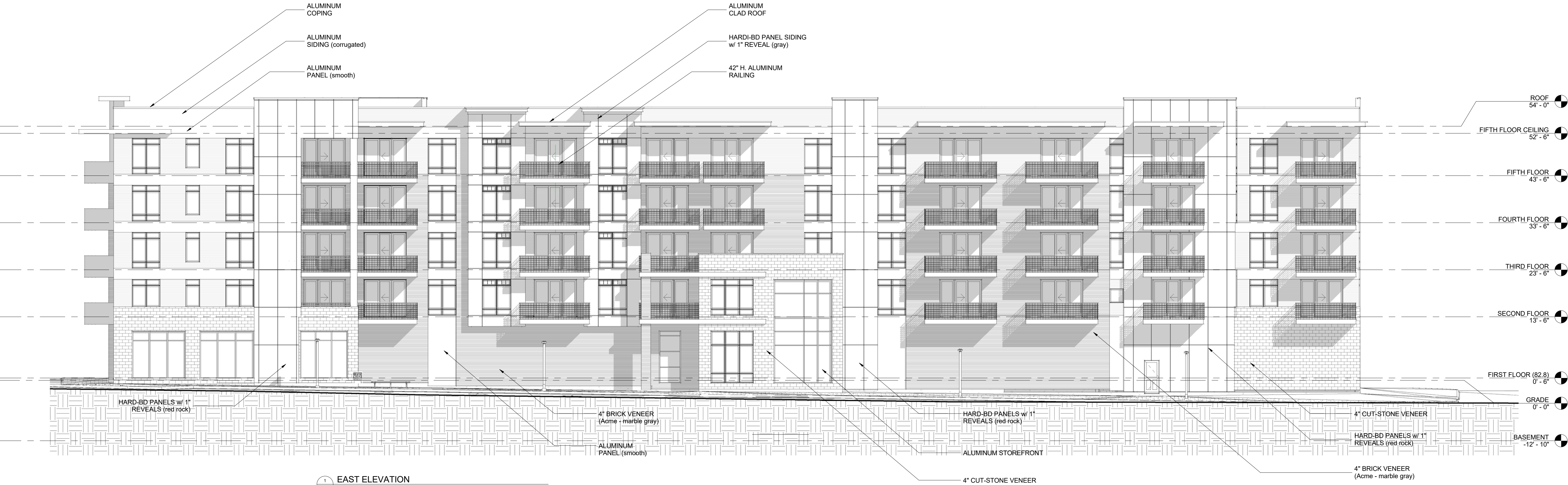
PROJECT # 1702
DATE: 07.25.17

NEW MIXED USE BUILDING

4 N. HICKORY
ARLINGTON HTS, IL 60004

05.31.18	RND 1 REVIEW COMMENTS
03.05.18	PLAN COMMISSION REVIEW
	REVISIONS
DRAWN BY:	MAM
APPROVED BY:	G.C.N.
SCALE:	AS NOTED
DESCRIPTION:	BUILDING SECTION

SHEET NO.
PC6-1.0



1 EAST ELEVATION
SCALE: 3/32" = 1'-0"



2 NORTH ELEVATION
SCALE: 3/32" = 1'-0"

N E R I

ARCHITECTS, pc

444 N. NORTHWEST HWY. STE 355
PARK RIDGE IL 60068
TEL 847.825.9400

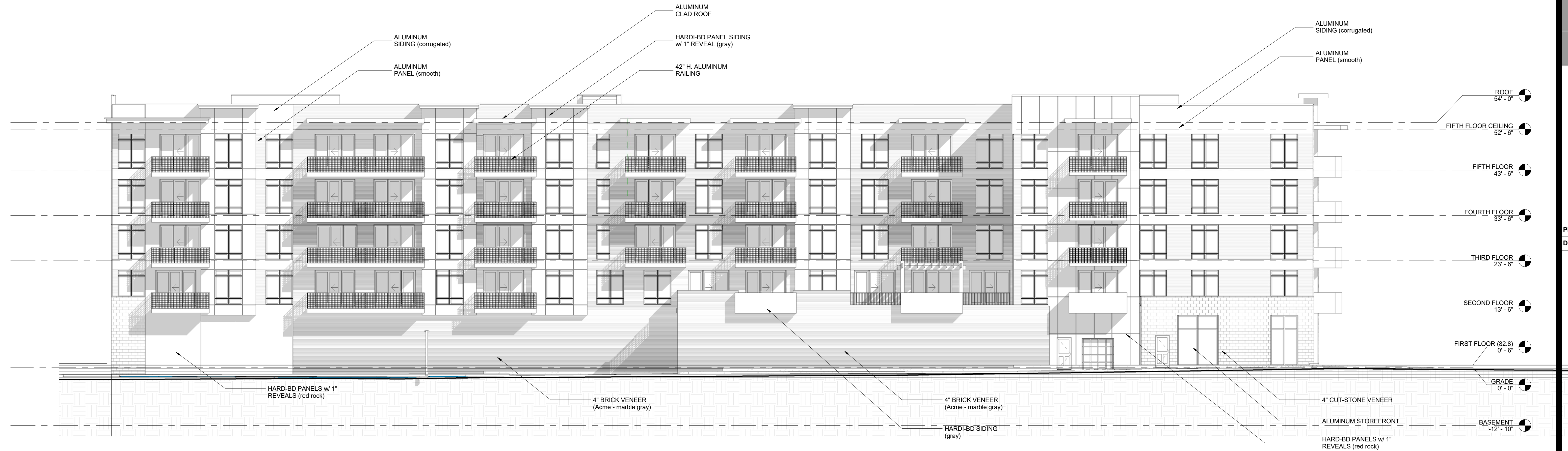
PROJECT # 1702
DATE: 07.25.17

NEW MIXED USE BUILDING

4 N. HICKORY
ARLINGTON HTS, IL 60004

03.05.18 PLAN COMMISSION REVIEW
REVISIONS
DRAWN BY: MAM
APPROVED BY: G.C.N.
SCALE: AS NOTED
DESCRIPTION: EXTERIOR ELEVATIONS
SHEET NO.

A5-1.1



2 WEST ELEVATION
SCALE: 3/32" = 1'-0"



1 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

N E R I

ARCHITECTS, pc

444 N. NORTHWEST HWY. STE 355
PARK RIDGE IL 60068
TEL 847.825.9400

PROJECT # 1702
DATE: 07.25.17

NEW MIXED USE BUILDING

4 N. HICKORY
ARLINGTON HTS, IL 60004

03.05.18 PLAN COMMISSION REVIEW
REVISIONS
DRAWN BY: MAM
APPROVED BY: G.C.N.
SCALE: AS NOTED
DESCRIPTION: EXTERIOR ELEVATIONS
SHEET NO.

A5-1.2



PERSPECTIVE VIEW LOOKING
NORTHEAST
PC9-1.0 SCALE:



PERSPECTIVE VIEW LOOKING
NORTHWEST
PC9-1.0 SCALE:

N E R I
ARCHITECTS, PC

444 N. NORTHWEST HWY. STE 355
PARK RIDGE IL 60068
TEL 847.825.9400

PROJECT # 1702
DATE: 07.25.17

NEW MIXED USE BUILDING

4 N. HICKORY
ARLINGTON HTS, IL 60004

05.31.18	RND 1 REVIEW COMMENTS
03.05.18	PLAN COMMISSION REVIEW
	REVISIONS
DRAWN BY:	MAM
APPROVED BY:	G.C.N.
SCALE:	AS NOTED
DESCRIPTION:	PERSPECTIVE (NE and NW)

SHEET NO.
PC9-1.0



2
PC9-1.2
PERSPECTIVE VIEW LOOKING
SOUTHWEST
SCALE:



1
PC9-1.2
PERSPECTIVE VIEW LOOKING
SOUTHEAST
SCALE:

N E R I
ARCHITECTS, PC

444 N. NORTHWEST HWY. STE 355
PARK RIDGE IL 60068
TEL 847.825.9400

PROJECT # 1702
DATE: 07.25.17

NEW MIXED USE BUILDING

4 N. HICKORY
ARLINGTON HTS, IL 60004

03.05.18	PLAN COMMISSION REVIEW
▲	REVISIONS
DRAWN BY:	MAM
APPROVED BY:	G.C.N.
SCALE:	AS NOTED
DESCRIPTION:	PERSPECTIVE (SE and SW)
SHEET NO.	

PC9-1.2



2 View looking Northeast
PC10-1.0 SCALE: 1/2" = 1'-0"



1 View looking SouthWest
PC10-1.0 SCALE: 1/2" = 1'-0"

N E R I

ARCHITECTS, PC
444 N. NORTHWEST HWY. STE 355
PARK RIDGE IL 60068
TEL 847.825.9400

PROJECT # 1702
DATE: 07.25.17

NEW MIXED USE BUILDING

4 N. HICKORY
ARLINGTON HTS, IL 60004

03.05.18	PLAN COMMISSION REVIEW
REVISIONS	
DRAWN BY: MAM	
APPROVED BY: G.C.N.	
SCALE: AS NOTED	
DESCRIPTION: RENDERINGS	

SHEET NO.
PC10-1.0



1 View looking NorthWest
RC10-1.1 SCALE: 12" = 1'-0"



2 View looking West
PC10-1 SCALE: 12" = 1'-0"

IN

ARCHITECTS, PC

444 N. NORTHWEST HWY. STE 355
PARK RIDGE IL 60068
TEL 847.825.9400

PROJECT #	1702
DATE:	07.25.17

NEW MIXED USE BUILDING

4 N. HICKORY
ARLINGTON HTS, IL 60004

	03.05.18	PLAN COMMISSION REVIEW
▲		REVISIONS

DRAWN BY:	MAM
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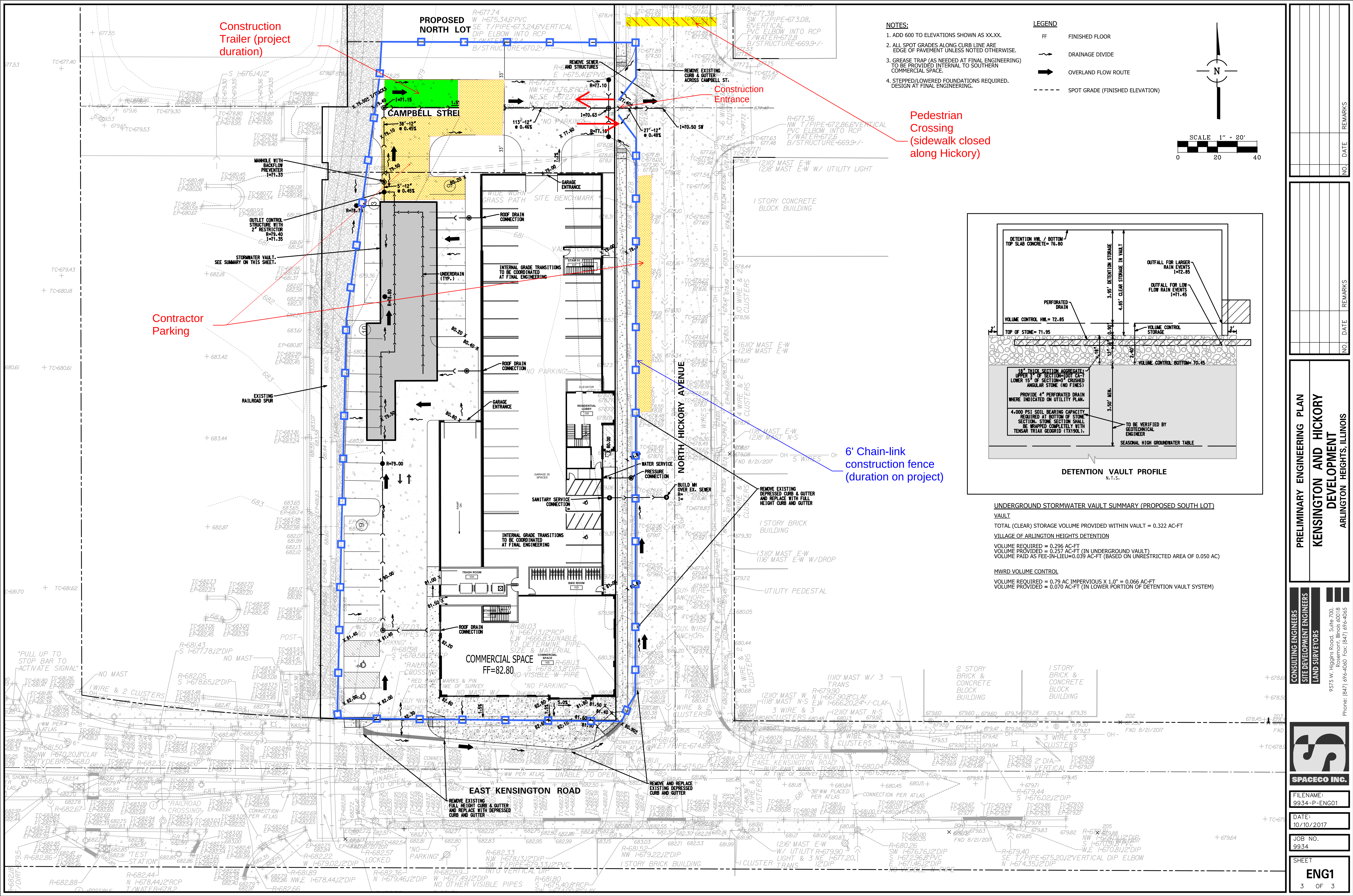
APPROVED BY: G.C.N.

SCALE:	AS NOTED
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DESCRIPTION:	RENDERINGS
--------------	------------

SHEET NO.

PC10-1.1

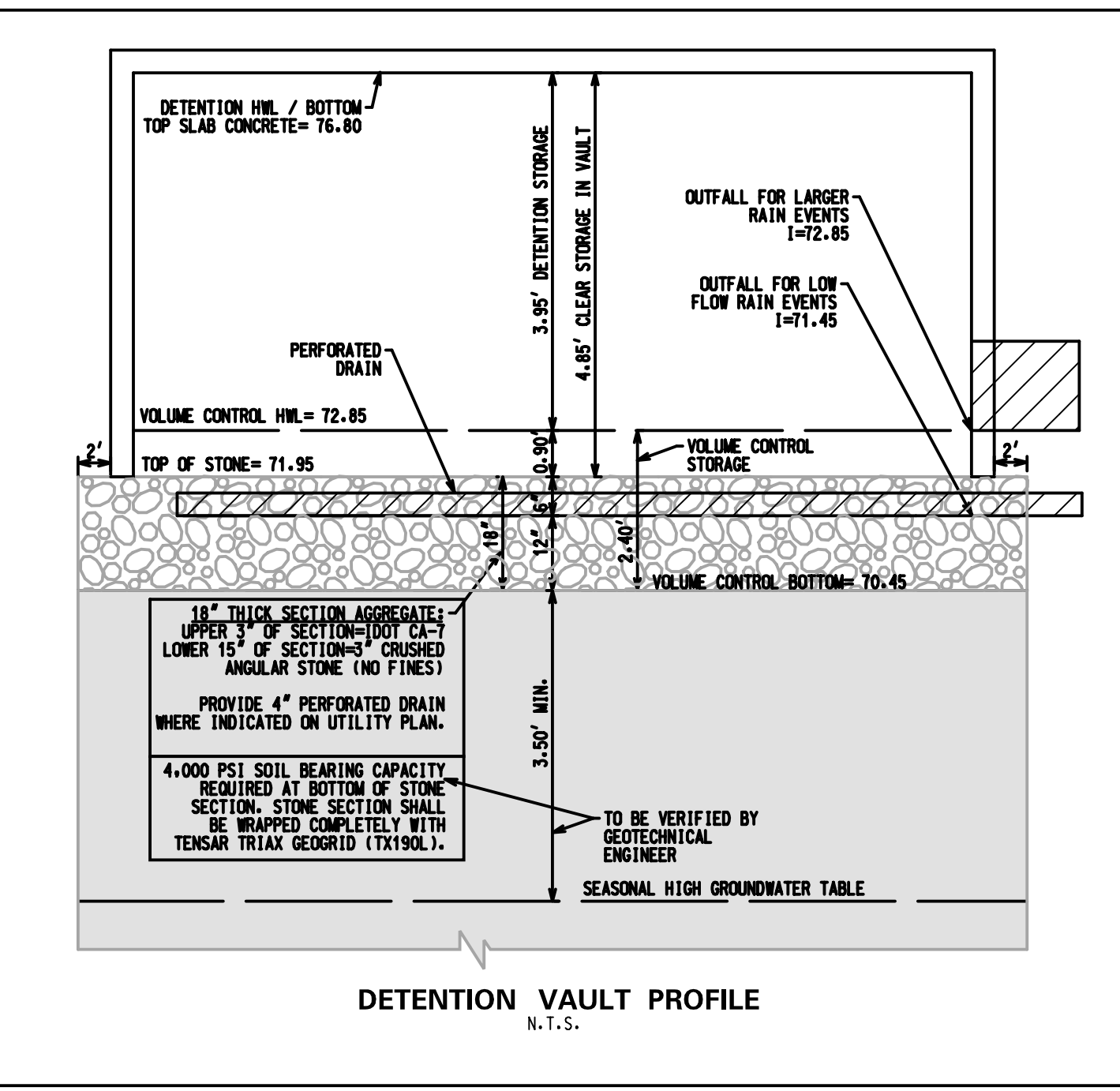
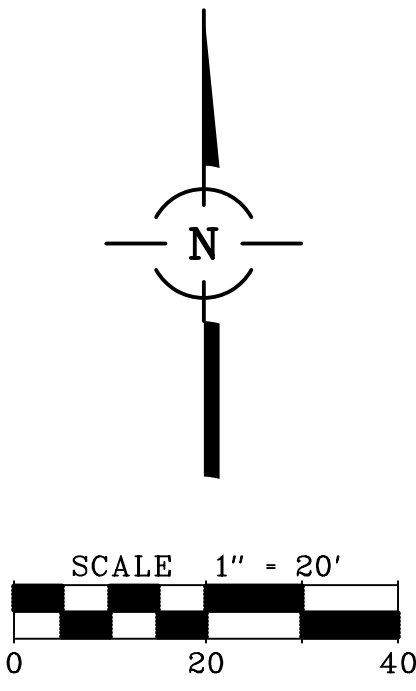


NOTES:

1. ADD 600 TO ELEVATIONS SHOWN AS XX.XX.
2. ALL SPOT GRADES ALONG CURB LINE ARE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.
3. GREASE TRAP (AS NEEDED AT FINAL ENGINEERING) TO BE PROVIDED INTERNAL TO SOUTHERN COMMERCIAL SPACE.
4. STEPPED/LOWERED FOUNDATIONS REQUIRED. DESIGN AT FINAL ENGINEERING.

LEGEND

- FF FINISHED FLOOR
- DRAINAGE DIVIDE
- OVERLAND FLOW ROUTE
- - - SPOT GRADE (FINISHED ELEVATION)



UNDERGROUND STORMWATER VAULT SUMMARY (PROPOSED SOUTH LOT)

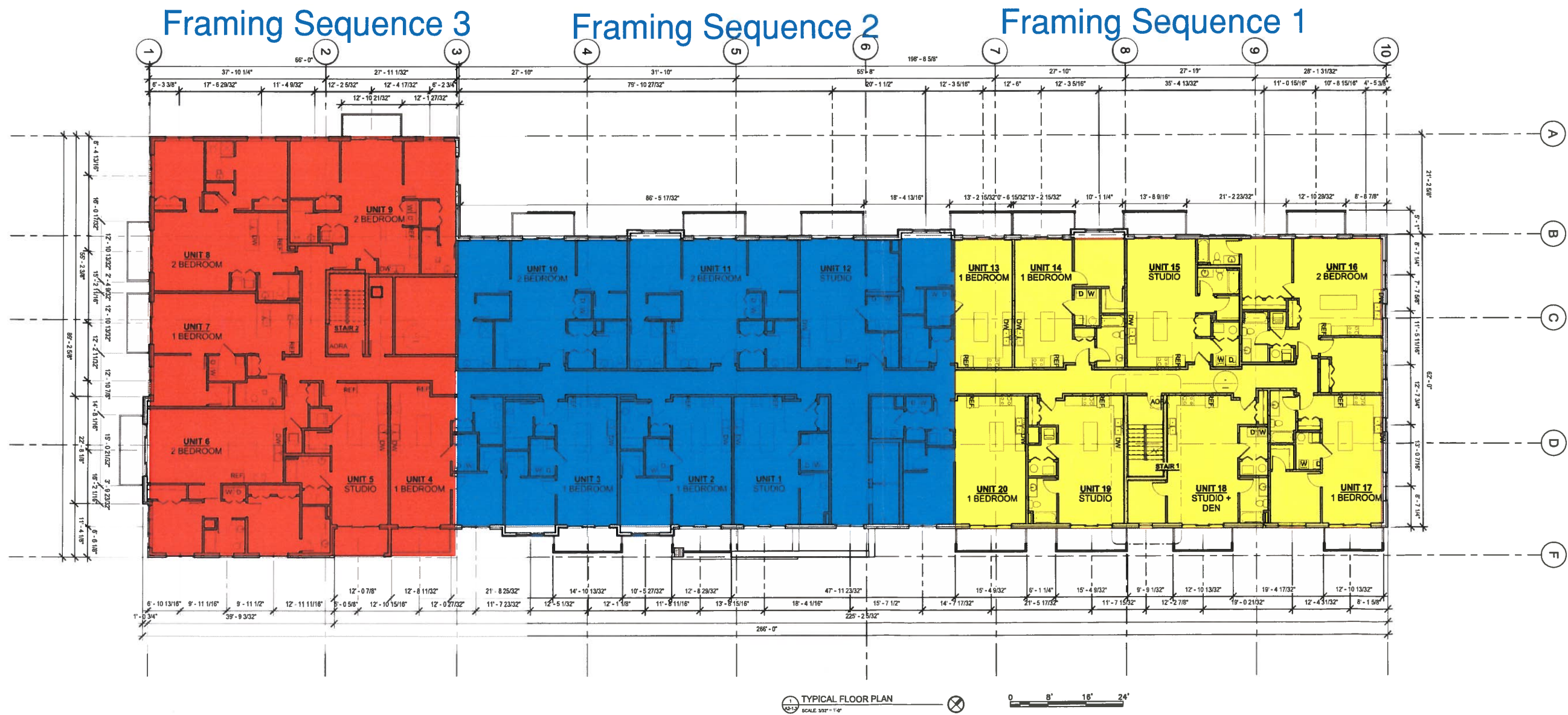
VAULT
TOTAL (CLEAR) STORAGE VOLUME PROVIDED WITHIN VAULT = 0.322 AC-FT
VILLAGE OF ARLINGTON HEIGHTS DETENTION
VOLUME REQUIRED = 0.296 AC-FT
VOLUME PROVIDED = 0.257 AC-FT (IN UNDERGROUND VAULT)
VOLUME PAID AS FEE-IN-LIEU=0.039 AC-FT (BASED ON UNRESTRICTED AREA OF 0.050 AC)
MWRD VOLUME CONTROL
VOLUME REQUIRED = 0.79 AC IMPERVIOUS X 1.0" = 0.066 AC-FT
VOLUME PROVIDED = 0.070 AC-FT (IN LOWER PORTION OF DETENTION VAULT SYSTEM)

PRELIMINARY ENGINEERING PLAN
KENSINGTON AND HICKORY
DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

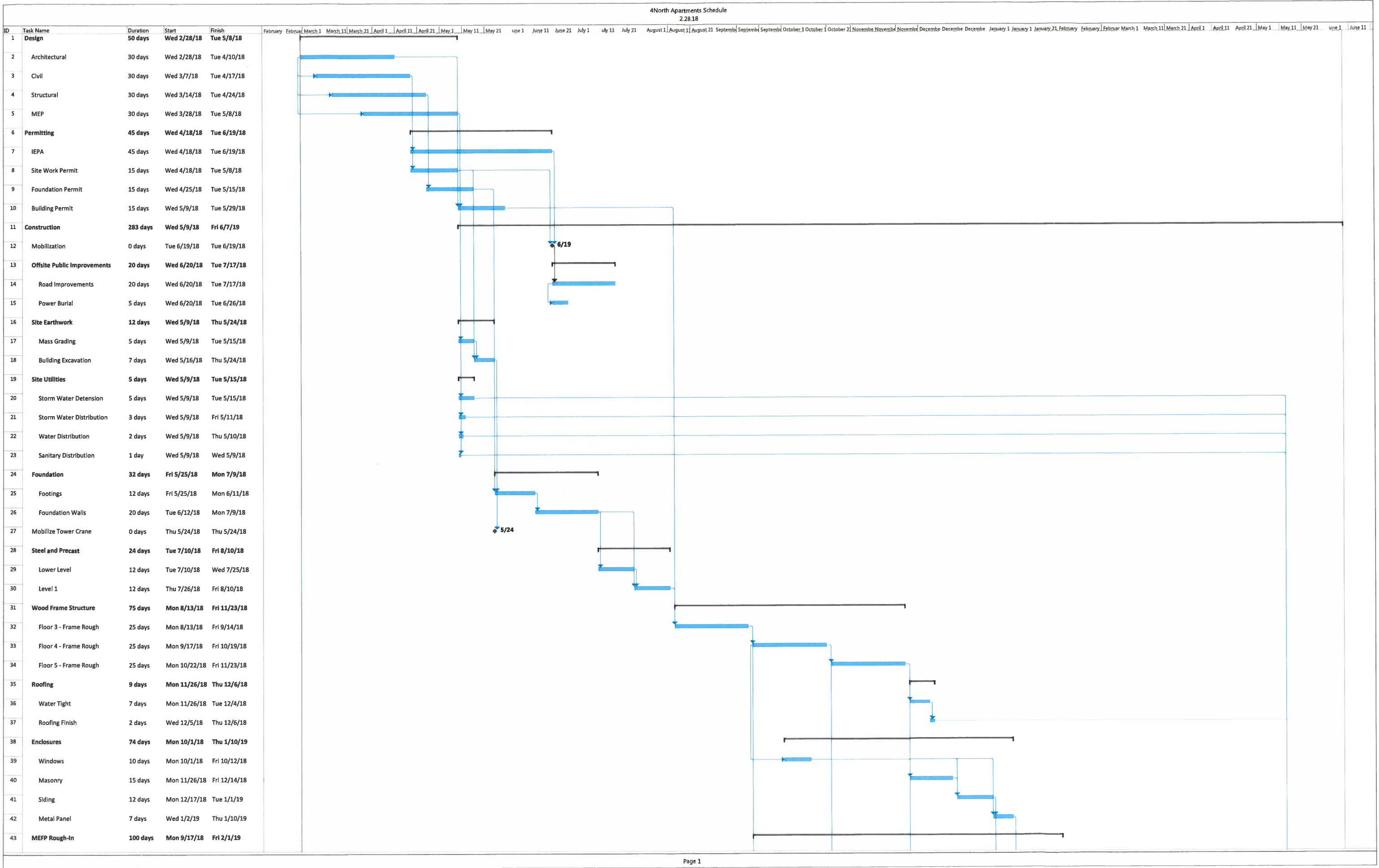
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS



FILENAME:
9934-P-ENG01
DATE:
10/10/2017
JOB NO.
9934
SHEET
ENG1
3 OF 3



N E R I	
ARCHITECTS, pc	
444 N. NORTHWEST HWY. STE 355 PARK RIDGE, IL 60068 TEL 847.825.9400	
PROJECT #	1702
DATE:	07.25.17
NEW MIXED USE BUILDING	
600 E KENSINGTON RD. ARLINGTON HTS, IL 60004	
05.16.16	ISSUED FOR PERMIT
REVISIONS	
DRAWN BY:	FZM
APPROVED BY:	G.C.N.
SCALE:	AS NOTED
DESCRIPTION:	TYPICAL FLOOR PLAN (3-5)
SHEET NO.	A2-1.3

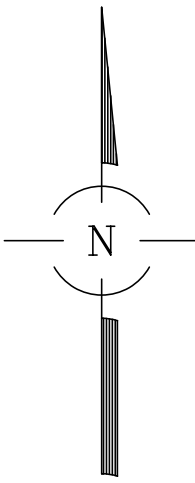
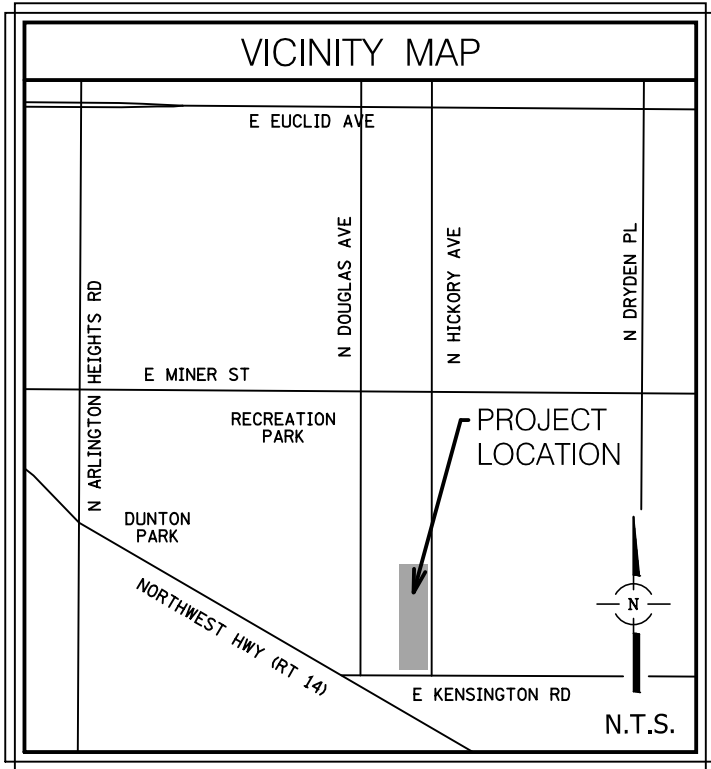


THIS IS A PRELIMINARY PLAT,
OF NO LEGAL EFFECT AND
NOT TO BE RECORDED

PRELIMINARY PLAT OF 4 NORTH SUBDIVISION

BEING A SUBDIVISION OF THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 18, TOWNSHIP
41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS.

PROPOSED LOT GEOMETRY



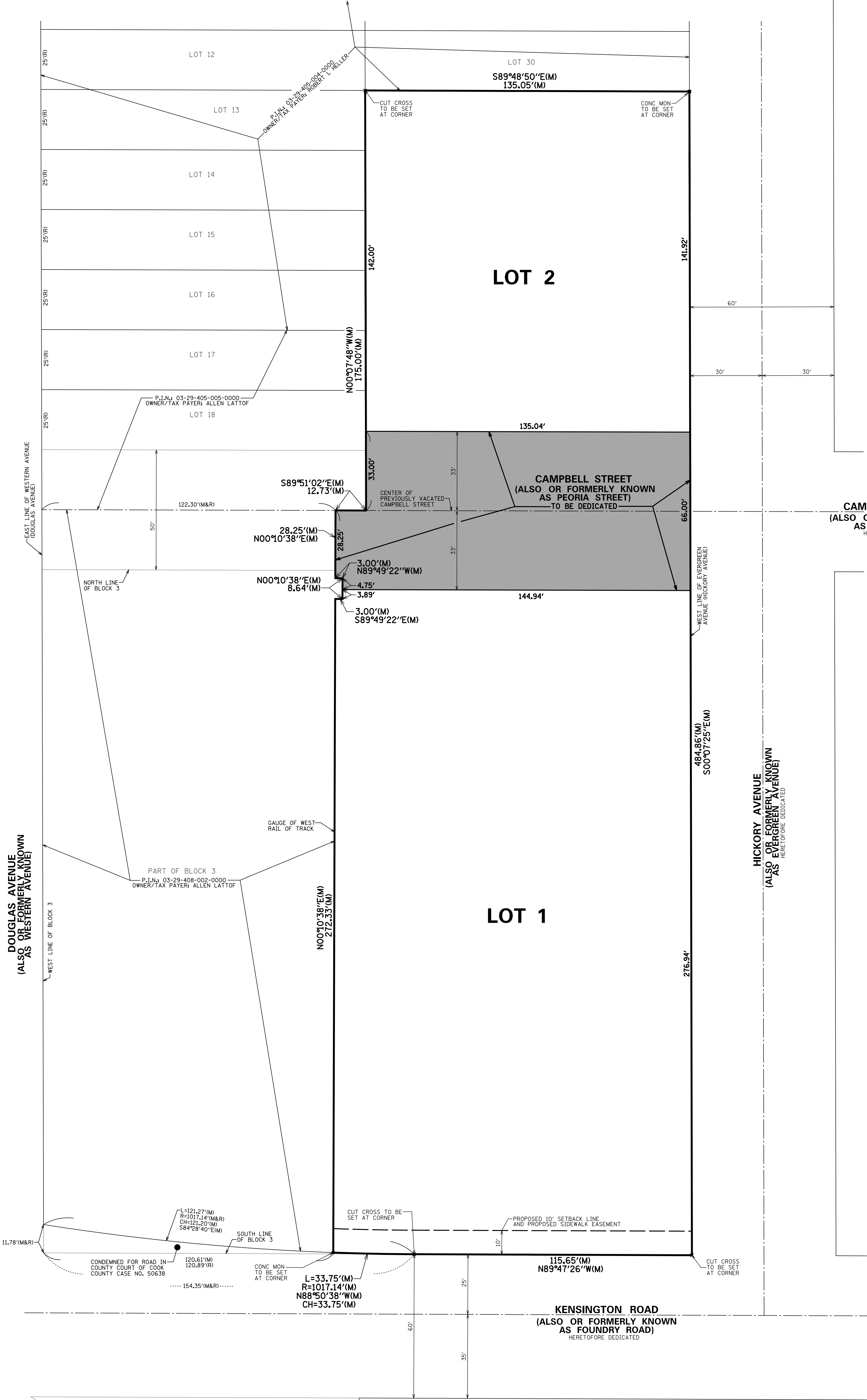
SCALE 1" = 20'

0 20 40

BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC
OBSERVATION IL EAST ZONE

IR = IRON ROD
IP = IRON PIPE
(M) = MEASURED
(R) = RECORD

AREA TABLE		
	SQ. FT.	ACRES
LOT 1	41,142	0.944
LOT 2	19,171	0.440
DEDICATION	9,321	0.214
TOTAL	69,634	1.598



PREPARED FOR:
NERI ARCHITECTS, PC
444 NORTHWEST HWY
SUITE 355
PARK RIDGE, ILLINOIS 60068

REVISIONS:
02/15/18
03/01/18
04/02/2018 G.P.
05/25/2018 G.P.



CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

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

DATE: 02/12/2018
JOB NO: 9934
FILENAME: 9934PREPLAT-01
SHEET 2 OF 3

THIS IS A PRELIMINARY PLAT,
OF NO LEGAL EFFECT AND
NOT TO BE RECORDED

PRELIMINARY PLAT OF 4 NORTH SUBDIVISION

BEING A SUBDIVISION OF THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 18, TOWNSHIP
41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS.

PROPOSED CONDITIONS

1. EXISTING CONDITIONS PER TOPOGRAPHIC SURVEY PREPARED BY SPACECO, INC. DATED SEPTEMBER 8, 2017. SPACECO PROJECT NO. 9934. TOPOGRAPHY BASED ON FIELD WORK COMPLETED SEPTEMBER 2, 2017.

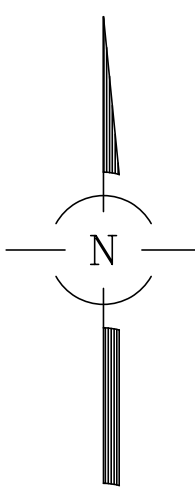
3. ALL UTILITIES AS SHOWN ARE APPROXIMATE LOCATIONS DERIVED FROM ACTUAL MEASUREMENTS OR PER ATLAS SHEETS. THEY SHOULD NOT BE INTERPRETED TO BE EXACT LOCATIONS NOR SHOULD IT BE ASSUMED THAT THEY ARE THE ONLY UTILITIES IN THE AREA. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE.

4. PIPE FLOW DIRECTIONS, IF SHOWN, ARE BASED ON FIELD INVERT ELEVATIONS UNLESS EXISTING PLANS INDICATE OTHERWISE, IN WHICH CASE THE EXISTING PLAN FLOW DIRECTION IS SHOWN.

5. SOURCE BENCHMARK #1:
NATIONAL GEODETIC SURVEY
CORS ID: CCRM
PID: D04955
STATION IS A GPS CORS
ELEVATION = 756.40 NAVD88

SITE BENCHMARK #1:
MUELLER BOLT ON THE FIRST FIRE HYDRANT NORTH OF KENSINGTON ROAD ON THE WEST SIDE OF HICKORY AVENUE.
ELEVATION = 680.30

SITE BENCHMARK #2:
MUELLER BOLT ON THE SECOND FIRE HYDRANT NORTH OF KENSINGTON ROAD WEST SIDE OF HICKORY AVENUE AT THE NORTHEAST CORNER OF THE SITE.
ELEVATION = 681.06



SCALE 1" = 20'
0 20 40

BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC
OBSERVATION 1L EAST ZONE

DOUGLAS AVENUE

LOT 2

LOT 1

CAMPBELL STREET

TO BE DEDICATED

CAMPBELL STREET

(ALSO OR FORMERLY KNOWN
AS PEORIA STREET)

HEREFORE DEDICATED

HICKORY AVENUE
(ALSO OR FORMERLY KNOWN
AS EVERGREEN AVENUE)

KENSINGTON ROAD

(ALSO OR FORMERLY KNOWN
AS FOUNDRY ROAD)

HEREFORE DEDICATED

PREPARED FOR:
NERI ARCHITECTS, PC
444 NORTHWEST HWY
SUITE 305
PARK RIDGE, ILLINOIS 60068

REVISIONS:
02/15/18
03/01/18
04/02/2018 G.P.



CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

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

DATE: 02/12/2018

JOB NO: 9934

FILENAME:
9934PREPLAT-01

SHEET
3 OF 3

PROJECT NO:9934

N:\Projects\9934\PRELIM\9934-P-TITLE.dgn Default User=randerson

NO.	DATE	REMARKS
1	03/10/10	PER SITE PLAN REVISIONS
2	05/25/05	PER VILLAGE

NO.	DATE	REMARKS
1	03/10/10	PER SITE PLAN REVISIONS
2	05/25/05	PER VILLAGE

NO.	DATE	REMARKS
1	03/10/10	PER SITE PLAN REVISIONS
2	05/25/05	PER VILLAGE

NO.	DATE	REMARKS
1	03/10/10	PER SITE PLAN REVISIONS
2	05/25/05	PER VILLAGE

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

**SPACECO INC.**

FILENAME:
9934-P-OVEC

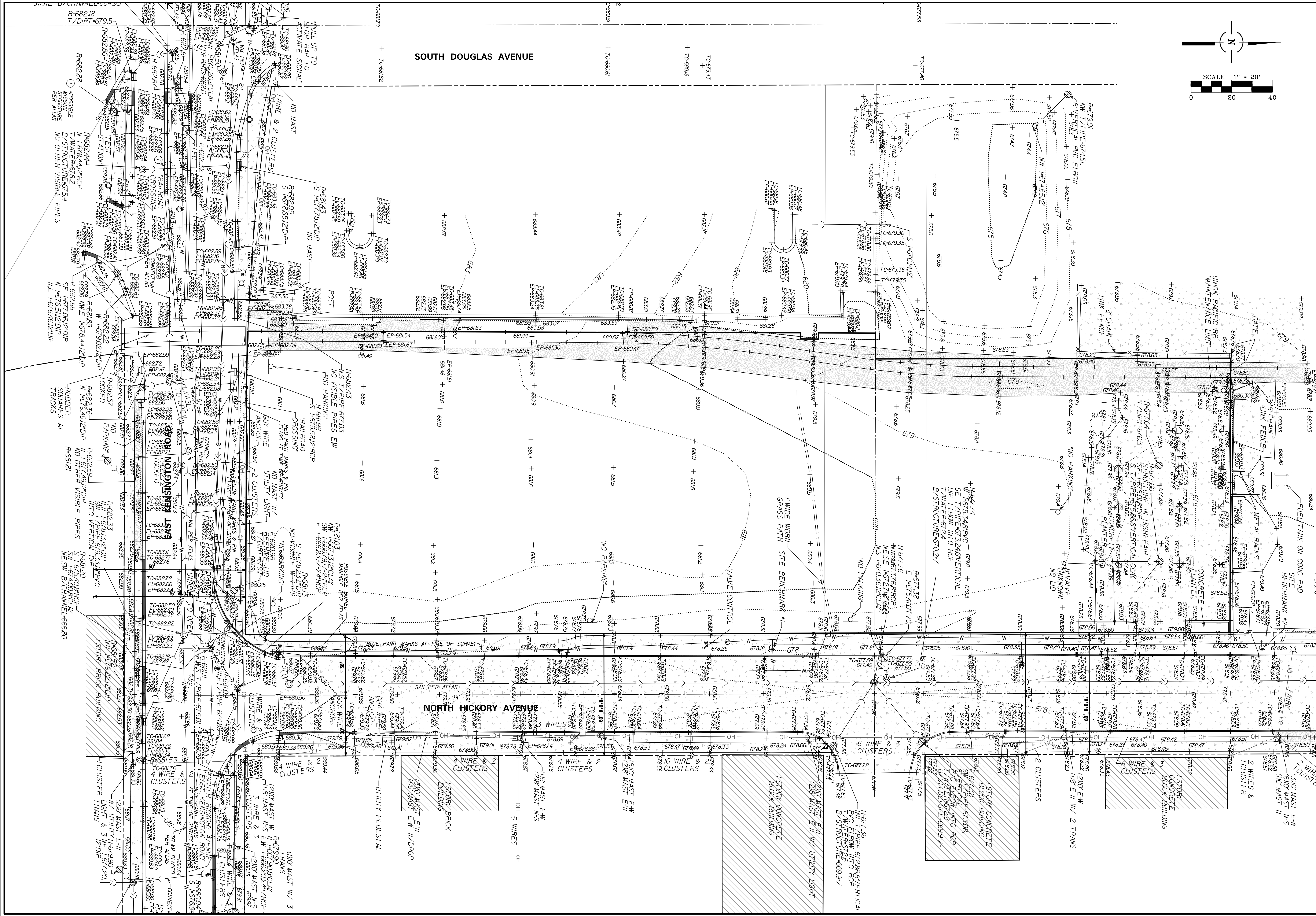
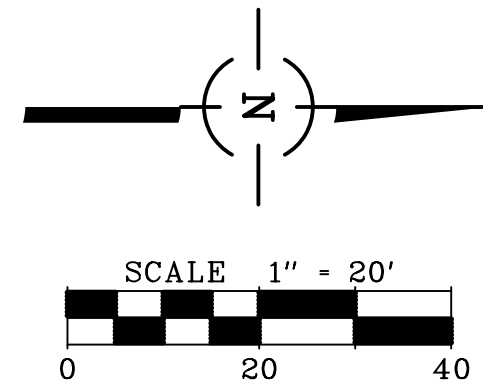
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10/10/2017

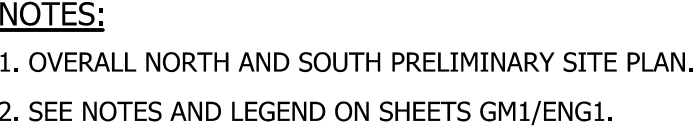
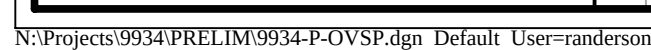
JOB NO.
9934

SHEET
OVEC
2 OF 5

FOUR NORTH APARTMENTS
ARLINGTON HEIGHTS, ILLINOIS

OVERALL EXISTING CONDITION PLANS





NOTES:

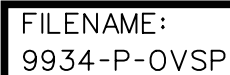
1. OVERALL NORTH AND SOUTH PRELIMINARY SITE PLAN.

2. SEE NOTES AND LEGEND ON SHEETS GM1/ENG1.

[illegible]

**CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS**

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

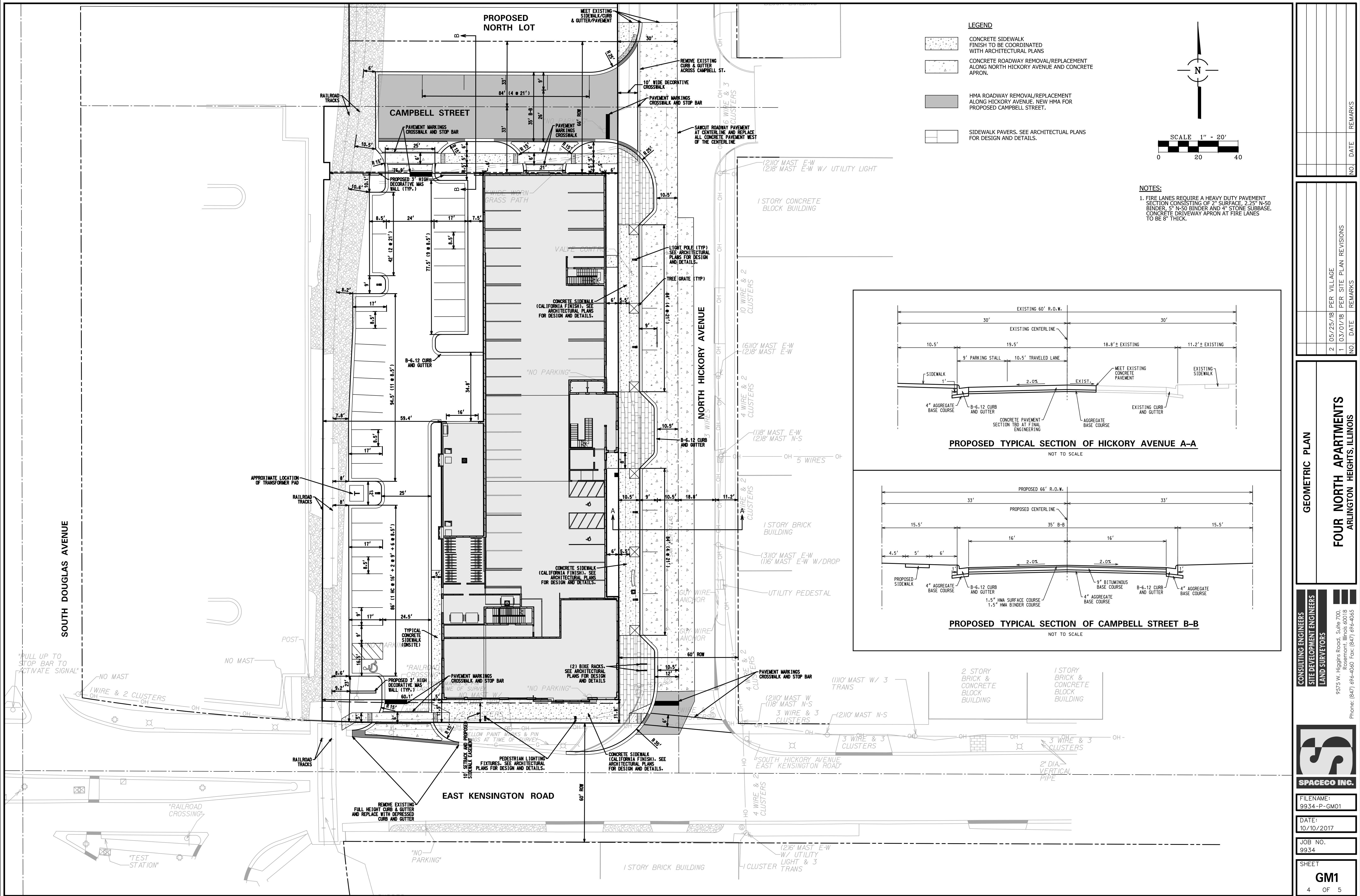


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10/10/2017

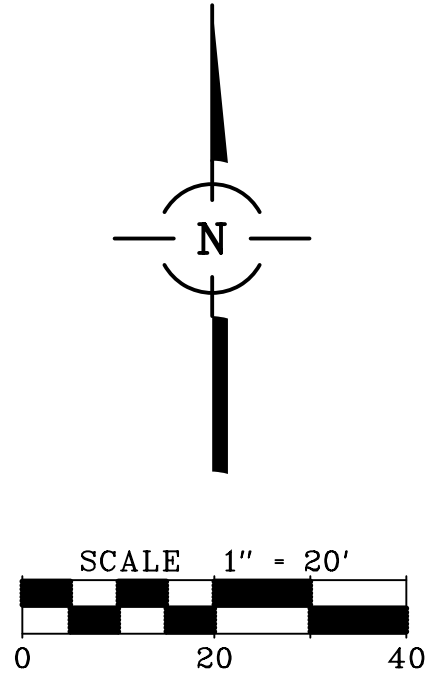
JOB NO.
9934

SHEET

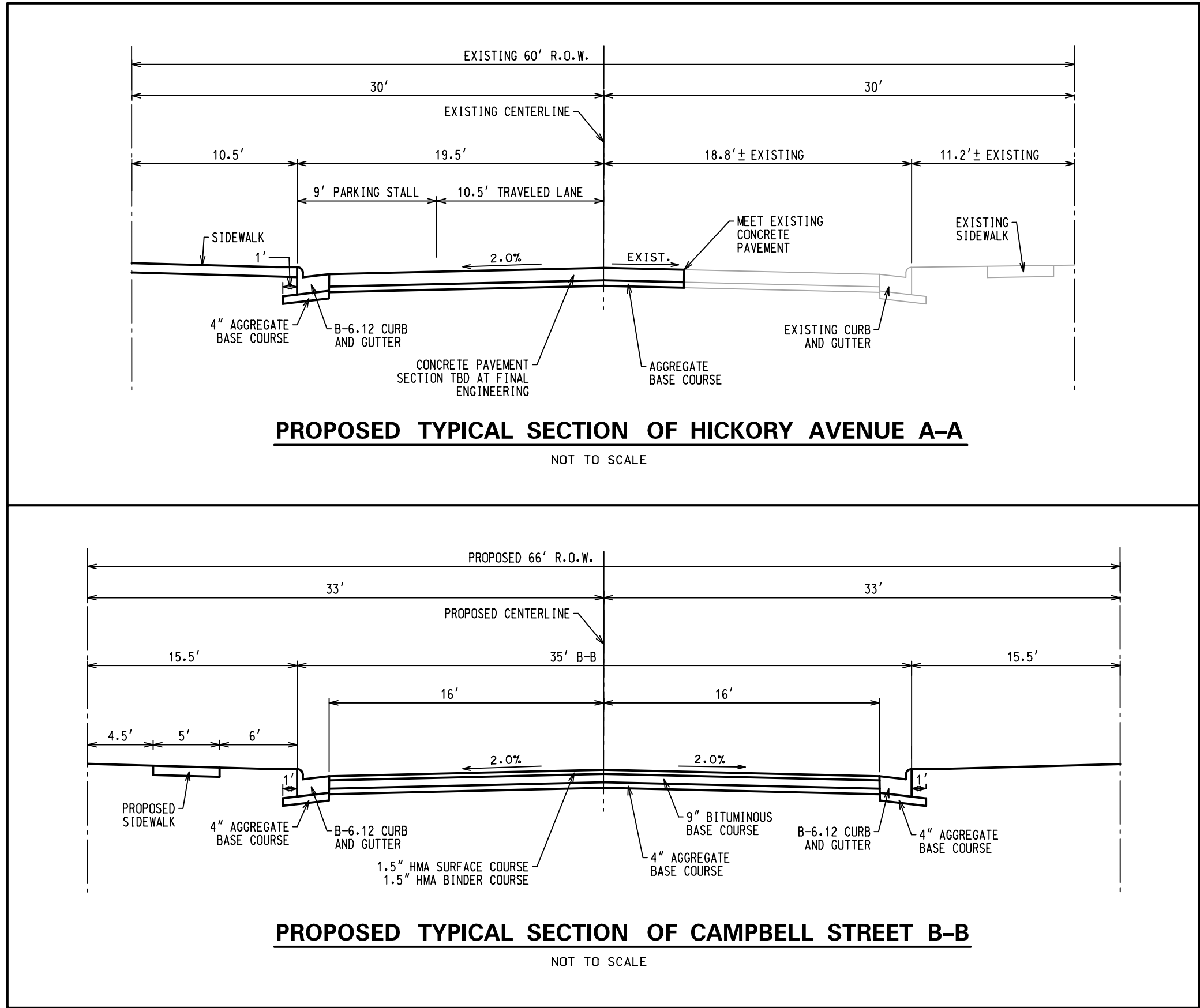
OVSP



- LEGEND**
- CONCRETE SIDEWALK
FINISH TO BE COORDINATED
WITH ARCHITECTURAL PLANS
 - CONCRETE ROADWAY REMOVAL/REPLACEMENT
ALONG NORTH HICKORY AVENUE AND CONCRETE
APRON.
 - HMA ROADWAY REMOVAL/REPLACEMENT
ALONG HICKORY AVENUE. NEW HMA FOR
PROPOSED CAMPBELL STREET.
 - SIDEWALK PAVERS. SEE ARCHITECTUAL PLANS
FOR DESIGN AND DETAILS.



- NOTES:**
1. FIRE LANES REQUIRE A HEAVY DUTY PAVEMENT SECTION CONSISTING OF 2" SURFACE, 2.25" N-50 BINDER, 5" N-50 BINDER AND 4" STONE SUBBASE. CONCRETE DRIVEWAY APRON AT FIRE LANES TO BE 8" THICK.



GEOMETRIC PLAN

FOUR NORTH APARTMENTS

ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

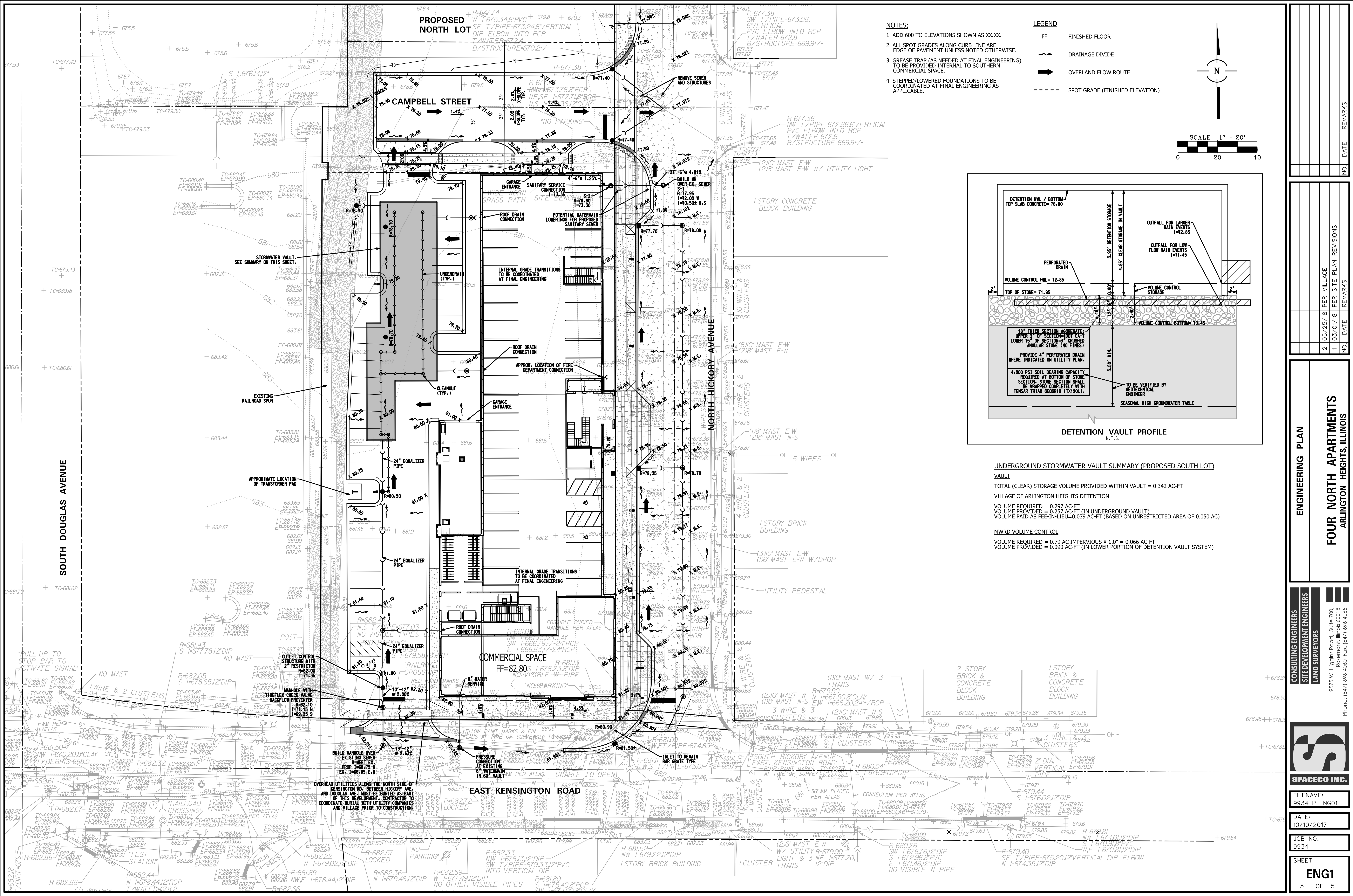


FILENAME:
9934-P-GM01

DATE:
10/10/2017

JOB NO.
9934

SHEET
GM1
4 OF 5



NO.	DATE	REMARKS
2	05/25/18	PER VILLAGE
1	03/01/18	PER SITE PLAN REVISIONS

ENGINEERING PLAN

FOUR NORTH APARTMENTS
ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

SPACECO INC.

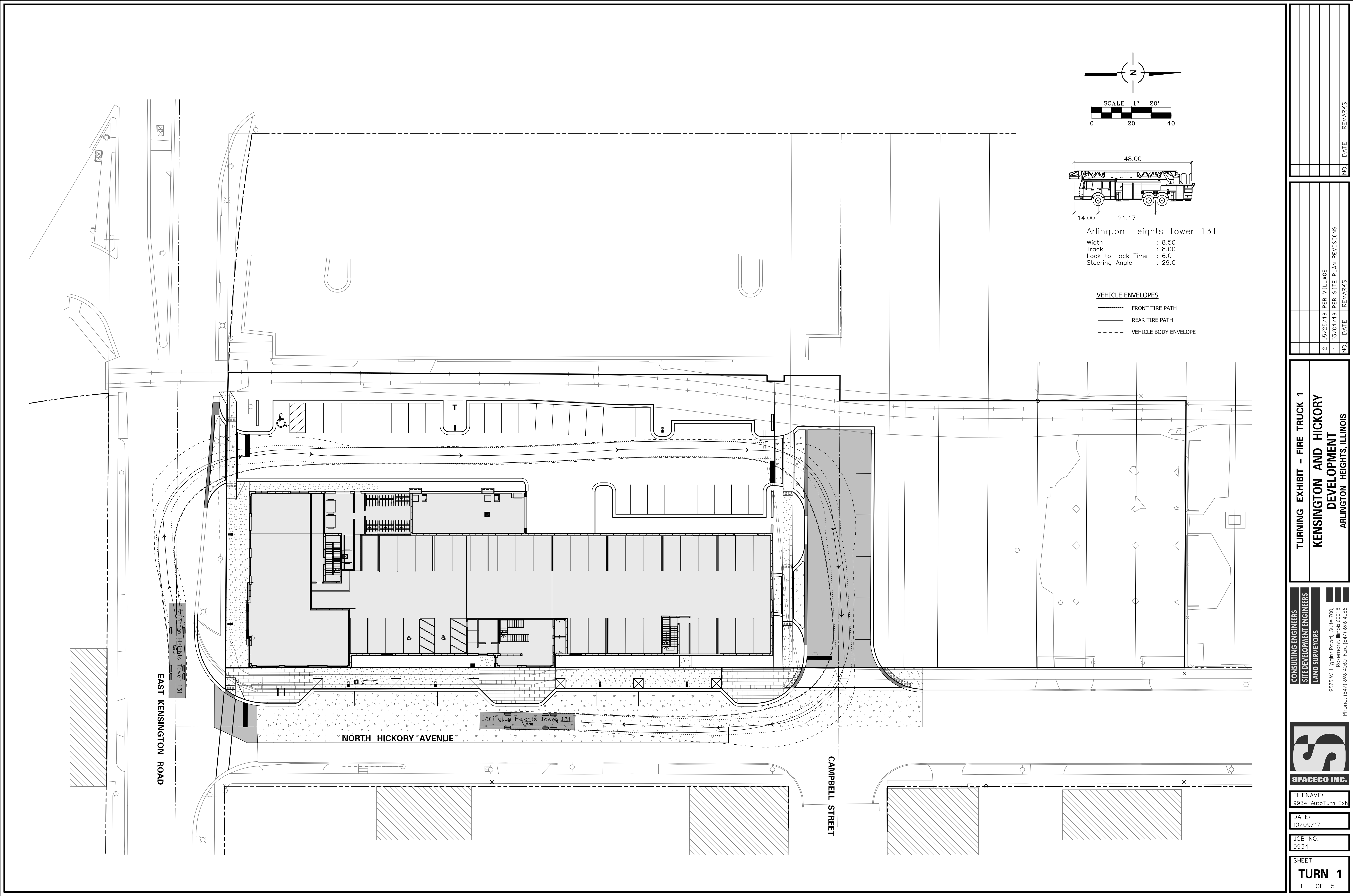
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

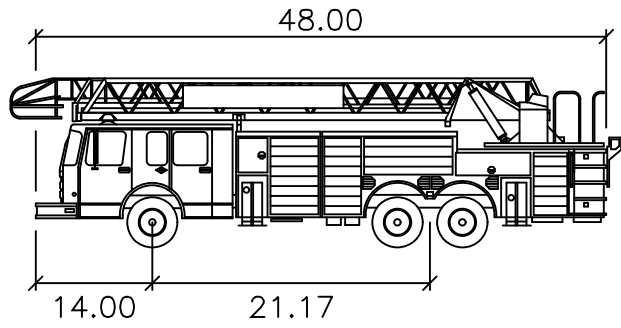
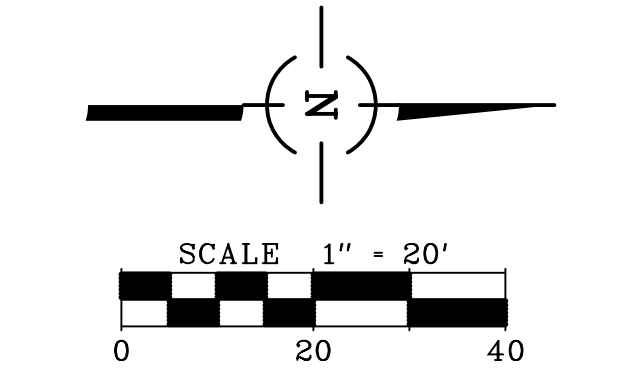
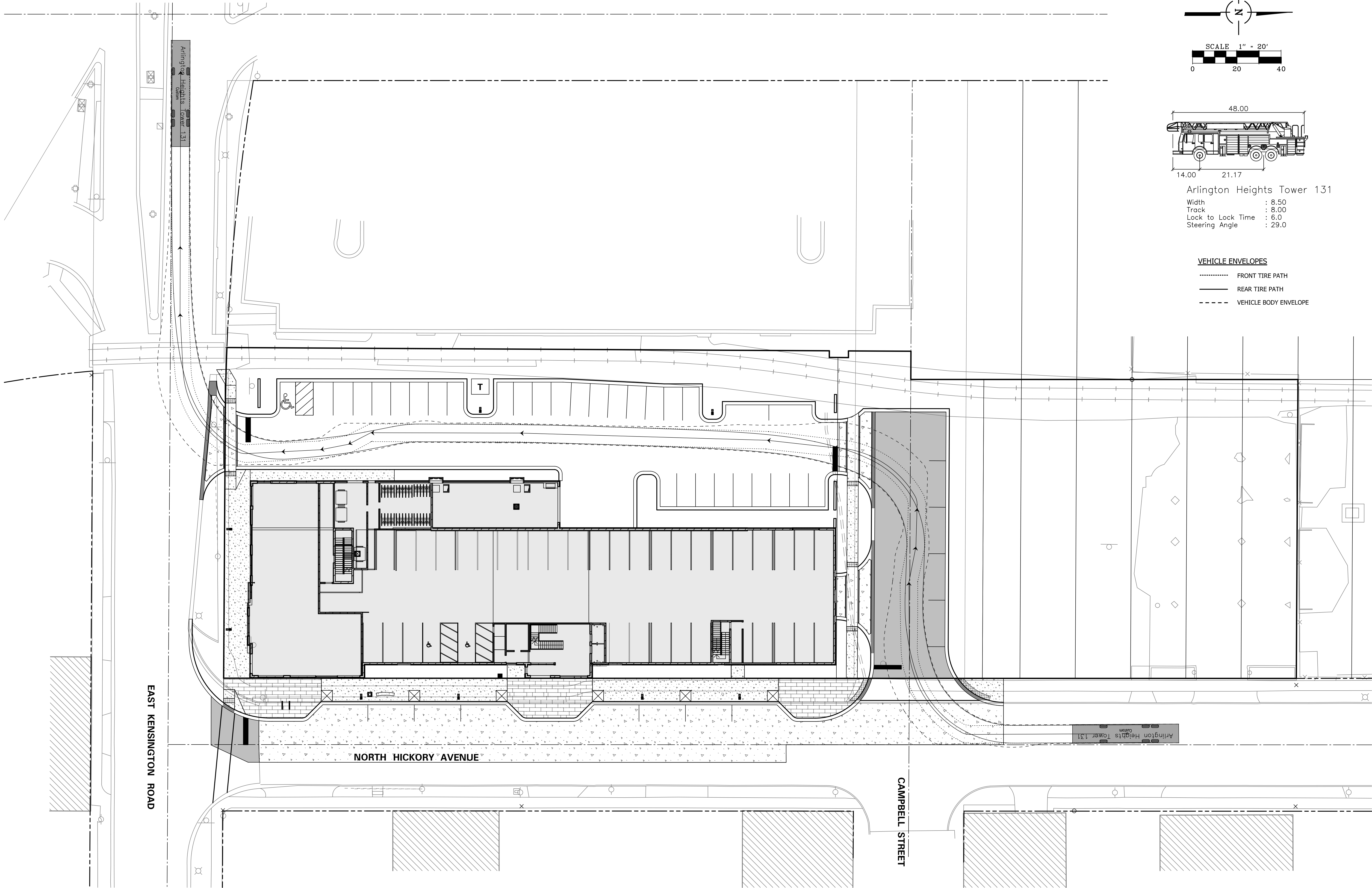
FILENAME:
9934-P-ENG01

DATE:
10/10/2017

JOB NO.
9934

SHEET
ENG1
5 OF 5





Arlington Heights Tower 131
Width : 8.50
Track : 8.00
Lock to Lock Time : 6.0
Steering Angle : 29.0

- VEHICLE ENVELOPES
- FRONT TIRE PATH
 - REAR TIRE PATH
 - - - - VEHICLE BODY ENVELOPE

NO.	DATE	REMARKS

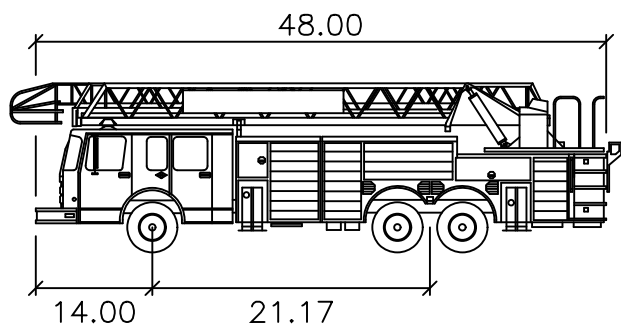
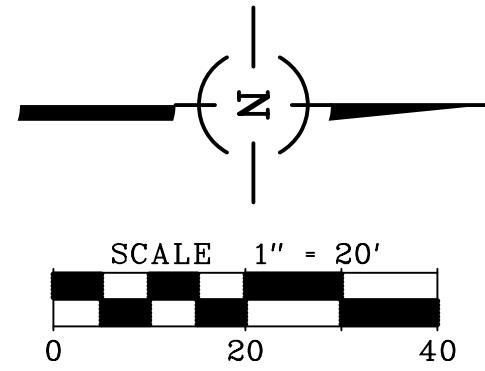
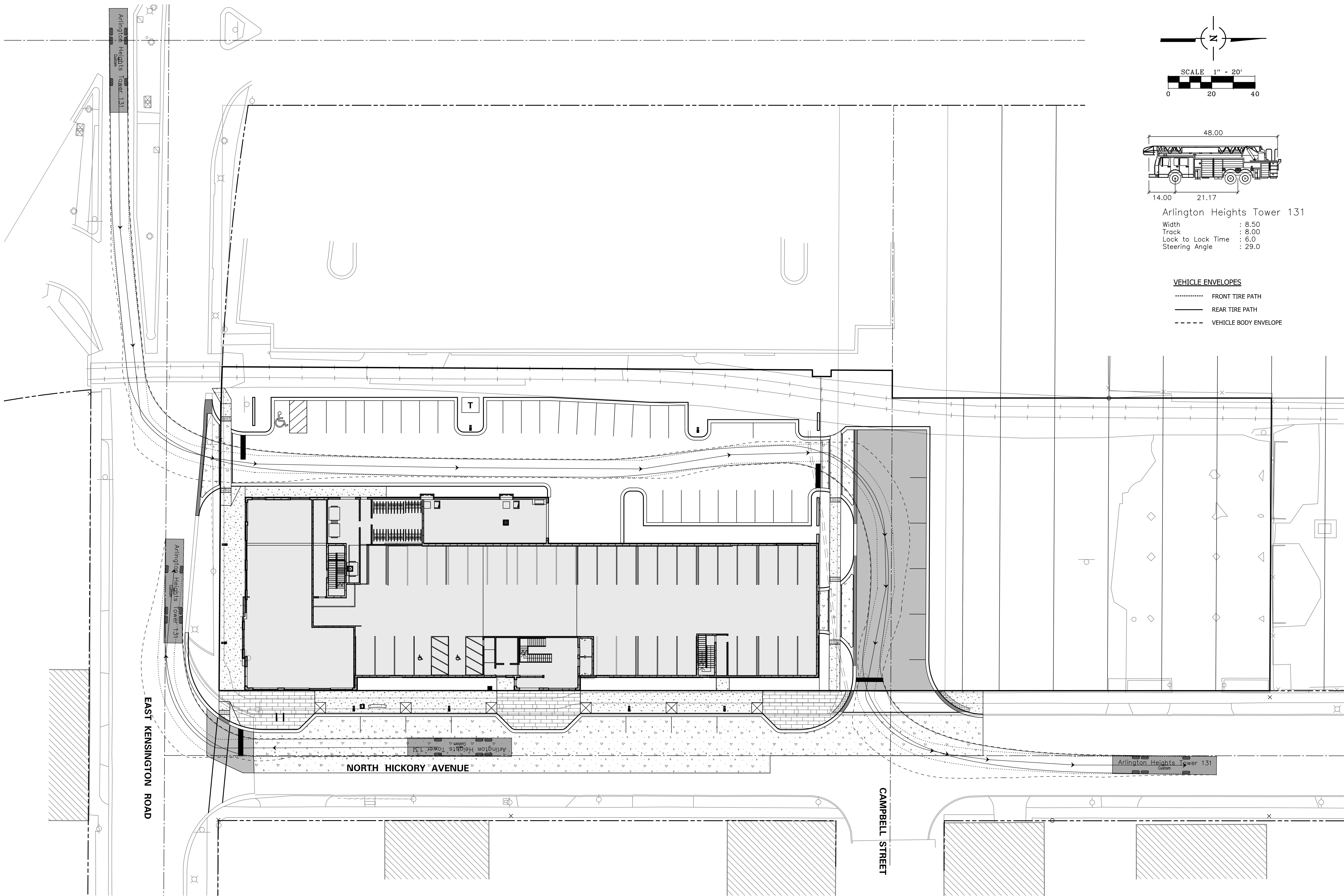
NO.	DATE	REMARKS
2	05/25/18	PER VILLAGE
1	03/01/18	PER SITE PLAN REVISIONS

TURNING EXHIBIT – FIRE TRUCK 2
KENSINGTON AND HICKORY
DEVELOPMENT
ARLINGTON HEIGHTS, 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



FILENAME: 9934-AutoTurn Exh
DATE: 10/09/17
JOB NO. 9934
SHEET TURN 2 2 OF 5



Arlington Heights Tower 131
Width : 8.50
Track : 8.00
Lock to Lock Time : 6.0
Steering Angle : 29.0

- VEHICLE ENVELOPES
- FRONT TIRE PATH
 - REAR TIRE PATH
 - - - - VEHICLE BODY ENVELOPE

NO.	DATE	REMARKS

NO.	DATE	REMARKS
2	05/25/18	PER VILLAGE
1	03/01/18	PER SITE PLAN REVISIONS

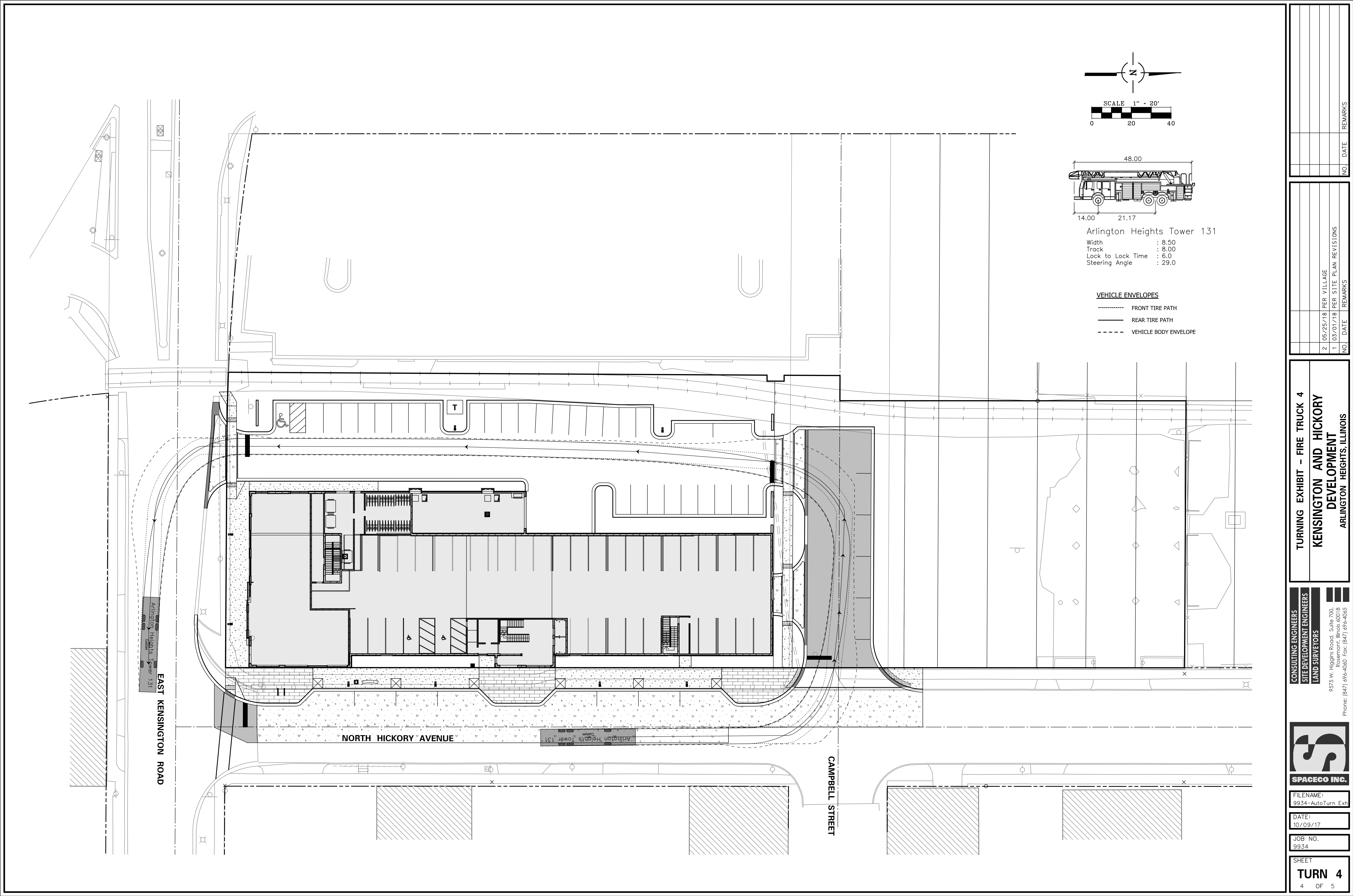
TURNING EXHIBIT – FIRE TRUCK 3
KENSINGTON AND HICKORY DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

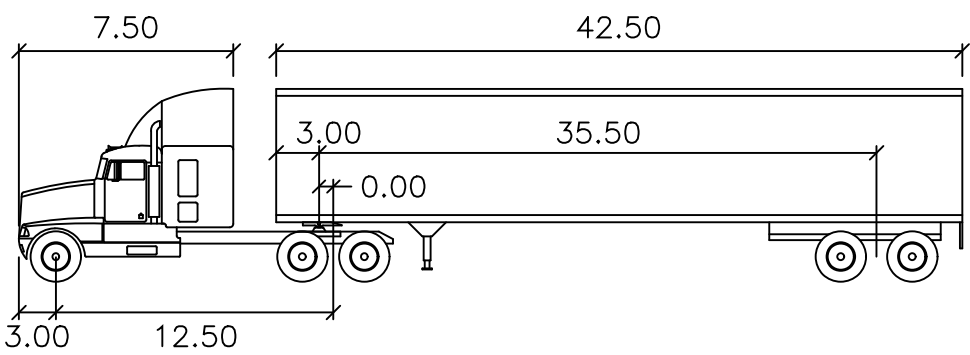
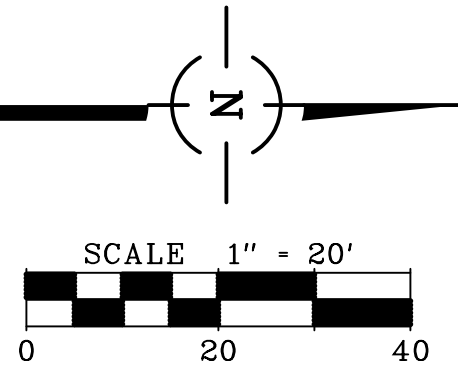
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065



FILENAME: 9934-AutoTurn Exh
DATE: 10/09/17
JOB NO. 9934
SHEET TURN 3 3 OF 5



CONSULTING ENGINEERS		TURNING EXHIBIT – FIRE TRUCK 4	
SITE DEVELOPMENT ENGINEERS		KENSINGTON AND HICKORY	
LAND SURVEYORS		DEVELOPMENT	
9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018 Phone: (847) 696-4060 Fax: (847) 696-4065		ARLINGTON HEIGHTS, ILLINOIS	
SPACECO INC.		FILENAME: 9934-AutoTurn Exh	
DATE: 10/09/17		DATE NO.	
JOB NO. 9934		DATE REMARKS	
SHEET TURN 4		NO. DATE REMARKS	
4 OF 5			



WB-50	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

VEHICLE ENVELOPES

- FRONT TIRE PATH
 _____ REAR TIRE PATH
 - - - - - VEHICLE BODY ENVELOPE

**KENSINGTON AND HICKORY
DEVELOPMENT**
ARLINGTON HEIGHTS, 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



FILENAME:
9934-AutoTurn Exp

DATE:
10/09/17

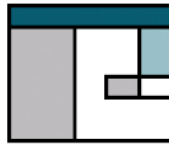
JOB NO.
9934

SHEET

TURN 5

TURN 5
5 OF 5

DRAFT FOR DISCUSSION PURPOSES ONLY



P R O P E R T Y V A L U A T I O N A D V I S O R S , I N C .

**Proposed Mid-Rise Apartments “Hickory Apartments”
NWC Kensington Road & Hickory Avenue
Arlington Heights, Illinois 60004**

PVA File No. 176290

Apartment Market Study

Apartment Market Study

Proposed Mid-Rise Apartments "Hickory Apartments"
NWC Kensington Road & Hickory Avenue
Arlington Heights, Illinois 60004
PVA File No. 176290

Effective Date of the Market Study:

December 18, 2017

Prepared for:

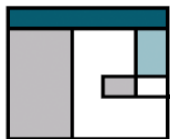
Greystone Funding Corporation
c/o Ms. Ilene Plotkin
3rd Party Reports Coordinator
419 Belle Air Lane
Warrenton, VA 20186

Prepared by:

PROPERTY VALUATION ADVISORS, INC.

850 West Jackson Boulevard
Suite 200
Chicago, Illinois 60607
www.propval.net

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December 22, 2017

Greystone Funding Corporation

c/o Ms. Ilene Plotkin
3rd Party Reports Coordinator
419 Belle Air Lane
Warrenton, VA 20186

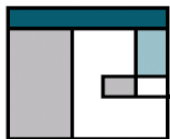
RE: Market Study Report
Proposed Mid-Rise Apartments
Hickory Apartments
Arlington Heights, IL 60004

Dear Ms. Plotkin:

At your request we have completed a market feasibility study for the above captioned proposed multi-family residential property commonly referred to as Hickory Apartments. The subject property is a proposed 79- unit five-story apartment building with an indoor heated garage parking level containing 80 spaces. The apartment units are accessed via passenger elevator service. The building will have two (2) elevators. The apartment building will have masonry construction with a combination of brick, block, and metal panel exterior walls. In total, the complex will have 79 units consisting of unit layouts ranging between (14) Studio, (48) one bedroom, and (17) two bedroom unit types. Sizes will range between 535 square feet for Studio units and 1,093 square feet for two bedroom units. Twelve of the two bedroom units will have a single bathroom while the remaining five two bedroom units will have two bathrooms. The units will feature high-end/ luxury finishes and stainless steel appliances inclusive of Quartz/ granite countertops, electric range, microwave with hood exhaust, dishwasher, garbage disposal, refrigerator and freezer, wood cabinets with hardware, ceramic tile in the bathrooms, vinyl plank flooring in the living rooms and carpet in the bedrooms, LED lighting throughout, in-unit washer and dryer units, private balconies, and individual gas force air furnace and AC and hot water heaters.

Overall, the combined structures contain 99,340 square feet of gross area and 64,619 square feet of rentable area (inclusive of the ground-floor retail spaces). The property will feature onsite management office, fitness center, community room, media/ recreation room, and a terrace deck on the 2nd floor with a fire pit and area for outdoor cooking. Storage lockers will be available at the basement level. In addition, the improvements will include retail spaces totaling approximately 4,000 square feet. The retail spaces will be located on the ground-floor along Kensington Road.

The subject property currently measures approximately 45,825 square feet; however, a portion of the north end of the property will be used as a right of way in order to extend Campbell Street resulting in a remaining development site of 41,156 square feet or 0.945 acres of land that will be adequately landscaped and improved with the aforementioned building. The site will have approximately 149 feet of frontage along Kensington Road and approximately 296 feet of frontage along Hickory Avenue.



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**Greystone Funding Corporation
Hickory Apartments Market Study
Arlington Heights, IL 60004**

At the time of our inspection, the subject property was vacant and shovel-ready for development. The prior industrial improvements were demolished in 2013.

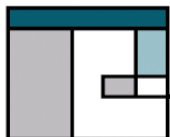
The subject property is located at the northwest corner of Kensington Road and Hickory Avenue in the Village of Arlington Heights, a northwestern suburb of the City of Chicago approximately 23 miles northwest of the City of Chicago downtown area. The subject property is located within the Village's Hickory/ Kensington Area Plan. The Hickory/ Kensington Area Plan is defined by Dryden Avenue to the east, Miner Street on the north, Northwest Highway to the south, and Belmont Avenue to the west. The area is designed to be redeveloped as mixed use commercial and residential with the Village's intent to create a vibrant, mixed-use neighborhood.

The subject site is immediately north of Northwest Highway, which is a major east/ west arterial for the Village and neighboring communities. The Arlington Heights Metra Station is located less than ½ mile northwest from the subject property which provides direct access into the City of Chicago CBD. Mariano's Fresh Market recently opened a 68,000 square foot store across from the subject site in 2010.

The immediate area is urban with significant commercial, industrial, and residential developments. Arlington Heights contain a variety of land uses that include industrial business parks, single family residences, offices, and various multi-tenant strip centers and major big box retailers. Overall, the property has good transient access via Northwest Highway and nearby interstate systems. The O'Hare International Airport is located 6 miles south from the subject property.

The subject property is located approximately 3 miles north of the I-90 (Jane Adams Memorial Tollway) interchange at Arlington Heights Road which leads directly to the Chicago downtown area. The property is located approximately 1 ½ miles northwest of Arlington Park Race Track, the premier horse racing facility in the state of Illinois and the Midwestern states.

Most notably, the area features numerous smaller and mid-size shopping centers inclusive of both a Wal-Mart and Meijer anchored shopping centers lying to the south along Algonquin Road and a Home Depot and Costco within the Randhurst Village Mall in Mount Prospect 2 miles east at Kensington Road and Elmhurst Road. In addition, within a 5-mile radius from the subject property, there are several commercial/ strip centers located along the nearby major thoroughfares e.g. Rand Road, Northwest Highway, Dundee Road, Algonquin Road, and Golf Road. A segment of Golf Road west of the I-290 interstate system (approx. 3 ½ miles southwest of the subject) contains nation brand retailers, car dealerships, restaurants, IKEA, and the Woodfield Mall. Woodfield Mall is an enclosed super-regional shopping mall located in Schaumburg and measures approximately 2.7 million square feet, making it the 5th largest shopping mall in the United States.



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**Greystone Funding Corporation
Hickory Apartments Market Study
Arlington Heights, IL 60004**

We have thoroughly analyzed the market and the property in arriving at our value estimates. The purpose of the forthcoming report is to outline the reasoning and the important factors considered in arriving at our conclusions. The report is a self-contained narrative of the data gathered in our investigation and describes in detail the analysis that resulted in our conclusions. The report was prepared to establish the feasibility of the subject property for internal consideration and decision making purposes. The intended user of this market study is **Greystone Funding Corporation**.

Our market study is prepared in accordance with Title XI of the Financial Institutions Reform, Recovery and Enforcement Act of 1989 (FIRREA) and conforms to the Uniform Standards of Professional Appraisal Practice (USPAP). This report should only be used by sophisticated users that have the opportunity to obtain a full understanding of the assumptions underlying the analysis.

We have performed our services and prepared this report in accordance with generally accepted market study practices, and make no other warranties, either expressed or implied, as to the character and nature of such services and product.

If you have any questions regarding our value estimate or analysis or require any additional information please contact the undersigned. We appreciate having the opportunity to be of service to you in this matter.

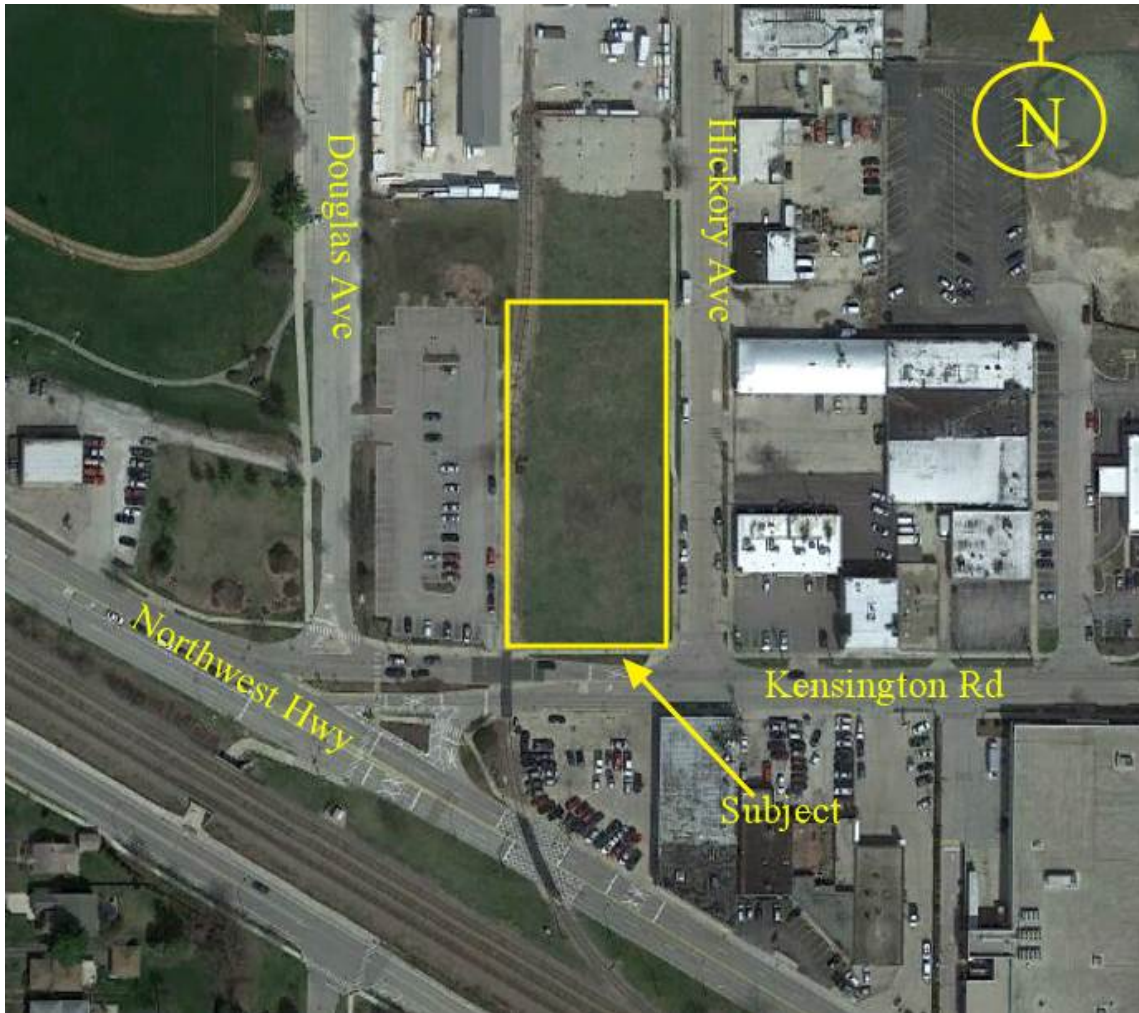
Respectfully submitted,

PROPERTY VALUATION ADVISORS, INC.

Brian D. Flanagan, MAI, AI-GRS
State Certified General Real Estate Appraiser
IL Certification Number 553-000103
Expires 9/30/2019

Miguel A. Rojas Jr
Associate Real Estate Trainee Appraiser
IL License Number 557-006024
Expires 9/30/2019

Aerial Photograph of the Subject Property



*Subject is outlined by a yellow border
Google Image dated 4/7/2017

Aerial view of the subject property located at: NWC Kensington Road & Hickory Avenue,
Arlington Heights, Cook County, IL 60004

Aerial Photograph of the Subject Property



*Subject is outlined by a yellow border
Google Image dated 4/7/2017

Aerial view of the subject property located at: NWC Kensington Road & Hickory Avenue,
Arlington Heights, Cook County, IL 60004

Photographs of Subject Property



View of the subject property from Kensington Road



View of the subject area looking west from Hickory Avenue

Photographs of Subject Property



View of the subject area looking south along Hickory Avenue



View of the subject area looking east along Kensington Road

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ADDENDA

Qualifications/MAP Certification
Survey/Legal Description
Engagement Letter
Site Plans, Floor Plans, & Elevations

SUMMARY OF SALIENT FACTS

Name and Address:

**Hickory Apartments
NWC Kensington Road & Hickory Avenue
Arlington Heights, IL 60004**

Location:

The subject property is located at the northwest corner of Kensington Road and Hickory Avenue in the Village of Arlington Heights, a northwestern suburb of the City of Chicago approximately 23 miles northwest of the City of Chicago downtown area. The subject property is located within the Village's Hickory/ Kensington Area Plan. The Hickory/ Kensington Area Plan is defined by Dryden Avenue to the east, Miner Street on the north, Northwest Highway to the south, and Belmont Avenue to the west. The area is designed to be redeveloped as mixed use commercial and residential with the Village's intent to create a vibrant, mixed-use neighborhood.

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Property Description:

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with hardware, ceramic tile in the bathrooms, vinyl plank flooring in the living rooms and carpet in the bedrooms, LED lighting throughout, in-unit washer and dryer units, private balconies, and individual gas force air furnace and AC and hot water heaters.

The subject will have the following unit mixture.

Unit Type	No. Units	% Units	Size- SF	W. Avg Size- SF	Total NRA*
Studio	14	17.7%	535- 656	616	8,628
1 bed/ 1 bath	48	60.8%	695- 879	725	34,774
2 bed/ 1 bath	12	15.2%	972- 1,093	1,016	12,192
2 bed/ 2 bath	5	6.3%	1,001- 1,021	1,005	5,025
	79	100%			60,619

*Based on tabulation of each actual unit size

Overall, the combined structures contain 99,340 square feet of gross area and 64,619 square feet of rentable area (inclusive of the ground-floor retail spaces). The property will feature onsite management office, fitness center, community room, media/ recreation room, and a terrace deck on the 2nd floor with a fire pit and area for outdoor cooking. Storage lockers will be available at the basement level. In addition, the improvements will include retail spaces totaling approximately 4,000 square feet. The retail spaces will be located on the ground-floor along Kensington Road.

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At the time of our inspection, the subject property was vacant and shovel-ready for development. The prior industrial improvements were demolished in 2013.

Highest and Best Use:

It is our opinion that the highest and best use of the property is for its proposed use as an apartment complex.

Effective Date:

December 18, 2017

Inspection Date:

December 18, 2017

Feasibility Reconciliation:

The subject will provide a desirable high-end/luxury style product with top of the line interior appointments. It will be well located within the HMA and adjacent to the Metra Station (a significant amenity and bodes favorably in attracting tenants beyond the HMA), and immediately adjacent to a major thoroughfare (Northwest Highway), significant retail/commercial and industrial employment opportunities. The subject units will appeal primarily to young professionals commuting between Arlington Heights and Chicago CBD seeking suburban conveniences. The population of the HMA is young and supports the subject's prime target market and the HMA has high income levels. Overall the market is supportive of the proposed subject development. The already high supply of renter households and low vacancy should cause the subject to require little effort occupying the units upon delivery.

PURPOSE, INTENDED USE, & INTENDED USER OF MARKET STUDY

The **purpose** of this market study is to assure there is enough sustainable demand for the development of the subject property without adversely impacting the existing supply in the market as of the effective date, December 18, 2017. The function of this market study is to establish the operating nature of the subject property's rental market and determine the appropriate rent level of the subject property.

The **intended use** of this market study is for internal consideration and decision making purposes surrounding the subject property.

The **intended user** is **Greystone Funding Corp.** Use of this report by any unauthorized others is not intended by the appraiser.

SCOPE OF MARKET STUDY

In preparing this report, we inspected the subject property and subject area, analyzed the relevant apartment market, reviewed projected income and expense information for the subject property

and compared this with data with other apartment properties for which we have information. We collected and analyzed comparable operating information from the market.

The problem for which this report was prepared encompasses establishing the apartment market parameters in which the subject competes and determining if the subject's proposed operating scenario resides in the aforementioned market parameters. Brian Flanagan and Miguel A Rojas researched the proximate neighborhood as well as a search for comparable and competing properties within the approximate area.

Market data compiled for this report include a variety of data including comparable rental properties and listings. These data are the result of research specific to the market for the subject property. To the extent possible, the data was verified by the owners, managers, government officials or other sources regarded as knowledgeable and reliable. Emphasis was placed on transactions for which direct verification was available. Information such as zoning, real estate taxes, assessments and encumbrances were obtained from governmental sources.

Information on comparable properties was obtained from research conducted and property managers for each respective property. Information specific to the subject property was provided by representatives of the property ownership. Additional information was obtained through a personal inspection of the property. Specific estimates concerning projected expenses, vacancy, cash flows, etc., are the judgments of the appraisers based on our interpretation of available data.

COMPETENCY PROVISION

We are aware of the competency provision contained within Uniform Standards of professional Appraisal Practice (USPAP) and the author of this report meets these standards. Brian Flanagan inspected the subject property. Miguel A Rojas and Mr. Flanagan researched and analyzed pertinent market information for the preparation of this market study. Mr. Rojas provided professional assistance in all aspects of this report. Further, Mr. Flanagan has extensive appraisal and market study experience with similar properties for the past twenty years and has analyzed and appraised a large number of apartment properties within the Chicago MSA and throughout the United States.

PERSONAL PROPERTY ALLOCATION

Our final value includes only real estate and permanent fixtures. No personal property is included.

EXTRAORDINARY ASSUMPTIONS

The Uniform Standard of Professional Appraisal Practice (USPAP) defines extraordinary assumptions as an assumption directly related to a specific assignment, which, if found to be false, could alter the appraiser's opinion and conclusion. Extraordinary assumptions presume as fact uncertain information about physical, legal or economic characteristics of the subject property: or about conditions external to the property such as market conditions or trends: or

about the integrity of the data used in an analysis.¹

During the preparation of this report, we made the following extraordinary assumptions:

1. The subject site is free of any environmental issues;
2. Fundament to our rental conclusions is that the subject improvements described herein are constructed in accordance with all municipal building codes and reflect the general detail as reflected within this report and that the proposed improvements represent a legal and conforming property use;
3. We include standard assumptions and limiting conditions in the certification section that governs this market study report.

HYPOTHETICAL CONDITIONS

Per The Uniform Standard of Professional Appraisal Practice (USPAP) hypothetical conditions assume conditions contrary to known facts about physical, legal or economic characteristics of the subject property or about conditions external to the property, such as market conditions or trends, or integrity of data used in an analysis.

We did not rely upon any hypothetical conditions within this report.

HISTORY OF THE PROPERTY

In accordance with the Standards of Professional Practice of the Appraisal Institute, we are required to indicate the subject's ownership history for the preceding three-year period. Per review of Cook County public records, the current owner is H&H Enterprises LLC, or an affiliated entity. To the best of our knowledge there has not been any other transactions involving this property within the past three years.

ZONING AND OTHER RESTRICTIONS

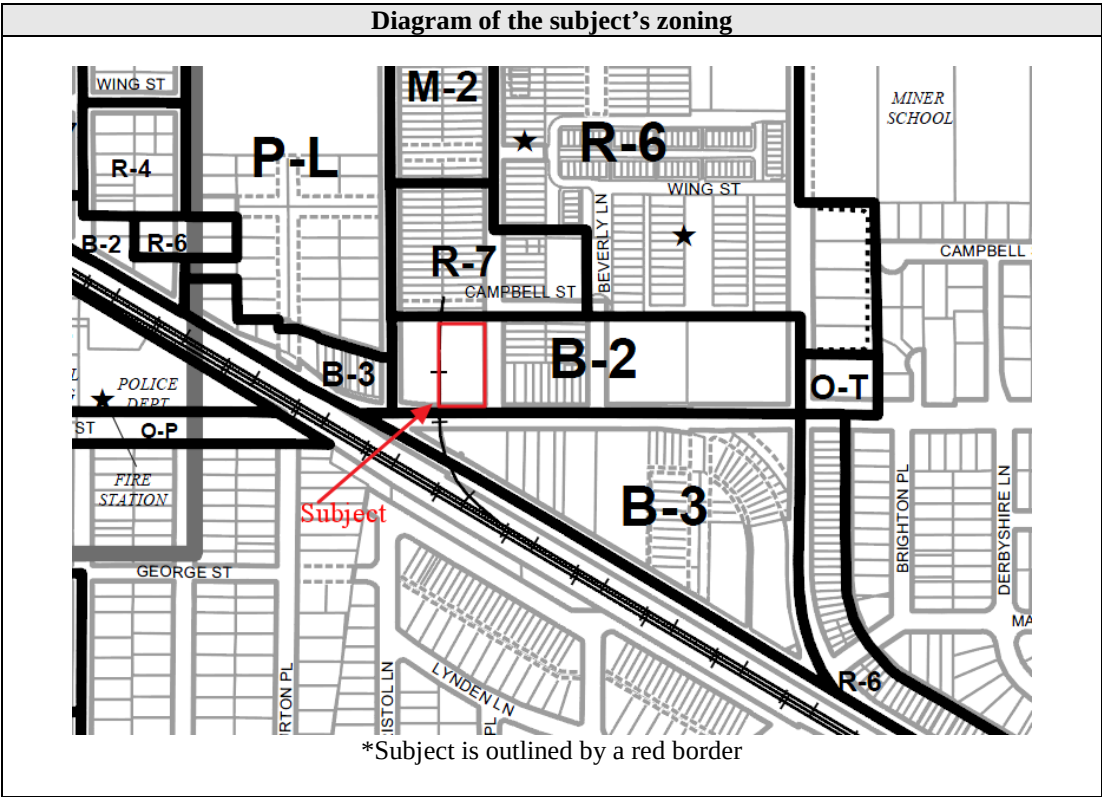
The subject property is zoned with a base B-2, General Business District per the Village of Arlington Heights. The purpose of the B-2 district is to provide sites to be used primarily as community shopping centers which serve a large trade area and to include the grouping of more compatible business uses which promote public convenience and business prosperity.

The following bulk and density standards are required in the B-2 district:

Minimum Area for district:	4 acres
Minimum Lot Width:	Not applicable
Minimum Lot Area:	Dwellings units above the first floor Standard SF-8,750 square feet/ corner lot 9,900 square feet 2 bedrooms- 3,500 square feet per unit

¹ The Dictionary of Real Estate Appraisal, 4th Edition, by the Appraisal Institute, 2002

	3 bedrooms- 4,500 square feet per unit
	4 bedrooms- 5,000 square feet per unit
Maximum Building Height:	Not applicable
Maximum Floor Area Ratio:	2.50
Maximum Building Coverage:	Not applicable
Minimum Front Yard Setback:	25 feet;
Minimum Side Yard Setback:	equal to adjacent residential district;
Minimum Rear Yard Setback:	20 feet;



The subject property is located within the Hickory Kensington Area Overlay Zoning District. The purpose of the overlay district is to implement the goals of the Hickory Kensington Area Plan by establishing development guidelines specific to the redevelopment area. The following conditions of use shall supplement the underlying zoning for the area, but supersede the underlying zoning where different.

Minimum Lot Size per Unit:	600 square feet (1 bedroom)/ 900 square feet (2 bedroom+)
Minimum Building Height:	40 feet
Maximum Building Height:	60 feet
Maximum Floor Area Ratio:	Not applicable
Minimum No. of Parking Spaces:	1.5 per unit
Maximum Parking Surface Ratio:	no more than 33% of a development can be allocated to surface parking lots.

Front Yard Setback:	10 feet (minimum)/ 15 feet (maximum)
Side Yard Setback:	In the case of walls having window openings, there shall be a minimum open space of 25 feet between buildings.
Rear Yard Setback:	30 feet

Upon reviewing the subject municipality’s zoning and based on the appraiser's knowledge of the proposed property, we believe that the subject will be a legal but nonconforming use in its proposed configuration as the property does not meet the minimum number of required parking spaces. The proposed number of parking spaces at the subject property is 112 (80 indoor and 32 exterior) and the current required minimum number of parking spaces per the zoning ordinance is 119.

REAL ESTATE TAX AND ASSESSMENT DATA

The property tax is the largest single tax in Illinois, and is the major source of tax revenue for local government taxing districts. The property tax is a local tax, imposed by local government taxing districts, which include counties, townships, municipalities, school districts, special districts, etc. Property tax is administered by local officials. In Illinois, the property tax is imposed on the value of real property (typically land, buildings, and permanent fixtures) owned. Illinois does not have a state property tax.

The process of imposing the property tax has three distinct parts. First, a value must be placed on the property; that value is called an assessment. Next, the taxing district files a levy with the county clerk on the property situated within its boundaries. Finally, the county clerk calculates the tax rate that is required to produce the amount of the levy based on the assessed value of each property in the district so taxes can be billed.

Assessment

The Cook County Assessor determines the value of all taxable real estate within Cook County. The assessment is based on a percentage of the property’s “fair cash” or “fair market” value, which represents an estimate of fee simple market value by the Assessor’s office. Once the full value of property is established, the Assessor applies percentage levels of assessment as prescribed by Cook County’s Classification Ordinance.

Equalization

Once assessments have been finalized, property valuations become subject to an equalization study by the Illinois Department of Revenue. The purpose of the study is to establish a common level of assessment among the 102 Illinois counties. Equalization factors are established on a county-basis based on an annual sales-ratio study that compares the assessed value of a given property to its sale price, in the respective year of sale. Cook County equalization factors for the past five years are summarized below.

Tax Year	Equalization Factor
2012	2.8056
2013	2.6621
2014	2.7253
2015	2.6685
2016	2.8032

Tax Extension

Once the equalization process is completed, the County Clerk calculates the tax rate for each levy. The rates are expressed in terms of dollars of taxes per \$100 of equalized assessed valuation. The individual tax bills are determined by multiplying the current year's equalized assessed value of a given property by the aggregate of the tax rates of all taxing bodies within which the property lies. The extensions are the actual dollar amounts billed to the taxpayers, and in aggregate, represent the income streams to the various governmental bodies.

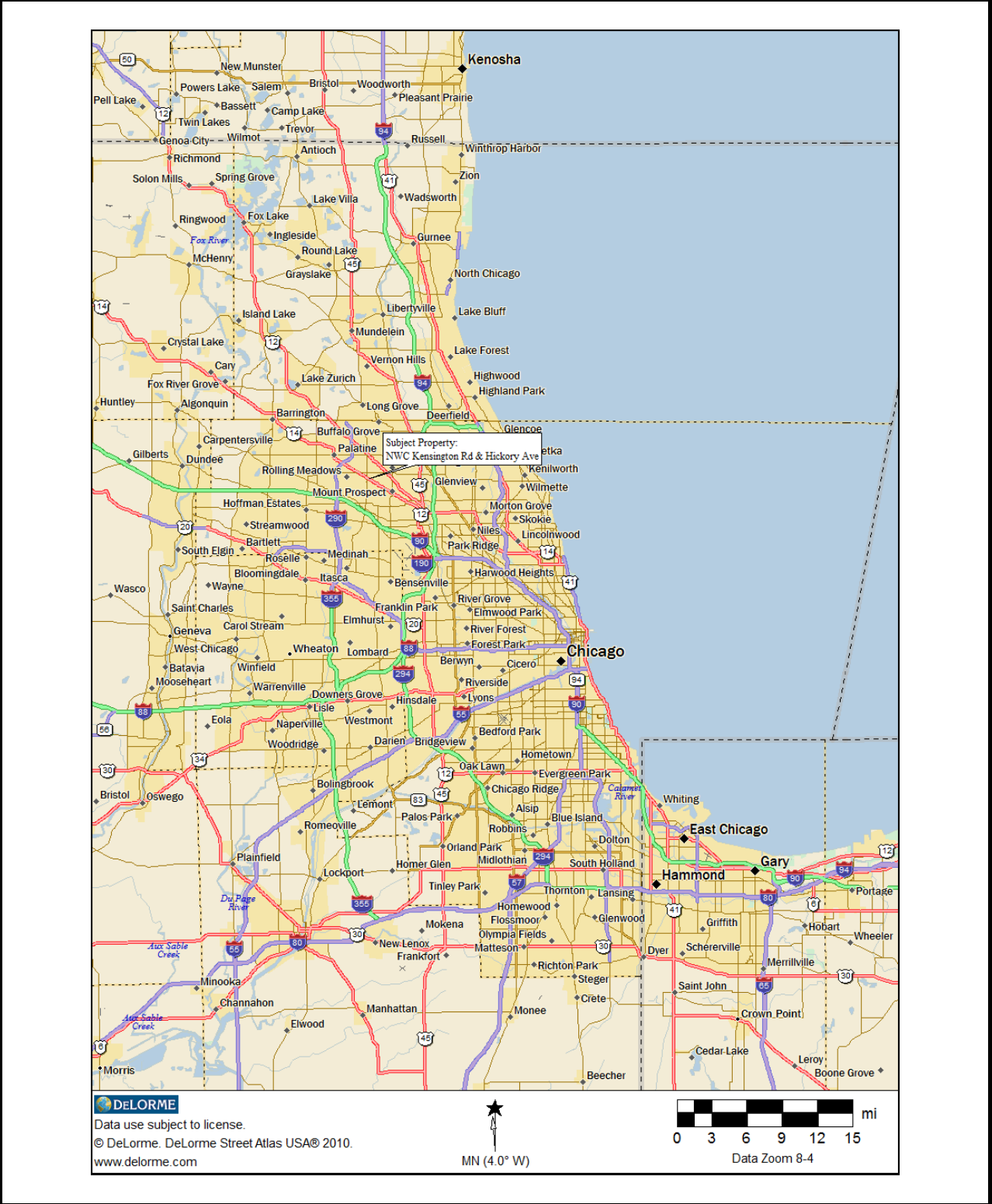
Collection

Once the levy has been extended, the County Treasurer prepares and mails the tax bill to the property owners. Tax bills are mailed in two installments. A law passed by the Illinois Legislature in 2009 raises the First Installment tax from 50% to 55% of the prior year's total tax (or 55% of the adjusted tax if an assessment certificate of error is certified by the previous Nov. 30). The Second Installment due date varies. This is because the Second Installment bill relies on the delivery of various sets of data by other state and county agencies. Unlike the First Installment bill, the Second Installment bill reflects the new assessed values, assessment appeals, exemptions, the state equalization factor, and taxing-district tax rates. All of these data are prepared by other state and county agencies.

Historical Real Estate Taxes

The subject is situated on one (1) tax parcel for assessment purposes. The Property Identification Number (PIN) is 03-29-408-003. The 2016 assessment value was \$20,651 and real taxes were \$5,546.

Area Map



AREA DESCRIPTION

The subject property is located in the Village of Arlington Heights within the Chicago MSA, one of the nation's most vital metropolitan areas. It is centrally located and has a well-diversified and healthy economic base. The Chicago Metropolitan Statistical Area (MSA) is the third largest in the United States, behind New York and Los Angeles. According to U.S. Census Bureau, the current estimate for the Chicago MSA is 9,551,031.

The MSA reflects data from the national census and now includes sixteen counties in Illinois, Indiana, and Wisconsin, grouped into three divisions: the Chicago-Naperville-Joliet Metropolitan Division is comprised of eight Illinois counties; the Gary, Indiana Metropolitan Division is comprised of four Indiana counties; and the Lake County-Kenosha County, IL-WI Metropolitan Division constitutes the third division. Prior to 2003, Kankakee was considered part of the Chicago MSA; now it is considered a separate MSA. The MSA occupies an area of 10,856 square miles along the southern shore of Lake Michigan, across Northeastern Illinois, Northwestern Indiana, and Southeastern Wisconsin. The Chicago CSA is comprised of the Chicago MSA with the addition of Kankakee County and LaPorte, IN County and has a current population of 9,772,794.

Chicago is centrally located in the United States making it a convenient destination for business, meeting and leisure travelers alike. Chicago boasts the world's third busiest airport and lies at one of the busiest interstate highway intersections in the nation. Chicago's convention industry thrives due to the expansive transportation and accommodation infrastructure it possesses in conjunction with Chicago's numerous cultural and sightseeing offerings. It is common for exhibitors, and organizations to capture healthy increases in attendee and exhibitor participation when they meet in Chicago due to accessibility of the city and the expansive entertainment and cultural venues the city offers.

History

In 1829, only 30 people lived in Chicago; two years later, the population had doubled. The next year, Cook County was incorporated, Chicago was declared its county seat, and on August 12, 1833, the Town of Chicago organized with a population of 350. Chicago incorporated as a city on March 4, 1837 when the State of Illinois granted Chicago a city charter.

Demographic Information

As of 2015, the current available estimate for the Chicago MSA is 9,551,031. The Chicago metropolitan region has been growing steadily. Between 1990 and 2000, the MSA population increased by over 11%, and between 2000 and 2010 experienced an increase of 3.99%. From 2010 to 2015 there was a net increase of 89,926 residents in the Chicago MSA. According to the US Census Bureau, the population of the City of Chicago is currently reported as 2,720,546 which is an increase from the 2010 Census at 2,695,598.

Chicago Metropolitan Statistical Area & Combined Statistical Area Population Characteristics (1980-2015)					
Census Area	1980	1990	2000	2010	2015
City of Chicago	3,005,072	2,783,911	2,893,666	2,695,598	2,720,546
Chicago-Naperville-Elgin, IL-IN-WI Metropolitan Statistical Area (MSA)					
Cook County, IL	5,253,655	5,105,067	5,376,741	5,194,675	5,238,216
DeKalb County, IL	74,624	77,932	88,969	105,160	104,352
DuPage County, IL	658,835	781,666	904,161	916,924	933,736
Grundy County, IL	30,582	32,337	37,535	50,063	50,541
Kane County, IL	278,405	317,471	404,119	515,269	530,847
Kendall County, IL	37,202	39,413	54,544	114,736	123,355
McHenry County, IL	147,897	183,241	260,077	308,760	307,343
Will County, IL	324,460	357,313	502,266	677,560	687,263
Jasper County, IN	26,138	24,960	30,043	33,478	33,470
Lake County, IN	522,965	475,594	484,564	496,005	487,865
Newton County, IN	14,844	13,551	14,566	14,244	14,008
Porter County, IN	119,816	128,932	146,798	164,343	167,688
Lake County, IL	440,372	516,418	644,356	703,462	703,910
Kenosha County, WI	123,137	128,181	149,577	166,426	168,437
MSA Total	7,869,542	8,065,633	9,098,316	9,461,105	9,551,031
Chicago-Naperville, IL-IN-WI (CSA)					
Kankakee County, IL	102,926	96,255	103,833	113,449	110,879
LaPorte County, IN	108,632	107,066	110,106	111,467	110,884
All Counties Total	8,264,490	8,385,397	9,312,255	9,686,021	9,772,794

Source: United States Census

All of the counties were included in the CSA calculation

Data extracted: January 2017

Income Trends

The Chicago metro area has an affluent region north of the City of Chicago. Its affluent northern urban areas and major employers reports nearly half the income attributable to Cook County and just shy of ¼ of the income of the entire CBSA is generated by this area. Growth in the Metro Area is expected to be above the state and at levels similar to the national growth.

Historically, the Chicago Metro Area's aggregate income and average household income have grown in line with the State of Illinois and the United States. However, the communications industry, aircraft and airline industries and several of the major rust belt industries, strongly impacted growth in median household income. The significantly higher levels show the influence of the affluent components of the market where income levels at the top of the market pull the averages to levels well above the state and the nation. This reflects the upper end strength in the market and the number of corporate executive level positions within the market area. This is expected to sustain economic activity and economic growth throughout the market area.

Economy

The Chicago metropolitan area is home to the corporate headquarters of 57 Fortune 1000 companies, which includes Boeing, McDonald's, Motorola, Discover Financial Services, United Continental Holdings, Walgreens, and Aon among others, representing a diverse group of industries. The area is a major global financial center, and Chicago is home to the largest futures exchange in the world, the CME Group (Chicago Mercantile Exchange).

Major industrial corporations with headquarters in the Chicago area include Boeing, Archer Daniels Midland, United Continental Holdings, and Exelon Corp. The Chicago metropolitan area is also headquarters for diversified food companies such as Kraft, Sara Lee, McDonald's, Quaker Oats and Swift. Home to one of the once largest retailers, Sears Roebuck and Company, Chicago has also spawned development of such major retailing companies as Walgreen's, and Ace Hardware.

A detail of the Chicago's largest public companies is included below.

Chicago Area's Largest Public Companies- Top Lists 2017						
No.	Company	Headquarters Location	Market Cap*	Revenue	Full Time Employees	Primary Industries
1	Walgreens Boots Alliance, Inc.	Deerfield, IL	\$92,449.0M	\$103,444.0M	360,000	Drugstores
2	Boeing Co.	Chicago, IL	\$96,387.2M	\$96,114.0M	161,400	Aerospace
3	Archer Daniels Midland Co.	Chicago, IL	\$21,824.6M	\$67,702.0M	32,300	Agricultural prod.
4	Caterpillar Inc.	Peoria, IL	\$39,574.6M	\$47,011.0M	105,700	Construction
5	United Continental Holdings Inc.	Chicago, IL	\$20,892.1M	\$37,864.0M	84,000	Airline
6	Allstate Corp.	Northbrook, IL	\$23,656.3M	\$35,653.0M	41,600	Insurance
7	Mondelez Intl.	Deerfield, IL	\$70,848.7M	\$29,636.0M	99,000	Food
8	Exelon Corp.	Chicago, IL	\$25,546.3M	\$29,447.0M	29,762	Electricity
9	Deere & Co.	Moline, IL	\$24,049.9M	\$28,862.8M	57,180	Construction/Farm
10	McDonald's Corp.	Oak Brook, IL	\$107,129.3	\$25,413.0M	420,000	Fast Food
11	Sears Holdings Corp.	Hoffman Estates	\$2,193.8M	\$25,146.0M	178,000	Department Stores
12	Abbvie Inc.	North Chicago,	\$95,370.1M	\$22,859.0M	28,000	Pharmaceuticals
13	Abbott Laboratories	North Chicago,	\$66,137.4M	\$20,405.0M	69,000	Pharmaceuticals
14	Kraft Heinz Co.	Chicago, IL	\$88,329.1M	\$18,388.0M	42,000	Food
15	IL Tool Works, Inc.	Glenview, IL	\$33,711.0M	\$13,405.0M	48,000	Industrial mach.
16	CDW Corp.	Lincolnshire, IL	\$7,071.1M	\$12,988.7M	8,465	Computer access.
17	RR Donnelley & Sons	Chicago, IL	3,073.5M	\$11,256.8M	68,400	Comm. Printing
18	Navistar International	Lisle, IL	\$720.5M	\$10,140.0M	14,800	Buses, trucks
19	Discover Financial Services Inc.	Riverwoods, IL	\$22,610.4	\$10,002.0M	15,036	Credit card
20	W.W. Grainger Inc.	Lake Forest, IL	\$12,566.5M	\$9,973.4M	25,800	Maintenance

Source: Crain's Chicago Business Top Lists 2017 *Market Capitalization as of 12/31/2015, Ranked by 2015 Net Revenue

A detail of the Chicago's largest private companies is included below.

Chicago Area's Largest Private Companies- Top Lists 2017						
No.	Company	Headquarters Location in IL	Net Revenue	Chicago Employees	Worldwide Employees	Business Type
1	State Farm Mutual.	Bloomington	\$75,700.0M	15,000	65,000	Insurance, banking
2	Health Care Service Corp.	Chicago	\$35,000.0M	6,621	22,000	Health insurer
3	Reyes Holdings LLC	Rosemont	\$24,000.0M	800	18,000	Food and beverage
4	U.S. Foods	Rosemont	\$23,127.0M	1,800	25,000	Food distributor
5	Topco Associates LLC	Elk Grove Village	\$15,300.0M	390	515	Food service
6	Havi Group L.P.	Downers Grove	\$9,500.0M	700	9,000	Supply-chain
7	Medline Industries Inc.	Mundelein	\$8,100.0M	2,943	13,912	Medical supplies
8	OSI Group LLC	Aurora	\$6,100.0M	1,525	19,000	Processes food
9	Eby-Brown Co., LLC	Naperville	\$5,200.0M	600	2,150	Distributor
10	Walsh Group LTD.	Chicago	\$4,950.6 M	1,500	6,000	Contractor
11	Ace Hardware Corp.	Oak Brook	\$4,823.5M	887	4,576	Hardware
12	Amsted Industries Inc.	Chicago	\$4,047.9M	550	18,000	Building materials
13	Camping World/Good Sam	Lincolnshire	\$3,335.0M	315	7,450	RV dealerships
14	Koch	Park Ridge	\$3,000.0M	1,200	14,000	Poultry service

Source: Crain's Chicago Business Top Lists 2017 *Market Capitalization as of 12/31/2015, Ranked by 2015 Net Revenue

Chicago is home to some of the largest privately held companies in America. This is evidenced by the fact that Reyes Holdings LLC is the 12th largest privately held company in the United States and there are four more companies in the top private 100 according to Forbes.

Chicago Area's Largest Thrifts Top Lists 2017		
No.	Company	Total Assets (Millions)
1	Bank Financial Federal Savings Bank	\$1.5 (billion)
2	People's Bank, Savings Bank	\$867.7
3	Liberty Bank for Savings	\$821.9
4	First Savings Bank of Hegewisch	\$616.2
5	Lisle Savings Bank	\$540.8
6	Community Savings Bank	\$406.3
7	Federal Savings Bank	\$288.1
8	Hoyne Savings Bank	\$269.1
9	McHenry Savings Bank	\$253.1
10	North Shore Trust & Savings	\$241.4

Source: Crain's Chicago Business Top Lists 2017

It should be noted that the total assets detailed above are the assets held as of March 31, 2016. A detail of Chicago's largest banks is included below.

Chicago Area's Largest Banks- Ranked by Assets Top Lists 2017 (Ranked by assets of March 31, 2016)						
No.	Company	Assets (Millions)	Commercial Loans	Real Estate Loans	Consumer Loans	Other Loans
1	Northern Trust	\$117,434.1M	18.9%	9.3%	1.0%	70.8%
2	BMO Harris	\$104,397.3M	37.7%	9.7%	10.4%	42.1%
3	Private Bank & Trust Co.	\$17,651.3M	43.0%	31.8%	1.0%	24.3%
4	MB Financial Bank N.A	\$15,524.9M	42.9%	21.2%	4.7%	31.3%
5	First Midwest Bank	\$10,606.9M	28.1%	32.5%	2.7%	36.7%
6	Wintrust	\$3,880.6M	45.5%	22.8%	8.5%	23.2%
7	First American Bank	\$3,390.0M	28.1%	20.3%	1.2%	50.4%
8	Centier	\$3,184.0M	4.9%	43.5%	0.4%	51.2%
9	Lake Forest Bank and Trust	\$2,860.6M	60.0%	20.5%	3.6%	15.9%
10	American Chartered Bank	\$2,803.5M	34.9%	41.6%	0%	23.4%
American Chartered Bank completed merger with MB Financial Bank in August 2016						

Source: Crain's Chicago Business Top Lists 2017

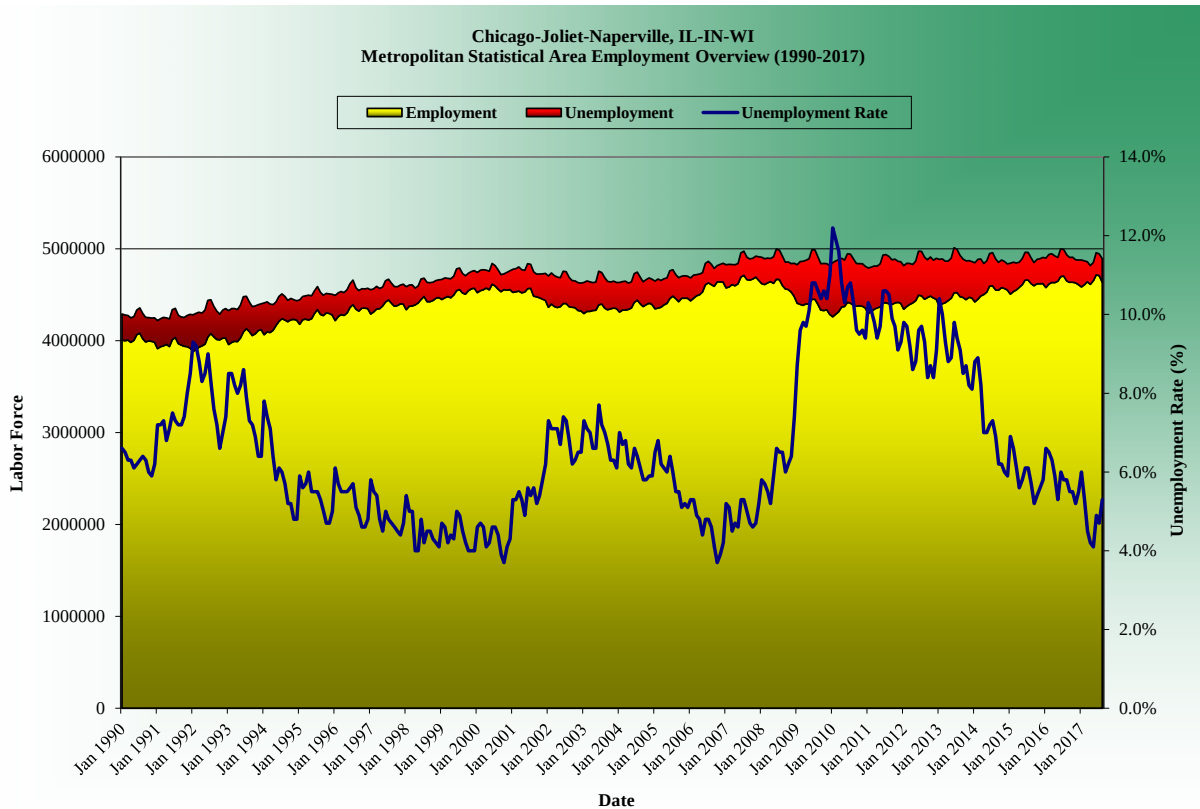
The list above includes the banks listing Illinois Headquarters in assets filings with Federal Deposit Insurance Corporation (FDIC). The commercial loan category includes domestic secured and unsecured loans for commercial and industrial purposes. The real estate loan category includes domestic non-farm and non-residential loans. Consumer loans are unsecured domestic loans to individuals. Further, the current economic climate has resulted in write downs of assets at a large number of the banks possibly including the ones above. The information above was the most recent available and the value of the assets may have changed since these numbers above were reported.

Employment

Chicago is a substantial metropolitan market and the broad diversification of the Chicago economy and its lack of dependence on a single volatile industry (high technology for example). In being so broad based, the economy of Chicago resembles that of the nation and endures the same general strengths and weaknesses.

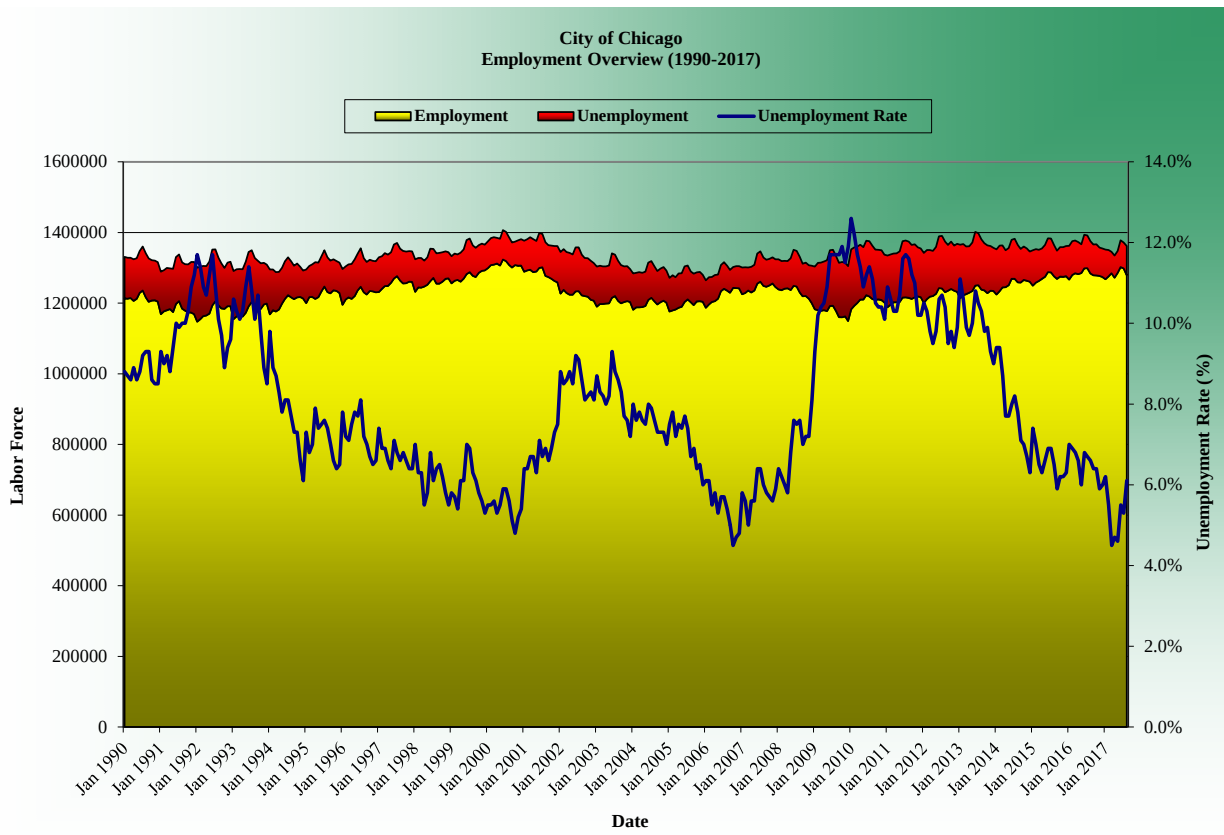
Area: Chicago-Joliet-Naperville, IL Metropolitan Division Period: May 2015			
Occupation (SOC code)	Employment	(1) Hourly Median Wage	(2) Annual Median Wage
All Occupations(000000)	4,484,510	\$18.39	\$38,250
Management Occupations(110000)	304,610	\$47.55	\$98,910
Business and Financial Operations Occupations(130000)	249,150	\$31.54	\$65,600
Computer and Mathematical Occupations(150000)	141,770	\$38.90	\$80,920
Architecture and Engineering Occupations(170000)	65,130	\$35.97	\$74,810
Life Physical and Social Science Occupations(190000)	25,970	\$31.92	\$66,400
Community and Social Service Occupations(210000)	54,200	\$20.55	\$42,740
Legal Occupations(230000)	39,450	\$37.13	\$77,230
Education Training and Library Occupations(250000)	283,400	\$24.54	\$51,040
Arts Design Entertainment Sports and Media Occupations(270000)	56,510	\$22.91	\$47,640
Healthcare Practitioners and Technical Occupations(290000)	244,940	\$31.94	\$66,440
Healthcare Support Occupations(310000)	119,390	\$13.14	\$27,330
Protective Service Occupations(330000)	117,590	\$19.07	\$39,660
Food Preparation and Serving Related Occupations(350000)	368,570	\$9.38	\$19,510
Building and Grounds Cleaning and Maintenance Occupations(370000)	138,460	\$12.87	\$26,760
Personal Care and Service Occupations(390000)	140,100	\$10.86	\$22,590
Sales and Related Occupations(410000)	467,690	\$13.17	\$27,400
Office and Administrative Support Occupations(430000)	705,190	\$16.67	\$34,670
Farming Fishing and Forestry Occupations(450000)	3,810	\$11.52	\$23,970
Construction and Extraction Occupations(470000)	131,480	\$32.98	\$68,610
Installation Maintenance and Repair Occupations(490000)	145,560	\$23.02	\$47,880
Production Occupations(510000)	321,980	\$15.45	\$32,130
Transportation and Material Moving Occupations(530000)	359,540	\$14.48	\$30,110
Footnotes:			
(1) Estimates for detailed occupations do not sum to the totals because the totals include occupations not shown separately. Estimates do not include self-employed workers.			
(2) Annual wages have been calculated by multiplying the hourly mean wage by 2080 hours; where an hourly mean wage is not published the annual wage has been directly calculated from the reported survey data.			
Data extracted on January 2017			

As of August 2017, the Chicago Metropolitan Area has a preliminary labor force estimate of 4,892,644 persons. The Chicago MSA, like the United States on the whole, has seen sizeable decreases in unemployment. The unemployment rate in the City of Chicago as of August 2017 was at 6.1% which is above the Chicago-Naperville-Joliet Metropolitan Statistical Area at 5.3%. Below are tables showing the unemployment information since January 2016 for the Chicago-Naperville-Joliet Metropolitan Area followed by the City of Chicago.



Monthly Not Seasonally Adjusted Labor Force, Employment and Unemployment data in Chicago-Naperville-Joliet, IL MSA					
Period	Civilian Labor Force	Employment	Unemployment	Unemployment Rate	Preliminary Calculation
Jan 2016	4,900,485	4,578,874	321,611	6.6%	No
Feb 2016	4,940,411	4,617,881	322,530	6.5%	No
Mar 2016	4,946,408	4,633,642	312,766	6.3%	No
Apr 2016	4,922,262	4,632,961	289,301	5.9%	No
May 2016	4,906,431	4,648,028	258,403	5.3%	No
Jun 2016	4,998,171	4,697,389	300,782	6.0%	No
Jul 2016	4,994,264	4,704,755	289,509	5.8%	No
Aug 2016	4,934,902	4,650,970	283,932	5.8%	No
Sep 2016	4,906,234	4,636,594	269,640	5.5%	No
Oct 2016	4,909,472	4,637,453	272,019	5.5%	No
Nov 2016	4,881,550	4,629,374	252,176	5.2%	No
Dec 2016	4,877,097	4,610,402	266,695	5.5%	No
Jan 2017	4,879,041	4,585,470	293,571	6.0%	No
Feb 2017	4,869,512	4,610,093	259,419	5.3%	No
Mar 2017	4,858,832	4,642,293	216,539	4.5%	No
Apr 2017	4,816,698	4,613,892	202,806	4.2%	No
May 2017	4,851,645	4,653,778	197,867	4.1%	No
Jun 2017	4,958,300	4,715,687	242,613	4.9%	No
Jul 2017	4,943,768	4,709,161	234,607	4.7%	No
Aug 2017	4,892,644	4,635,436	257,208	5.3%	Yes

Source: Bureau of Labor and Statistics



Monthly Not Seasonally Adjusted Labor Force, Employment and Unemployment data in City Of Chicago					
Period	Civilian Labor Force	Employment	Unemployment	Unemployment Rate	Preliminary Calculation
Jan 2016	1,361,677	1,266,516	95,161	7.0%	No
Feb 2016	1,374,938	1,279,465	95,473	6.9%	No
Mar 2016	1,377,164	1,284,199	92,965	6.8%	No
Apr 2016	1,372,686	1,281,927	90,759	6.6%	No
May 2016	1,366,497	1,284,950	81,547	6.0%	No
Jun 2016	1,393,356	1,298,204	95,152	6.8%	No
Jul 2016	1,391,324	1,298,601	92,723	6.7%	No
Aug 2016	1,375,006	1,283,689	91,317	6.6%	No
Sep 2016	1,365,741	1,278,875	86,866	6.4%	No
Oct 2016	1,366,165	1,278,300	87,865	6.4%	No
Nov 2016	1,356,953	1,276,995	79,958	5.9%	No
Dec 2016	1,354,400	1,273,681	80,719	6.0%	No
Jan 2017	1,351,441	1,267,302	84,139	6.2%	No
Feb 2017	1,349,726	1,275,595	74,131	5.5%	No
Mar 2017	1,345,240	1,284,290	60,950	4.5%	No
Apr 2017	1,334,164	1,271,815	62,349	4.7%	No
May 2017	1,347,261	1,285,562	61,699	4.6%	No
Jun 2017	1,377,269	1,301,571	75,698	5.5%	No
Jul 2017	1,371,173	1,297,835	73,338	5.3%	No
Aug 2017	1,361,379	1,278,681	82,698	6.1%	Yes

Source: Bureau of Labor and Statistics

Chicago Area Largest Employers -Top Lists 2017			
Rank	Company	No. Full Time Employees	No. Full Time Worldwide Employees
1	US Government, Chicago	42,887	1,896,732
2	Chicago Public Schools, Chicago	37,406	37,406
3	City of Chicago, Chicago	30,276	30,279
4	Cook County, Chicago	21,795	21,795
5	Advocate Health Care	18,308	18,858
6	University of Chicago	16,197	16,197
7	Northwestern Memorial Healthcare	15,317	15,317
8	State of Illinois	15,136	49,922
9	JP Morgan Chase Company	14,158	237,278
10	United Continental Holdings Inc.	14,000	84,000
11	Health Care Service Corp.	13,006	22,354
11	Walgreen Boots Alliance Inc.	13,006	370,000
13	Presence Health	10,500	12,750
14	Abbott Laboratories	10,000	68,000
15	Northwestern University	9,708	9,838
Source: Crain's Chicago Business Top Lists 2017			

Transportation

Until 2005, O'Hare was the world's busiest airport in number of takeoffs and landings. Until 1998, O'Hare was the busiest airport in the world in number of passengers. Mainly due to limits imposed on the airport by the federal government to reduce flight delays, Hartsfield-Jackson Atlanta International Airport became the busiest by the former metric in 2005. As of 2014, O'Hare is the busiest airport in the world by traffic movements, and is the third busiest airport in the United States and sixth busiest in the world by passenger traffic.

O'Hare is currently a major hub for American Airlines and United Airlines, as well as a hub for regional carrier Air Choice One and a focus city for Frontier Airlines and Spirit Airlines. It is the second largest passenger carrying hub for United after Houston's George Bush Intercontinental Airport, and largest by number of daily flights. O'Hare is American's second largest hub, behind Dallas/Fort Worth International Airport, and third largest by number of daily flights.

As of February 2017, O'Hare has 186 gates with American Airlines and United Airlines accounting for over $\frac{3}{4}$ of the total number of gates. O'Hare has direct service to a total of 210 destinations, including 153 domestic destinations in the United States and 57 international destinations in South America, Asia and Europe. With Over 200 destinations, O'Hare is among a select group of airports worldwide with that distinction, including Frankfurt Airport, Amsterdam Airport Schiphol, Charles de Gaulle Airport, Hartsfield-Jackson Atlanta International Airport, Dallas/Fort Worth International Airport, Munich Airport, and Dubai International Airport.

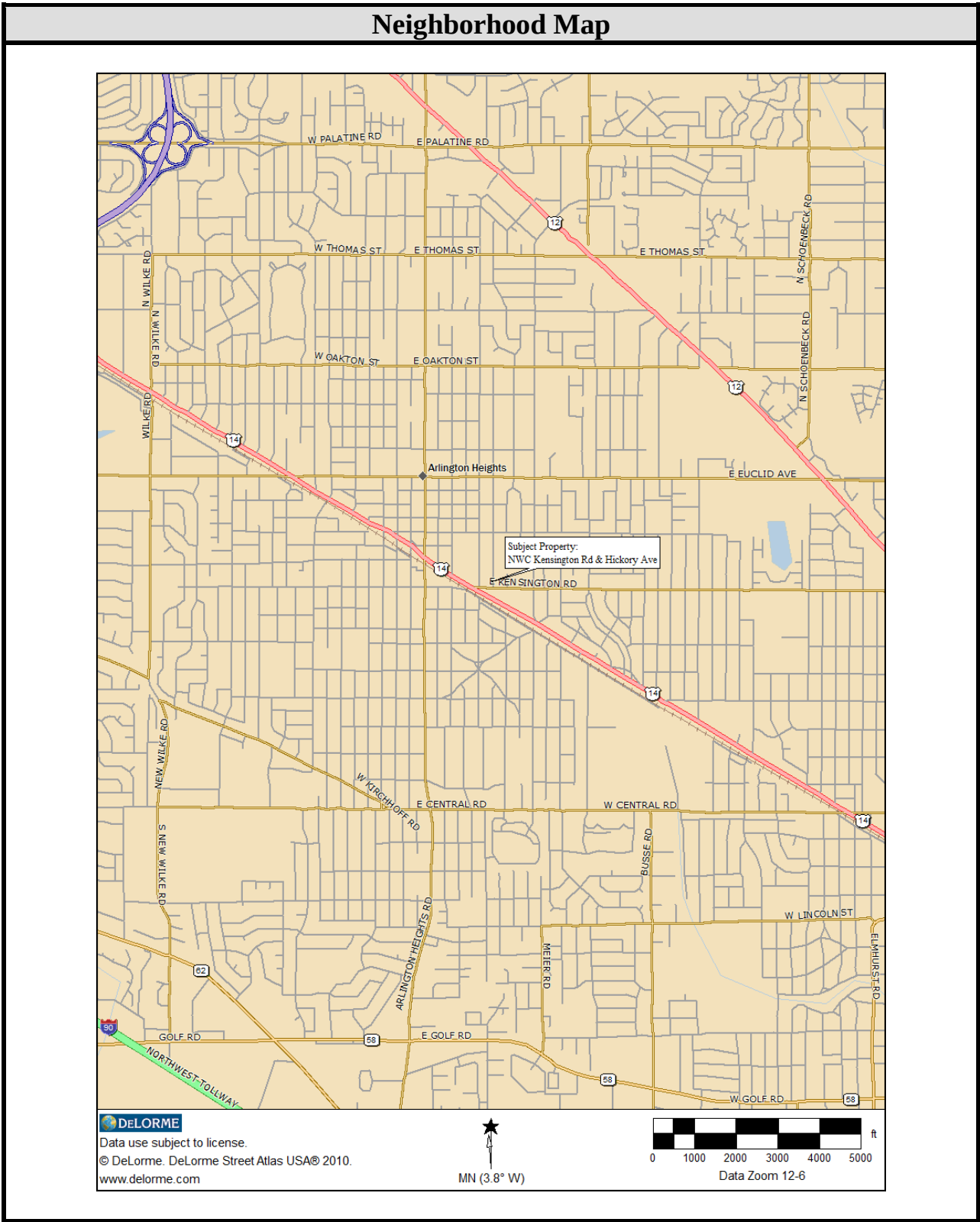
The other major airport serving the Chicago region is Midway Airport on the southwest side of Chicago. The airport recently implemented an \$800 million reconstruction featuring a new terminal and massive parking facility. Southwest Airlines is the leading carrier at the airport.

The Chicago area is well known for its extensive mass transportation system which includes suburban commuter trains, city and regional bus routes, and subway and elevated train lines in the city. The Chicago Transit Authority (CTA) operates elevated rail lines, subway rail lines, and extensive bus routes within the city limits and selected border suburbs. Metra operates high-speed commuter trains connecting the farthest suburbs to downtown, while the Pace bus system covers the nearer suburbs. These three service boards make up the Regional Transportation Authority (RTA). The RTA has the primary responsibility of financial and budget oversight for the CTA, Metra and Pace. The RTA is the second largest public transportation system in North America providing over two million rides a day.

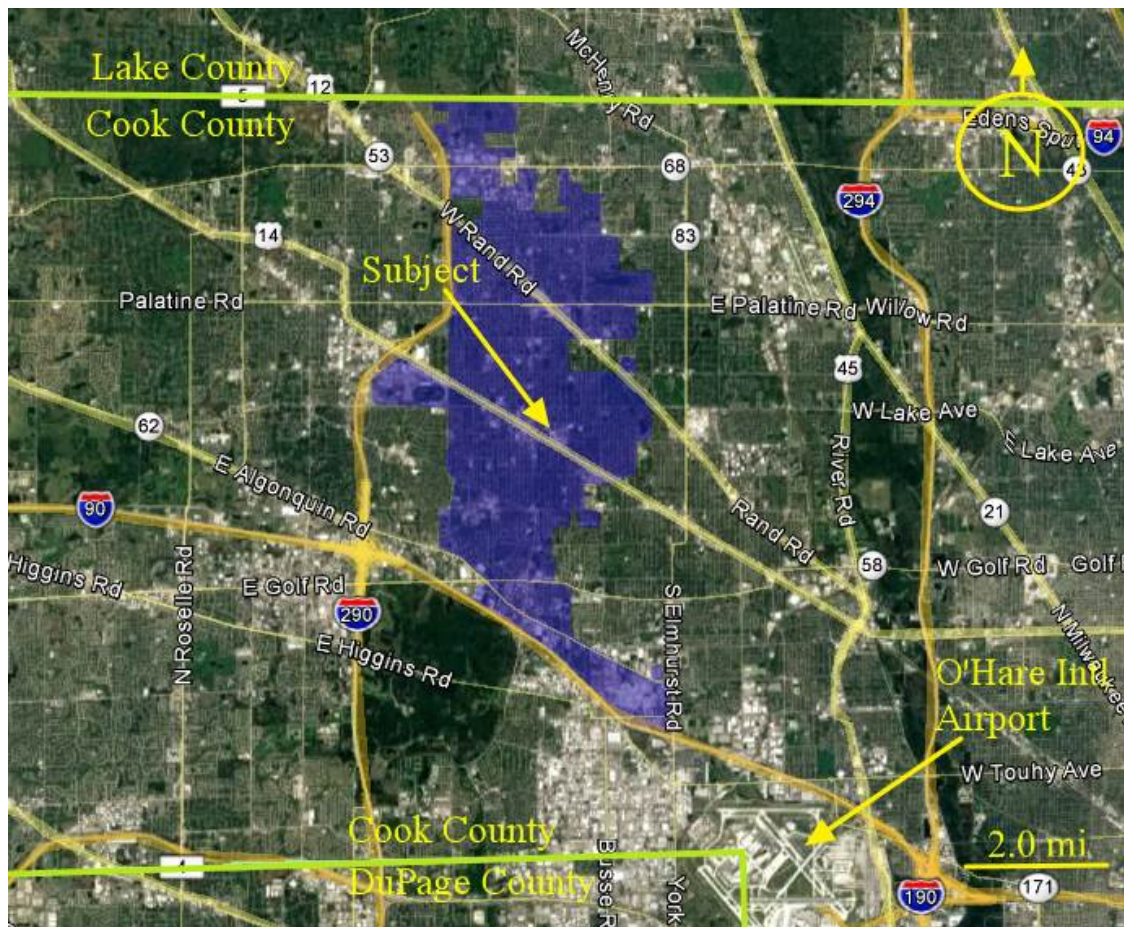
With its central location and access to interstates, water systems and train lines, the Chicago MSA serves as an integral shipping and transportation center. The Port of Chicago provides water access to the city available both from the Gulf of Mexico, by way of the Mississippi and Illinois Rivers and from the Atlantic Ocean via the St. Lawrence Seaway and the Great Lakes. Located at the junction of five major interstate highways, which also bring commuter traffic into the downtown area, Chicago is the nation's largest trucking center, offering a comprehensive motor carriage system that attracts more than 30 million tons of freight annually. Chicago is also a hub of the nation's railway system, transporting approximately 23 million tons of manufactured goods annually along 18 trunk lines encompassing half of the nation's railway mileage. Chicago has an extensive interstate system linked by both federal and state highways. Interstate highways servicing the Chicago area include I-90/94 (Dan Ryan), I-94 (Edens), I-55 (Stevenson), I-290 (Eisenhower), I-294 (Tri-State), I-88 (East-West Tollway), I-355 (Veterans Memorial Tollway), I-57, I-80 and a wealth of state and federal highways.

Conclusion

In general, the Chicago area has a stable and exceptionally diversified economic base and a population that is expected to grow steadily over the next several decades. As detailed above, it is evident that Chicago has a vital and vibrant central business district coupled with an excellent transportation infrastructure. With the numerous assets Chicago has to offer, it is no wonder why it has managed to be one of the most popular places in the country to do business. This vibrancy has extended to the suburbs in the form of a diversified residential base. Chicagoland's growing population and economy has created a foundation capable of supporting the investment in major projects in the suburbs and downtown area alike. Further, the proliferation of industrial and office/commercial space is driven by Chicago's central location and transportation infrastructure. The strong local economy evidenced by not only the local businesses which call Chicago home but also the popularity of the Greater Chicago area as a draw for tourists, meeting planners and business travelers play a major role in elevating Chicago's retail and lodging markets to one of the best in the nation.



NEIGHBORHOOD ANALYSIS



Visual approximation of the Village's municipal boundaries

Overview - Arlington Heights

Arlington Heights is an affluent village in Cook County, Illinois and a northwestern suburb of Chicago. It has a land area of 16.4 square miles, with approximately 4,576 people per square mile, and is located about 25 miles northwest of Chicago's Loop.

Arlington Heights is known for Arlington Park Race Track, home of the Arlington Million, a Breeders' Cup qualifying event which also hosted the Breeders' Cup Classic in 2002. Additionally, it is home to the Metropolis Performing Arts Theatre and the highly regarded John Hersey High School. Several well known athletes, among other notables, call Arlington Heights home.

Demographic Data

Arlington Heights – Demographic Data, 2017		
People	Arlington Heights	United States
Population	75,926	321,418,820
Population 2010	74,967	308,745,538
Population Density	4,576	91
Median Age	42.4	37.4
Households	30,283	116,211,000
Household Size	2.46	2.63
Married Population	59.52%	51.04%
Single Population	40.48%	48.60%

Source: bestplaces.net

Arlington Heights has a 2017 population of 75,926 people and has increased since 2010. There are 4,576 people per square mile with a median age of 42.4 which is older than the national average of 37.4. 59.52% of people in Arlington Heights are married and 7.55% are divorced. The average household size is 2.46 people. 37.50% of people are married, with children and 6.42% have children, but are single.

Employment and Economy

Economic Data	Arlington Heights	United States
Unemployment Rate	4.90%	5.20%
Recent Job Growth	1.39%	1.59%
Future Job Growth	37.88%	37.98%
Sales Taxes	10.00%	6.00%
Income Taxes	3.75%	4.60%
Income per Capita	\$41,994	\$28,555
Household Income	\$78,865	\$53,482

Source: bestplaces.net

The unemployment rate in Arlington Heights is low at 4.90%, with job growth of 1.39%. Future job growth over the next ten years is predicted to be 37.88%. Arlington Heights sales tax rate is 10.00% and the income tax is 3.75%. The income per capita is \$41,994, which includes all adults and children. The median household income is \$78,865.

ESTIMATED HOUSEHOLDS BY HOUSEHOLD INCOME	Arlington Heights	United States
Income Less Than 15K	5.9%	12.6%
Income between 15K and 25K	3.1%	5.4%
Income between 25K and 35K	7.2%	10.4%
Income between 35K and 50K	6.1%	9.8%
Income between 50K and 75K	7.4%	7.9%
Income between 75K and 100K	14.2%	12.2%
Income between 100K and 150K	17.9%	13.0%
Income between 150K and 250K	10.2%	5.00%
Income over \$200K	10.7%	5.0%
POPULATION BY OCCUPATION		
Management, Business, and Finance	7.04%	14.54%
Healthcare Practitioners and Technology	4.23%	5.67%
Sales and Office	22.54%	24.36%
Engineering, Computers, Science	4.23%	5.34%
Construction, Extraction, and Maintenance	15.49%	8.24%
Production, Transportation, and Material Moving	28.17%	12.09%

Source: bestplaces.com

Housing

The median home value in Arlington Heights in 2017 is \$320,900 and home values over the past year are at 1.37%. The median age of Arlington Heights real estate is 41 years. Renters make up 23.08% of the population. And 4.12% of houses and apartments are unoccupied (vacancy rate).

2017 Home Values	Arlington Heights	United States
Less Than \$20,000	3.46%	4.57%
\$20,000 to \$39,999	0.48%	3.37%
\$40,000 to \$59,999	1.13%	4.19%
\$60,000 to \$79,999	3.84%	5.74%
\$80,000 to \$99,999	2.81%	6.79%
\$100,000 to \$149,999	8.07%	15.19%
\$150,000 to \$199,999	6.91%	14.69%
\$200,000 to \$299,999	16.69%	18.15%
\$300,000 to \$399,999	22.20%	10.43%
\$400,000 to \$499,999	18.55%	5.70%
\$500,000 to \$749,999	12.09%	6.39%
\$750,000 or more	2.95%	2.41%
\$1,000,000 or more	0.85%	2.39%

Source: bestplaces.net

Businesses locating themselves in Arlington Heights will find themselves in good company. More than 3,800 businesses, including major corporations, manufacturers, retailers, specialty shops and small businesses call Arlington Heights home.

Government and Community Organizations

The Village of Arlington Heights is run by a village president/mayor and eight-member village board.

Arlington Heights has several community organizations. Some of the more notable groups are the Community and Economic Development Association (CEDA) and the Arlington Heights Teen Center. CEDA Northwest offers a number of programs to help low to moderate families/individuals achieve economic self-sufficiency. These programs include, but are not limited to: Headstart, WIC, Day care support, transitional living programs, job placement, emergency food assistance, housing counseling, and budget counseling.

The mission of the Arlington Heights Teen Center is to provide a variety of programs, services and events that focus on the social needs and interests of the teens in a safe, drug-free, supervised environment. Provides opportunities for a variety of supervised field trips and has a drop-in center with recreational activities available.

Arlington Heights has organizations for many other community interests, as well as a Masonic Lodge and a Rotary Club. There is also an Arlington Heights Chamber of Commerce.

Transportation

Connections to Chicago and surrounding suburbs are made by Eisenhower expressway (I-290) via Route 53. Arlington Heights is approximately 30 miles west of Chicago's Loop. There are also 2 Metra Train stops for commuters. Arlington Heights is approximately 11 miles from O'Hare International airport, about a 20 minute drive, and approximately 27 miles from Midway Airport, a 50 minute drive. Arlington Heights is also served by several Pace bus routes.

Education

Education levels in Arlington Heights are extremely high. 94.8% of residents ages 25 and older hold a high school diploma. This is significantly higher than the 87.2% of Illinois residents and 84.1% of United States residents with equivalent diplomas. Likewise, 49.2% of Arlington Heights residents have a bachelor's degree or higher, much more than the 32.7% of Illinois residents and the 27.0% nationally.

Arlington Heights School District 25 has seven elementary and two middle schools. Community Consolidated School District 21 has nine elementary and three middle schools. Community Consolidated School District 59 is comprised of three junior high schools and ten elementary schools. Township High School District 214 is composed of nine high schools and two night class high school programs for young adults ages 17-21. There are also eight private schools in the area.

Harper College has sites in the nearby suburbs of Palatine and Prospect Heights. Harper College is a comprehensive community college dedicated to providing excellent education at a reasonable cost, promoting personal growth and enriching the community. The variety of programs and services offered by Harper meets the needs of a changing world and of a diverse student body of 24,000 students from 23 surrounding communities on a campus of 200 acres with 18 buildings.

Trinity International University's REACH program is located in nearby Deerfield. REACH is a

program for working adults who want to earn their Bachelors degree in an accelerated format while continuing their full-time employment and family obligations. Classes are only one night a week from 6-10pm, and students can earn their degree in Organizational Leadership, Christian Ministries or Elementary Education.

In Schaumburg, Roosevelt's Albert A. Robin Campus is the largest university in the northwest suburbs of Chicago, serving almost 3,000 students. Located near Woodfield Mall, it is accessible by automobile and bus and is within walking distance to an abundance of shopping, restaurants and attractions. Opened in August, 1996, this state-of-the-art campus offers all student services, 61 computer-ready classrooms, laboratories, an electronic library, student lounges, a bookstore and an abundance of parking - making it the only comprehensive regional university in the northwest suburbs.

Health Care

Northwest Community Healthcare has a hospital and several health care facilities in Arlington Heights. Northwest Community Hospital is a 563-bed facility. Selected in 2004 as the #1 hospital in Illinois for Heart Care, Northwest Community provides a full range of medically advanced inpatient and outpatient services including Cardiovascular Services, Children's Services, and Emergency and Urgent Care.

History

By the 1880s, Dunton was home to more than 1,000 people, and the area near the train station was a thriving commercial Mecca. The name Dunton was changed first to West Wheeling and then, in 1887--when the village was incorporated--to Arlington Heights.

Residents continued to move to the area during the early 20th century, and by 1950, thousands of homes were built to accommodate a post-war boom of new and returning residents. By 1960, Arlington Heights was the fastest-growing city in the state, with a population of more than 27,000. This growth has continued, and today Arlington Heights remains a thriving community.

Today, Arlington Heights is home to more than 74,000 residents. The refurbished Central Business District boasts new restaurants, galleries, clothing stores and jewelry shops. A teen center and senior center offer cultural and recreational attractions for the city's diverse population. Arlington Heights' convenient location provides easy access to public transportation, from bike paths and buses to the Metra subway system and Chicago Transit Authority trains.

Conclusion

Arlington Heights has a variety of amenities to offer its residents, from its nationally recognized racetrack to its redeveloped downtown. The village's large population is also extremely well educated with high income levels and a relatively low unemployment rate. The appeal of this community lies in the combination of friendly neighborhoods and an abundance of cultural, educational, entertainment and recreational opportunities.

PROPERTY DESCRIPTION

SITE DESCRIPTION

Location:

The subject property is located at the northwest corner of Kensington Road and Hickory Avenue in the Village of Arlington Heights, a northwestern suburb of the City of Chicago approximately 23 miles northwest of the City of Chicago downtown area. The subject property is located within the Village's Hickory/ Kensington Area Plan. The Hickory/ Kensington Area Plan is defined by Dryden Avenue to the east, Miner Street on the north, Northwest Highway to the south, and Belmont Avenue to the west. The area is designed to be redeveloped as mixed use commercial and residential with the Village's intent to create a vibrant, mixed-use neighborhood.

The subject site is immediately north of Northwest Highway, which is a major east/ west arterial for the Village and neighboring communities. The Arlington Heights Metra Station is located less than ½ mile northwest from the subject property which provides direct access into the City of Chicago CBD. Mariano's Fresh Market recently opened a 68,000 square foot store across from the subject site in 2010.

The immediate area is urban with significant commercial, industrial, and residential developments. Arlington Heights contain a variety of land uses that include industrial business parks, single family residences, offices, and various multi-tenant strip centers and major big box retailers. Overall, the property has good transient access via Northwest Highway and nearby interstate systems. The O'Hare International Airport is located 6 miles south from the subject property.

The subject property is located approximately 3 miles north of the I-90 (Jane Adams Memorial Tollway) interchange at Arlington Heights Road which leads directly to the Chicago downtown area. The property is located approximately 1 ½ miles northwest of Arlington Park Race Track, the

premier horse racing facility in the state of Illinois and the Midwestern states.

Most notably, the area features numerous smaller and mid-size shopping centers inclusive of both a Wal-Mart and Meijer anchored shopping centers lying to the south along Algonquin Road and a Home Depot and Costco within the Randhurst Village Mall in Mount Prospect 2 miles east at Kensington Road and Elmhurst Road. In addition, within a 5-mile radius from the subject property, there are several commercial/ strip centers located along the nearby major thoroughfares e.g. Rand Road, Northwest Highway, Dundee Road, Algonquin Road, and Golf Road. A segment of Golf Road west of the I-290 interstate system (approx. 3 ½ miles southwest of the subject) contains nation brand retailers, car dealerships, restaurants, IKEA, and the Woodfield Mall. Woodfield Mall is an enclosed super-regional shopping mall located in Schaumburg and measures approximately 2.7 million square feet, making it the 5th largest shopping mall in the United States.

Shape:

Rectangular.

Size:

The subject property currently measures approximately 45,825 square feet; however, a portion of the north end of the property will be used as a right of way in order to extend Campbell Street resulting in a remaining development site of 41,156 square feet or 0.945 acres.

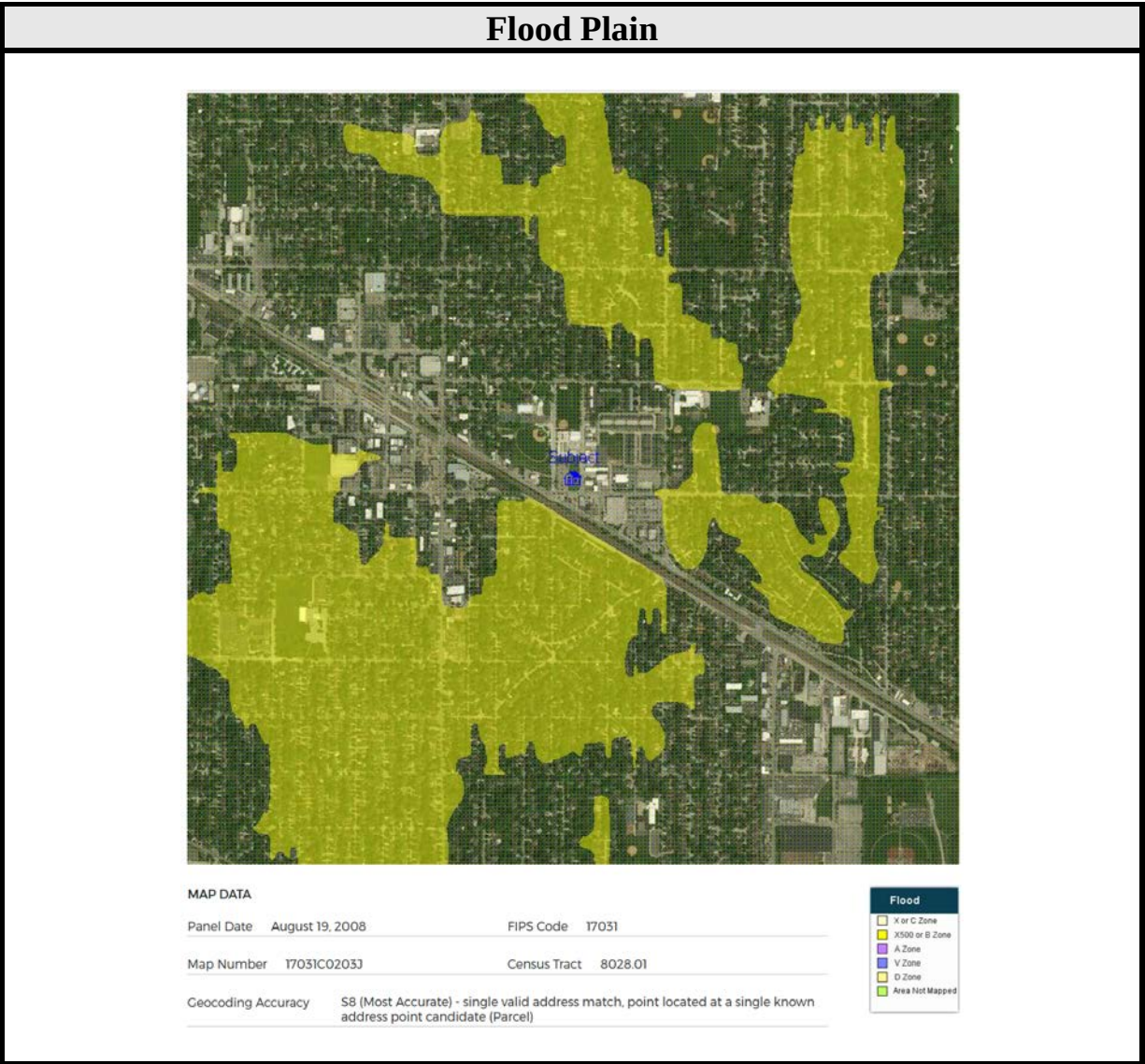
Access/Visibility:

The subject will be accessible from Kensington Road and Hickory Avenue.

Upon completion, the property will stand five-stories in height which will be visible from the adjoining streets.

Flood Plain Data:

A review of the Federal Emergency Management Agency's Flood Insurance Rate Map Panel No. 17031C0203J, dated August 19, 2008 indicates the property is located in a Flood Zone X, an area of minimal flooding potential.



Topography:

The property consists of relatively level land which is at street grade.

Soil and Subsoil:

No soil tests were provided to us in connection with this market study and no responsibility is assumed for any adverse subsoil conditions that may exist. Our market study specifically assumes that soil conditions are adequate to support the subject's improvements over the remaining economic lifetime.

Utilities:

All normal urban utilities including gas, electricity and sanitary sewer are available to the subject site in adequate capacity.

Environmental:

The appraiser did not perform any soil tests or tests of the underground water for possible contamination. The appraiser is not qualified to detect such substances, and therefore, the extent of hazardous waste remaining on the property, if any, is not known. In absence of specific information or data to the contrary, the appraiser has estimated value of the property as is “clean” and uncontaminated. The value estimate does not take into account any negative or positive factors caused by the existing or forthcoming EPA or other regulations.

Site Improvements:

At the time of our inspection, the subject property was vacant and shovel-ready for development. The prior industrial improvements were demolished in 2013.

BUILDING DESCRIPTION- As Complete

Overview:

The subject property is a proposed 79- unit five-story apartment building with an indoor heated garage parking level containing 80 spaces. The apartment units are accessed via passenger elevator service. The building will have two (2) elevators. In addition, the improvements will include retail spaces totaling approximately 4,000 square feet. The retail spaces will be located on the ground-floor along Kensington Road.

Construction Features:

The improvements will have masonry construction with a combination of brick, block, and metal panel exterior walls. The building will have poured reinforced concrete/ perimeter footings and column pads. The building will have double pane vinyl frame windows.

Roof:

The building will have flat rubber membrane roofs.

Fire/Security Protection:

The buildings will be equipped with smoke detectors and emergency lighting, life safety systems that are hard wired and central fire control boards that report directly to the fire department. In addition, the improvements feature an intercom access entry system.

Interior Finish:

The units will feature high-end/ luxury finishes and stainless steel appliances inclusive of Quartz/ granite countertops, electric range, microwave with hood exhaust, dishwasher, garbage disposal, refrigerator and freezer, wood cabinets with hardware, ceramic tile in the bathrooms, vinyl plank flooring in the living rooms and carpet in the bedrooms, LED lighting throughout, in-unit washer and dryer units, private balconies, and individual gas force air furnace and AC and hot water heaters.

Kitchen

Appliances:

Each kitchen includes a refrigerator and gas-powered cook top and range, vent hood, double sink, microwave, dishwasher, and garbage disposal.

Counters:

Quartz/ granite countertops.

Cabinets:

Wood cabinets.

Bath

Fixtures:

Each bathroom has a tub/ shower, a commode, wood cabinet with counter, and wall-mounted medicine cabinet with vanity mirror.

Floors:

Floors consists of ceramic tile.

Unit Size and Mix:

The subject property will have the following unit mixture.

Unit Type	No. Units	% Units	Size- SF	W. Avg Size- SF	Total NRA*
Studio	14	17.7%	535- 656	616	8,628
1 bed/ 1 bath	48	60.8%	695- 879	725	34,774
2 bed/ 1 bath	12	15.2%	972- 1,093	1,016	12,192
2 bed/ 2 bath	5	6.3%	1,001- 1,021	1,005	5,025
	79	100%			60,619

*Based on tabulation of each actual unit size

Mechanical:

Each unit is individually metered for electricity, gas, and heat. Ownership plans to install a RUBS program for allocating pro rata share of water and sewer charges to the tenants. Each unit will have in-unit washer and dryer units.

Electrical: Adequate electrical service is distributed throughout the buildings.

HVAC: Each unit has a forced air heating and air conditioning system controlled by a wall mounted thermostat.

Plumbing: The units will have individual hot water heaters.

Elevators: The building will have two (2) passenger elevators.

Amenities:

The property will feature onsite management office, fitness center, community room, media/ recreation room, and a terrace deck on the 2nd floor with a fire pit and area for outdoor cooking. Storage lockers will be available at the basement level.

Parking:

The property will have an interior heated garage with 80 spaces and an additional 32 outdoor surface parking stalls.

Functional Utility:

The subject property will be well designed and functional for its proposed use as a mid-rise apartment complex.

Plans & Floor Plans:

Building elevations are available in the Addendum of this report.

COMPETITIVE PROPERTIES AND MARKET ANALYSIS

Introduction

The following is an overview of the supply and demand factors affecting the subject property. The subject property competes in the Chicago apartment market. The Chicago apartment market is tracked quarterly by REIS, Inc. (a leading provider of market statistics), and is divided into 25 submarkets. The subject property is included in the Wheeling submarket, as tracked by REIS. In arriving at our conclusions, we relied on this survey, market research and our experience with the Chicago apartment market.

In analyzing the subject, we have considered historical occupancy, rent growth, inventory, construction and absorption within the immediate area, as well as a survey of those properties directly competitive with the subject. Rental rates included have been validated based upon a review of the historical trends as well as in consideration of future supply and demand. We will begin our analysis by taking a historical view at the Chicago Metropolitan Market as a whole.

Chicago Residential Market Overview

Chicago is a substantial metropolitan market and the broad diversification of the Chicago economy and its lack of dependence on a single volatile industry (high technology for example) have preserved it from the worst effects of the economic recessions. Being broad based, the economy of Chicago resembles that of the nation and endures many of the same general strengths and weaknesses. While the metropolitan area population has grown moderately in the past two decades, the level of employment has gone up significantly. From 1970 through 2000, the number of workers increased by more than 3%. In the 1980's and continuing through 2008, a shift from manufacturing to the services sector began as manufacturing jobs moved to the south or even out of the country.

The year-to-date statistics in the Chicago metropolitan area for August 2017 indicates an unemployment level of 5.3%.

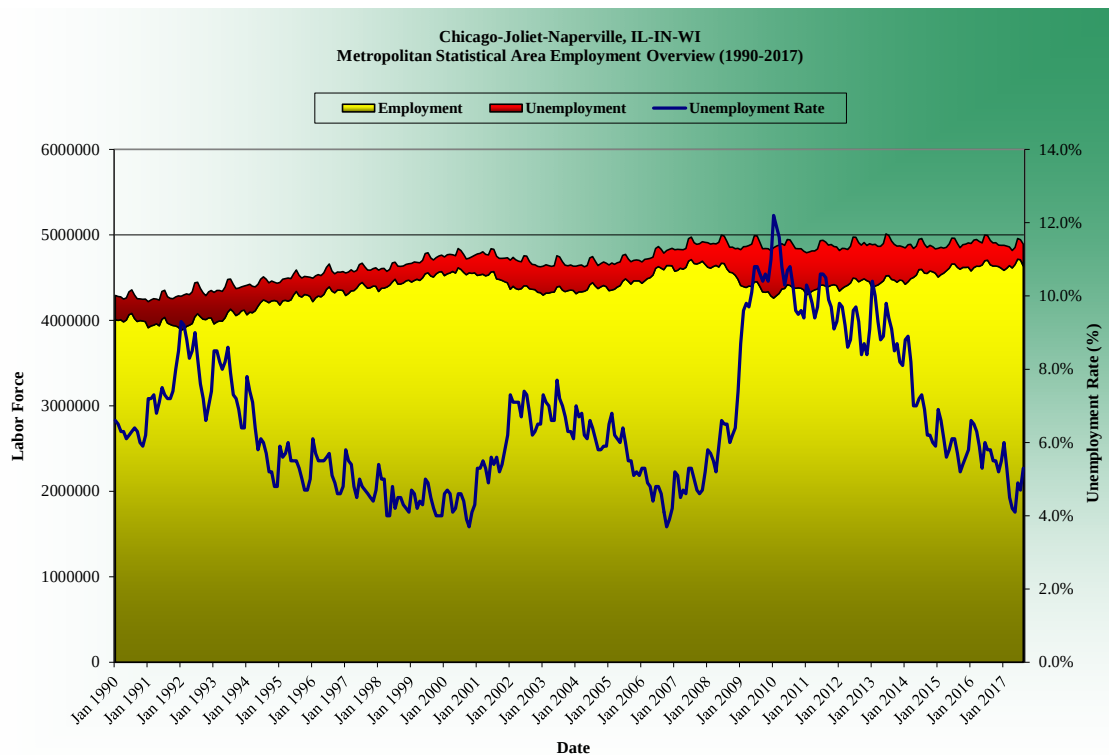
Chicago MSA Unemployment Statistics													
<u>Year</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>Annual</u>
2010	12.2%	11.9%	11.6%	10.8%	10.3%	10.7%	10.8%	10.3%	9.6%	9.5%	9.6%	9.4%	10.6%
2011	10.3%	10.1%	9.8%	9.4%	9.7%	10.6%	10.6%	10.5%	9.9%	9.7%	9.1%	9.3%	9.9%
2012	9.8%	9.7%	9.2%	8.6%	8.8%	9.6%	9.7%	9.3%	8.4%	8.7%	8.4%	9.1%	9.1%
2013	10.4%	10.0%	9.3%	8.8%	8.9%	9.8%	9.4%	9.1%	8.5%	8.7%	8.2%	8.1%	9.1%
2014	8.8%	8.9%	8.2%	7.0%	7.0%	7.2%	7.3%	6.9%	6.2%	6.2%	6.0%	5.9%	7.1%
2015	6.9%	6.6%	6.1%	5.6%	5.8%	6.1%	6.1%	5.7%	5.2%	5.4%	5.6%	5.8%	5.9%
2016	6.6%	6.5%	6.3%	5.9%	5.3%	6.0%	5.8%	5.8%	5.5%	5.5%	5.2%	5.5%	5.8%
2017	6.0%	5.3%	4.5%	4.2%	4.1%	4.9%	4.7%	5.3%(P)					

Source: Bureau of Labor Statistics

P : Preliminary

The market for condominium units continues to exert a major influence on the Chicago area apartment market. While thousands of rental units have been converted to condominiums, and demand for condominiums drew developers away from the rental sector condominium unit sales

have substantially dipped from the levels experienced in 2006 and 2007. The rental vacancy rate declined as people left the pool of potential homeownership surrounding turmoil in the capital markets. However, additions to the rental pool pushed vacancy upward in 2009 as the new additions were marketed. Vacancy levels have been declining since the market's high point in 2009 and are currently below pre-recession levels as the population rushed toward renting. Furthermore, investors have seen it prudent to continue to add inventory to the rental sector to try and capture the increasing demand in the rental sector. Many developers and landlords say they're not nervous from any potential glut, citing an improving job market and downtown Chicago's growing appeal to well-paid professionals in their 20s and 30s who would rather rent than own.



Rental Market Overview

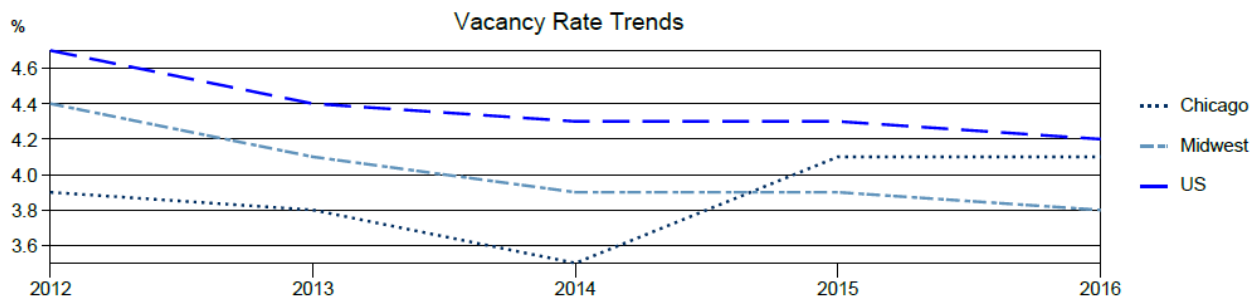
Chicago Metropolitan Apartment Market Overview										
Time Period	Inventory (Units)	Completions	Inventory Growth (%)	Vacant Stock	Vacancy Rate	Vacancy Change (BPS)	Occupied Stock	Net Absorption	Asking Rent	Asking Rent Change (%)
2015 Q4	460,756	1,439	0.3%	18,663	4.1%	20	442,095	605	\$1,245	1.1%
2016 Q1	461,130	374	0.1%	17,966	3.9%	(20)	443,165	1,070	\$1,251	0.5%
2016 Q2	464,064	2,934	0.6%	18,533	4.0%	10	445,531	2,366	\$1,272	1.6%
2016 Q3	464,796	787	0.2%	17,866	3.8%	(20)	446,930	1,399	\$1,284	1.0%
2016 Q4	467,507	2,711	0.6%	19,179	4.1%	30	448,328	1,398	\$1,296	0.9%
2017 Q1	468,323	816	0.2%	19,692	4.2%	10	448,631	303	\$1,311	1.1%
2017 Q2	469,912	1,589	0.3%	20,491	4.4%	20	449,421	790	\$1,336	1.9%
2016 Q3	471,267	1,355	0.3%	21,074	4.5%	10	450,194	773	\$1,347	0.8%

Source: REIS, Inc

Occupancy

The Chicago Metro apartment market contains 471,267 rental units situated within Chicago and the adjacent suburban areas, as tracked by REIS. From 2012 to the present, market vacancy has slightly fluctuated but has overall trended upward. The vacancy for the Third Quarter 2017 is 4.5%, which is the highest it has been in the last 5 years. Average rates for apartments within Chicago, as of the 3rd Quarter 2017, are as follows:

Vacancy Rates						
Region	Quarterly			Annualized		
	3Q17	2Q17	YTD Avg	1 Year	3 Year	5 Year
Chicago	4.5%	4.4%	4.4%	4.1%	3.9%	4.0%
Midwest	4.1%	4.0%	4.0%	3.9%	3.9%	4.2%
United States	4.5%	4.4%	4.4%	4.3%	4.3%	4.5%
Period Ending:	9/30/17	6/30/17	9/30/17	12/31/16	12/31/16	12/31/16
Source: REIS, Inc.						



The Chicago market has continued to receive new apartment product and managed to absorb the incoming units. This is a strong indication as to the health of the rental sector. The tighter lending standards and the general hesitancy of the population to enter into homeownership have been catalyst for increasing the size of the rental pool. As residents have shunned condos and the economy has recovered, rents and occupancy levels at all property tiers have improved.

During 2009 and 2010 the Chicago market had a large stock of unsold condominium units, condominium projects under construction, and a condominium projects in the planning phases. The collapse for the “for sale” condominium market resulted in developers and lenders looking for alternative uses for the properties in various stages of the development process. Several developments returned purchase contracts to buyers and elected to convert the properties to luxury apartment complexes from condominiums. The ownership and lender entities that first agreed to convert to apartments experienced strong lease up periods and increases in rent over the subsequent years. As the supply of failed condominium developments that were viable options for apartment conversion diminished, developers began making plans to develop ground up rental properties. The market to find new construction financing was and continues to be extremely competitive as there is a large amount of hesitancy from construction lenders on the back of the most recent real estate downturn.

However, the demand for apartments has increased as more people have elected to enter the renter pool. A larger portion of those seeking housing options have elected to delay purchasing a home. This is largely due to the liquidity issues surrounding ownership resulting in a flow of

potential buyers into the rental pool. The aforementioned coupled with the increased debt loads that younger populations are carrying due to the increase cost of education has made homeownership less of a priority. Lastly, the large down payment requirements relative to other investments are another item creating hesitancy in electing to own a home. All of these factors have combined for a rental market that has seen strong absorption of new deliveries and increasing rents.

Supply and Demand

Construction numbers for Chicago apartments tend to be modest considered alongside the area's huge population base. Historically, the largest factor affecting the Chicago metropolitan apartment market is the actual reduction in the volume of the rental stock due to the movement of rental units to the condominium sector and certain stigma associated with rentals. However, this trend reversed during the subprime mortgage crises as property values declined so did the cost incentive to construct new condominium units. Rather than to completely abandoned condominium projects, well-funded developers saw a prudent financial decision to convert their condominium projects into rentals.

Despite some of the highest delivery numbers we have seen in recent years and the marketing time it takes for new properties to lease up units, Chicago saw an astonishing 6,980 units absorbed in 2010. This is easily the highest absorption Chicago has seen in recent years and marks a significant contrast to 2009. In 2009, Chicago observed negative absorption of 3,734 units. Post 2009, absorption has remained positive. In 2011 absorption numbers finished strong at 5,098 units being absorbed. 2012 absorbed 3,630 units. 2013 finished with 5,629 units. 2014 finished with 4,293 units. 2015 absorbed a total of 2,667 units. 2016 had absorbed the highest number of units since 2010 at 6,233. Over the past 36 months there seemed to be little danger of oversupplying the rental sector. With the condominium market returning, developers are strategically repositioning rental units as condo units which will offset much of the incoming new supply into the market. In addition, would-be renters may be more comfortable buying now that condo prices are rising again, potentially reducing demand for apartments.

The Chicago market has seen an explosion in the amount of rental development and conversions. There were numerous developments that were originally intended to be condominium projects that eventually were converted to apartment projects. These projects saw strong lease up periods, which proved to be a catalyst to push several new developers into the market. As lenders became more encouraged by the strong leasing taking place coupled with increasing rents, numerous developers gained the construction financing necessary for additional units.

Rent

In order to gain a better perspective on how the Chicago rental market competes with other rental markets in the Midwest and the United States, we have included the following table.

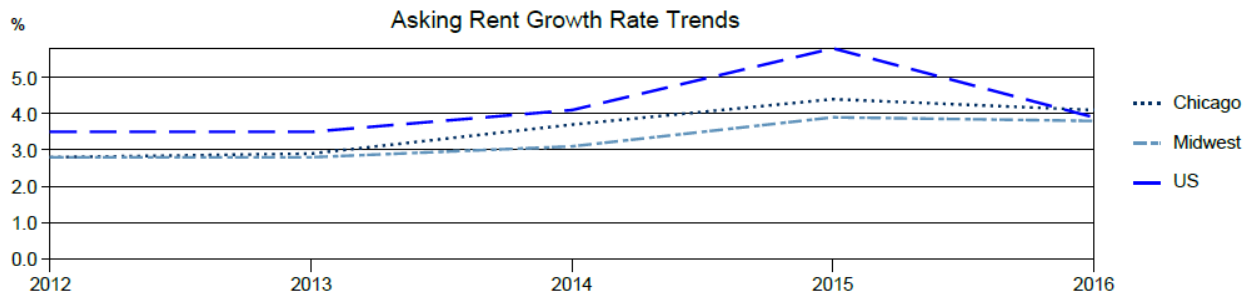
Metro Unit Mix Rent Details								
As of 9/30/2017	Asking Rent Comparison				Asking Rent Comparison (Per SF)			
<u>Market</u>	<u>Studio</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>Studio</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>
Chicago	\$1,067	\$1,241	\$1,507	\$1,919	\$2.25	\$1.70	\$1.46	\$1.48
Midwest	\$917	\$1,019	\$1,191	\$1,501	\$1.71	\$1.29	\$1.07	\$1.03
United States	\$1,217	\$1,352	\$1,585	\$1,873	\$2.17	\$1.68	\$1.40	\$1.30

Source: REIS, Inc

The Chicago rental market commands rental rates above the average in the Midwest on an aggregate and per square foot basis as evidenced by the chart above. Additionally, when compared to the United States average on an aggregate monthly basis the Chicago rates generally follow the trend of falling below the United States average. However, when one looks at the Chicago market as compared to the United States market on a price per square foot basis the Chicago rental market exceeds the United States rates for all unit types.

Asking Rent Growth						
<u>Region</u>	Quarterly			Annualized		
	<u>3Q17</u>	<u>2Q17</u>	<u>YTD Avg</u>	<u>1 Year</u>	<u>3 Year</u>	<u>5 Year</u>
Chicago	0.8%	1.9%	1.3%	4.1%	4.1%	3.6%
Midwest	0.9%	1.4%	1.0%	3.8%	3.6%	3.3%
United States	1.0%	1.5%	1.1%	3.9%	4.6%	4.2%
Period Ending:	9/30/17	6/30/17	9/30/17	12/31/16	12/31/16	12/31/16

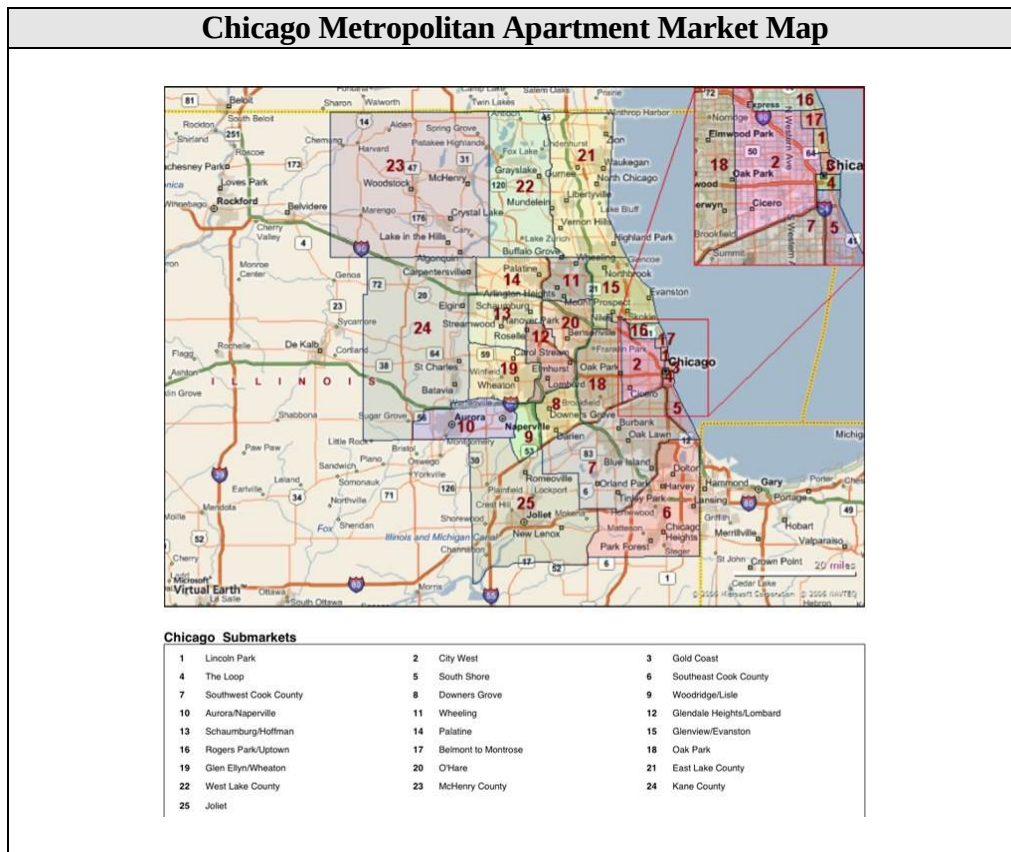
Source: REIS, Inc.



Since the last quarter, Chicago has seen the greatest growth of asking rents in three-bedroom units at 2.1%. Studio units increased by 0.9%, one-bedroom units increased by 0.2%, and two-bedroom units increased by 1.1%. Continuous increases in rental rates coupled with the relatively stable and declining vacancy and positive absorption have given landlords justification and ability to capture higher rental rates. It is likely that this can be attributed to the movement of the population into rental housing. The recent drop in home prices during and immediately after the economic recession, left a wound in homeownership and turned away would-be homeowners to seek alternative housing. As more and more of the population shunned homeownership, competition for rental housing increased and as a result the number of available rental units declined and rental rates increased quarter after quarter beginning in the 1st quarter 2010.

Current Metro Average Rents and Sizes				Asking Rent Growth					
Unit Type	Rent	3Q 2017		Quarterly			Annualized		
		Avg. SF	Avg. Rent PSF	3Q17	2Q17	YTD	1 Year	3 Year	5 Year
Studio/Efficiency	\$1,061	472	\$2.25	0.9%	2.2%	4.0%	2.9%	4.5%	3.9%
One Bedroom	\$1,241	729	\$1.70	0.2%	2.0%	2.8%	3.9%	4.2%	3.6%
Two Bedroom	\$1,507	1,030	\$1.46	1.1%	1.8%	4.4%	4.3%	4.0%	3.5%
Three Bedroom	\$1,919	1,296	\$1.48	2.1%	2.2%	6.3%	6.9%	2.9%	3.6%
Average over period ending:				9/30/17	6/30/17	9/30/17	12/31/16	12/31/16	12/31/16

Source: REIS, Inc.



Suburban Under Construction

Accessibility into the City has led to new developments rising near commuter stations in the north and western suburbs of the City of Chicago. The new residential developments in the Chicago suburbs have been dominated by high-density condominium quality developments and townhome developments. Some, but certainly not all the projects are transit-oriented, constructed near suburban downtowns and train stations or they are being used to create a downtown where there never was one before. The properties typically have extensive amenity packages and operate in the Class A rental market. These Class A assets have followed the general trend of experiencing strong lease up periods with subsequent increases in rent during their respective holding periods. The timeline from planning to marketable product in the market can take from 2

to 5 years. However, many large projects have exhibited success in a short amount of time. Ninety7Fifty on the Park, a 295-unit development in Orland Park opened in the spring of 2013, is reportedly 94% leased. In Wheaton, Morningside Equities Group's 306-unit Wheaton 121, which was completed in February 2014 is reportedly over 95% occupied.

The increase in the price of construction from 2009 to present has resulted in fewer projects being able achieve rents to justify new construction. The ability of developers to acquire land, entitlements, and construction funding at the right price will be the major catalysts in being able to profitably compete in a marketplace that is increasing becoming saturated with new developments. The majority of the new projects are transit-oriented and proximate to Metra rail lines and major highways/interstates. The typical renter that is being marketed toward is young professionals working in the CBD of Chicago, professionals working in nearby suburbs, and empty nesters.

Target Market Area

The subject property is located in Chicago's northwest suburban community Arlington Heights. The development site is located less than ½ mile to the Arlington Heights Metra Station and within close proximity to major thoroughfares, popular retail corridors home to national brand retailers, shopping malls, and multiple community-scaled strip centers. As previously mentioned, the subject competes with other multi-family apartment properties, in an area northwest of the Chicago metropolitan area in communities providing rail service along the metra rail line and the nearby interstate systems. Upon review of the competitive market, evidence supports the conclusion that the competitive market follows the general trends of the Wheeling submarket apartment market and the area immediate to the subject. However, the proposed improvements will consist of high-end/luxury units that would appeal to white collar professional households likely to commute between the Chicago downtown area and many stations along the Metra rail line resulting in significantly larger geographical target market area extending as far west as the Village of Palatine and Schaumburg. The subject would additionally appeal to an older demographic with a considerable net worth. However, this demographic would likely compose a smaller segment of the target market. The proposed subject property will be marketed and will appeal to young professional adults seeking an urban lifestyle with suburban conveniences. Adding the large retail/retail services, industrial base, accessibility via regional interstate and commuter rail service, the subject is primed to capture a significant portion of high-earning income tenants. Information was available for the subject's competitive market and we have prepared an analysis with information gained from inspection of the market, experience within the Chicago MSA, and data collected from REIS, Inc.

The viability of a development in the subject area will greatly rely and the demand generated by professionals working in the Chicago CBD and proximate area. Metra provides a reliable commuting alternative with consistent service. Furthermore, Metra commuters are able to relax, socialize, and or conduct work-related tasks with their mobile devices and computers during the ride.

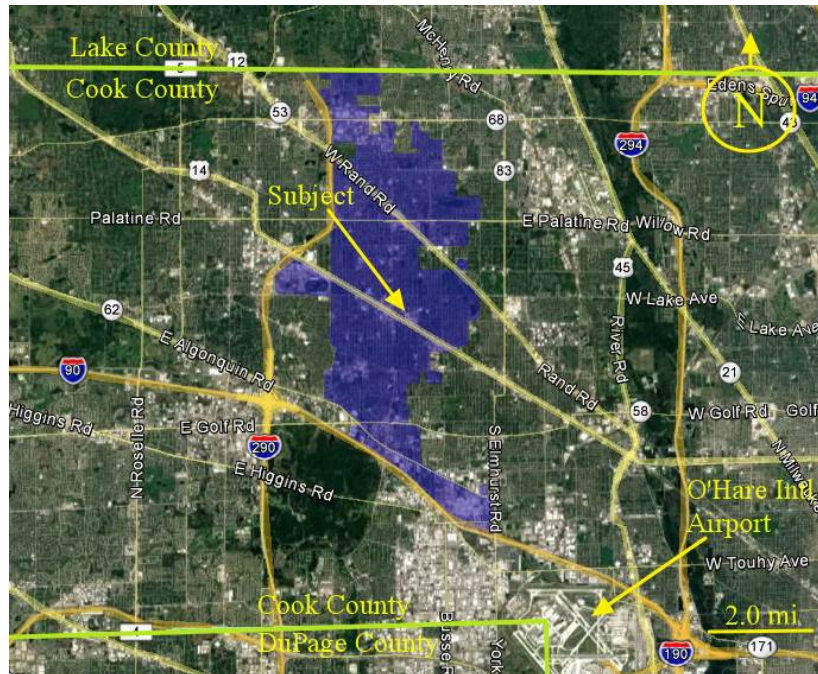
Considering the proposed high-end/luxury type apartment units, we have highlighted the competitive market area that can be geographically defined as the Village of Arlington Heights and areas lying within the shaded red area. The northern boundary would be approximately Lake Cook

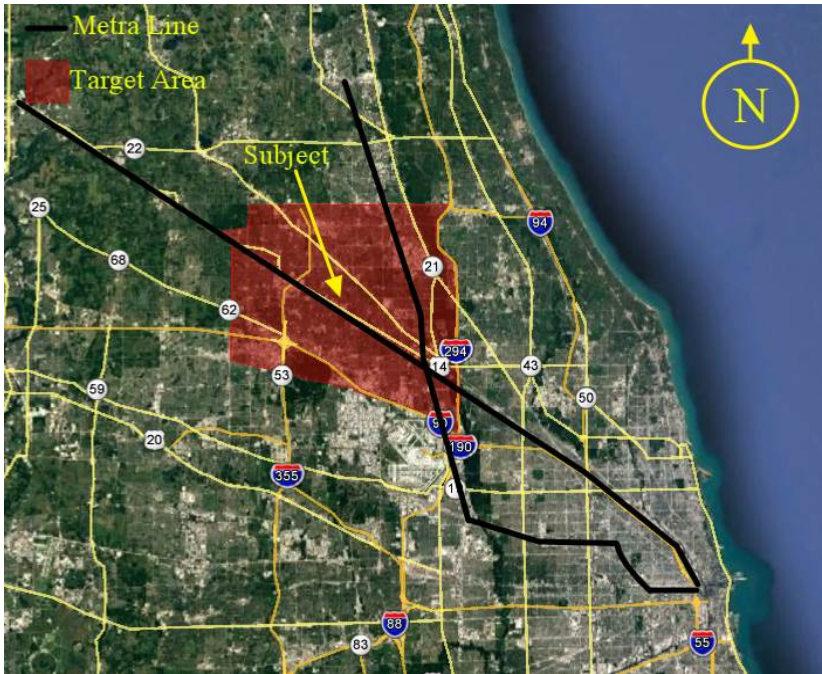
Road/ Interstate 294 to the east, Higgins Road to the south, and Roselle Road to the west.

Primary Housing Market Area

The subject is located within the municipal boundaries of the Village of Arlington Heights. The primary housing market area (HMA) can be defined as the Village of Arlington Heights with a target area encompassing the HMA and surrounding area in the following map. The HMA was defined after consideration of the location of existing and competing supply, the proximity to regional employment, shopping, and medical services, and researching the areas where new units will be introduced in the near term. The defined HMA incorporates a full range of convenience services that would be expected by a typical resident in a property such as the proposed subject.

The following maps identify the geographical boundaries of the subject's HMA and target area (in red).





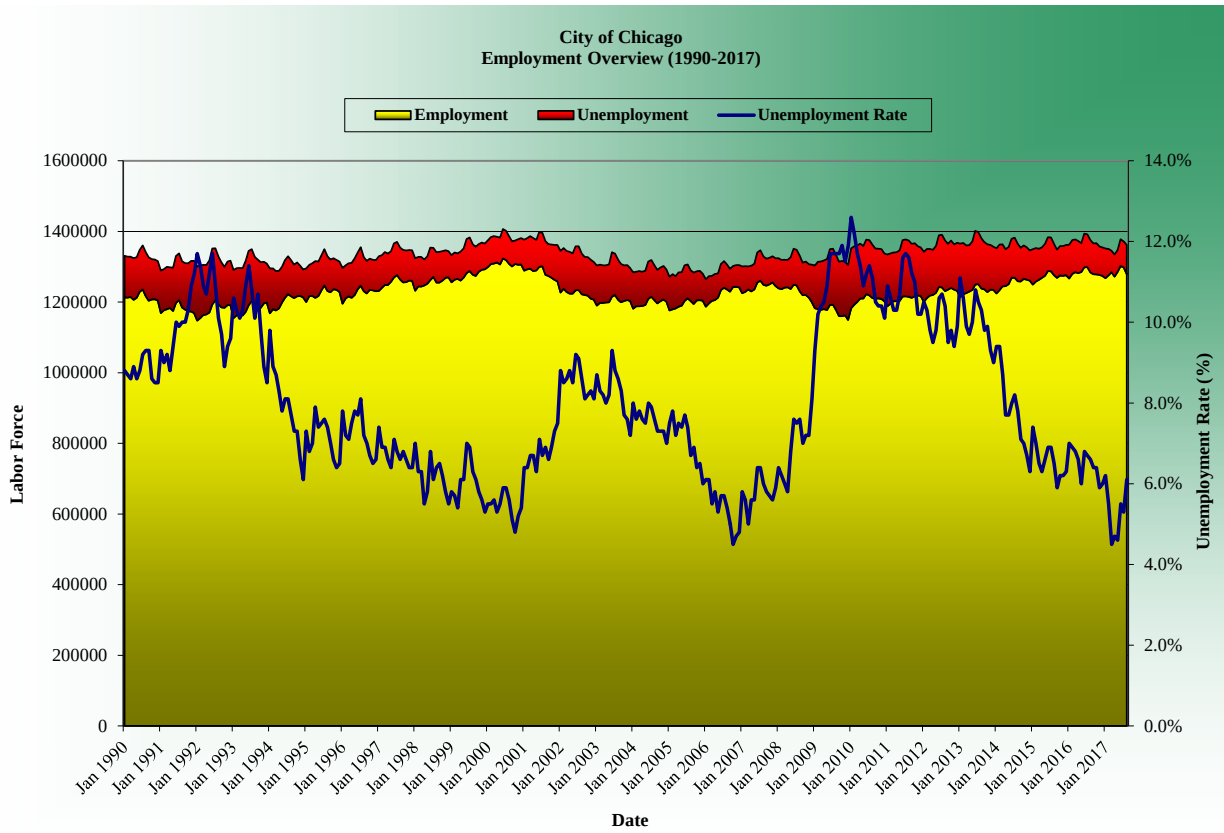
Secondary Housing Market Area

Due to the high-end/ luxury finishes and amenities proposed at the subject, residents of the subject will come from outside of the primary HMA. This would include the neighboring communities lying to the east and west such as Barrington, Buffalo Grove, Park Ridge, and Niles. These inflows could account for a significant portion at the subject's tenancy. Class A multi-family properties within this region (highlighted in red in the previous map) will highly compete with the subject property.

Employment

Chicago is a substantial metropolitan market and the broad diversification of the Chicago economy and its lack of dependence on a single volatile industry (high technology for example). In being so broad based, the economy of Chicago resembles that of the nation and endures the same general strengths and weaknesses.

Area: Chicago-Joliet-Naperville, IL Metropolitan Division			
Period: May 2015			
Occupation (SOC code)	Employment	(1) Hourly Median Wage	(2) Annual Median Wage
All Occupations(000000)	4,484,510	\$18.39	\$38,250
Management Occupations(110000)	304,610	\$47.55	\$98,910
Business and Financial Operations Occupations(130000)	249,150	\$31.54	\$65,600
Computer and Mathematical Occupations(150000)	141,770	\$38.90	\$80,920
Architecture and Engineering Occupations(170000)	65,130	\$35.97	\$74,810
Life Physical and Social Science Occupations(190000)	25,970	\$31.92	\$66,400
Community and Social Service Occupations(210000)	54,200	\$20.55	\$42,740
Legal Occupations(230000)	39,450	\$37.13	\$77,230
Education Training and Library Occupations(250000)	283,400	\$24.54	\$51,040
Arts Design Entertainment Sports and Media Occupations(270000)	56,510	\$22.91	\$47,640
Healthcare Practitioners and Technical Occupations(290000)	244,940	\$31.94	\$66,440
Healthcare Support Occupations(310000)	119,390	\$13.14	\$27,330
Protective Service Occupations(330000)	117,590	\$19.07	\$39,660
Food Preparation and Serving Related Occupations(350000)	368,570	\$9.38	\$19,510
Building and Grounds Cleaning and Maintenance Occupations(370000)	138,460	\$12.87	\$26,760
Personal Care and Service Occupations(390000)	140,100	\$10.86	\$22,590
Sales and Related Occupations(410000)	467,690	\$13.17	\$27,400
Office and Administrative Support Occupations(430000)	705,190	\$16.67	\$34,670
Farming Fishing and Forestry Occupations(450000)	3,810	\$11.52	\$23,970
Construction and Extraction Occupations(470000)	131,480	\$32.98	\$68,610
Installation Maintenance and Repair Occupations(490000)	145,560	\$23.02	\$47,880
Production Occupations(510000)	321,980	\$15.45	\$32,130
Transportation and Material Moving Occupations(530000)	359,540	\$14.48	\$30,110
Footnotes:			
(1) Estimates for detailed occupations do not sum to the totals because the totals include occupations not shown separately. Estimates do not include self-employed workers.			
(2) Annual wages have been calculated by multiplying the hourly mean wage by 2080 hours; where an hourly mean wage is not published the annual wage has been directly calculated from the reported survey data.			
Data extracted on January 2017			



Monthly Not Seasonally Adjusted Labor Force, Employment and Unemployment data in City Of Chicago					
Period	Civilian Labor Force	Employment	Unemployment	Unemployment Rate	Preliminary Calculation
Jan 2016	1,361,677	1,266,516	95,161	7.0%	No
Feb 2016	1,374,938	1,279,465	95,473	6.9%	No
Mar 2016	1,377,164	1,284,199	92,965	6.8%	No
Apr 2016	1,372,686	1,281,927	90,759	6.6%	No
May 2016	1,366,497	1,284,950	81,547	6.0%	No
Jun 2016	1,393,356	1,298,204	95,152	6.8%	No
Jul 2016	1,391,324	1,298,601	92,723	6.7%	No
Aug 2016	1,375,006	1,283,689	91,317	6.6%	No
Sep 2016	1,365,741	1,278,875	86,866	6.4%	No
Oct 2016	1,366,165	1,278,300	87,865	6.4%	No
Nov 2016	1,356,953	1,276,995	79,958	5.9%	No
Dec 2016	1,354,400	1,273,681	80,719	6.0%	No
Jan 2017	1,351,441	1,267,302	84,139	6.2%	No
Feb 2017	1,349,726	1,275,595	74,131	5.5%	No
Mar 2017	1,345,240	1,284,290	60,950	4.5%	No
Apr 2017	1,334,164	1,271,815	62,349	4.7%	No
May 2017	1,347,261	1,285,562	61,699	4.6%	No
Jun 2017	1,377,269	1,301,571	75,698	5.5%	No
Jul 2017	1,371,173	1,297,835	73,338	5.3%	No
Aug 2017	1,361,379	1,278,681	82,698	6.1%	Yes

Source: Bureau of Labor and Statistics

According to the Village of Arlington Heights Comprehensive Annual Financial Report for 2016, the Village had the following demographic and economic information.

Calendar Year	(a) Population	(a) Personal Income	(a) Per Capita	(b) Unemployment Rate
2008	76,943	\$2,580,975,992	\$33,544	4.30%
2009	76,943	\$2,580,975,992	\$33,544	7.60%
2010	75,101	\$3,024,842,977	\$40,277	7.40%
2011	75,101	\$3,024,842,977	\$40,277	7.20%
2012	75,101	\$3,024,842,977	\$40,277	6.60%
2013	75,101	\$3,024,842,977	\$40,277	7.60%
2014	75,101	\$3,024,842,977	\$40,277	5.80%
2015	75,101	\$3,024,842,977	\$40,277	4.30%
2016	75,101	\$3,024,842,977	\$40,277	4.90%

(a) U.S. Department of Commerce, Bureau of the Census

(b) Illinois Department of Employment Security

As with the rest of the nation, the Village of Arlington Heights was no exception and experienced the affects of an economic downturn in 2009. Since then, the unemployment rate has steadily declined.

Employment Trends

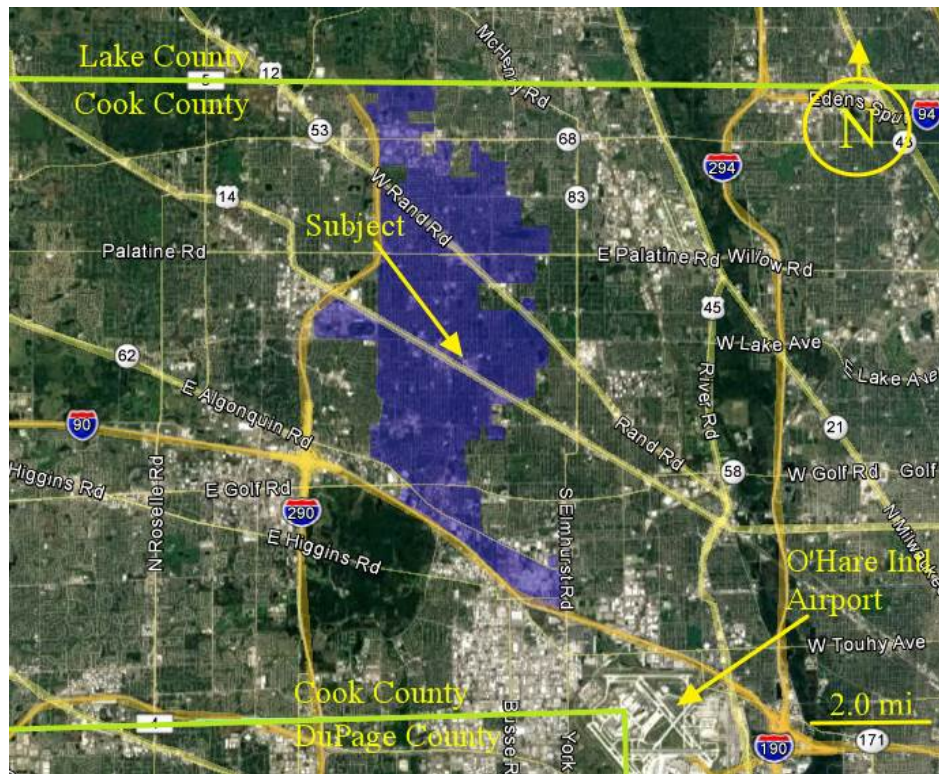
The following table lists the major employers in Arlington Heights at year-end 2016.

Principal Employers Arlington Heights, IL		
Rank	Employer	Employees
1	Arlington International Racecourse	4,500
2	Northwest Community Healthcare	4,000
3	Arlington Heights HS District	1,669
4	Clearbrook	1,000
5	Paddock Publications	550
6	AMITA Health	500
7	Level 3 Communications	500
8	Paylocity Corporation	500
9	Kroeschell Inc	450
10	Pace	350

Source: Village of Arlington Heights CAFR 2016

DEMAND ANALYSIS

In order to accomplish the purpose of this analysis, it is necessary to investigate the subject's competitive market as the primary source of data. The first step in our analysis is to define the market area for the proposed development in terms of demographics. We defined the housing market area as the Village of Arlington Heights.



Visual approximation of the municipal boundaries

Household Demographics

Income Trends

Based on data from the 2010 Census and forecasts trends by STDB (Site to do Business), household income in the subject's HMA is showing healthy increases. Most notable is the projected increase in households with incomes of \$100,000 and above. In 2017, the estimated household income above \$100,000 comprised 42.2% of the total number of households in Arlington Heights. By 2022, the estimated household income above \$100,000 is projected to be 46.3% of the total number of households. In addition, median and average household income will increase by 9.0% and 10.9% respectively. The following table summarizes the percentage of households in varying income categories.

Analysis of Households by Annual Income				
Households by Income	2017		2022	
	Number	Percent	Number	Percent
<\$15,000	1,677	5.3%	1,724	5.4%
\$15,000 - \$24,999	1,903	6.0%	1,833	5.8%
\$25,000 - \$34,999	1,920	6.1%	1,767	5.6%
\$35,000 - \$49,999	3,233	10.3%	2,944	9.3%
\$50,000 - \$74,999	5,160	16.4%	4,495	14.2%
\$75,000 - \$99,999	4,306	13.7%	4,293	13.5%
\$100,000 - \$149,999	5,931	18.8%	6,492	20.5%
\$150,000 - \$199,999	3,459	11.0%	3,786	11.9%
\$200,000+	3,893	12.4%	4,398	13.9%
Median Household Income	\$84,034		\$91,630	
Average Household Income	\$113,682		\$126,074	
Per Capita Income	\$46,908		\$52,015	

Source: SitetodoBusiness (STDB)

Income Trend & Distribution Comparison				
Description	Chicago City	Cook County	Chicago MSA	Illinois
Median HH Income				
2017 Estimate	\$51,421	\$57,978	\$64,719	\$59,409
2022 Projection	\$56,561	\$64,307	\$73,326	\$65,524
2017 Income Distribution				
Total Households	1,082,342	2,014,981	3,559,253	4,915,377
<\$15,000	15.8%	12.2%	10.0%	10.8%
\$15,000- \$24,999	11.1%	9.9%	8.7%	9.6%
\$25,000- \$34,999	9.3%	8.7%	8.2%	9.0%
\$35,000- \$49,999	12.5%	12.4%	11.8%	12.5%
\$50,000- \$74,999	16.3%	16.8%	16.9%	17.3%
\$75,000- \$99,999	10.9%	12.0%	12.9%	12.7%
\$100,000- \$149,999	12.1%	14.2%	16.2%	15.0%
\$150,000- \$199,999	5.3%	6.3%	7.3%	6.4%
\$200,000+	6.7%	7.6%	8.1%	6.7%

Source: SitetodoBusiness (STDB)

The subject's concluded market rental rates as if completed as of the report date range between \$1,550 and \$2,115 per month. If an average of 30% of household income is allocated to housing payments, the minimum income levels will need to range between \$62,000 and \$84,600 in order to qualify for a unit at the subject. In 2017, the percentage of households with incomes above \$62,000 was estimated to be 64.1%. Nearly 2/3 of all households within the Village of Arlington Heights would qualify to live at the subject based on current income levels. By 2022, 66.9% of households will qualify to meet the minimum income household level based on the current market minimum rental rate.

In addition, the percentage of households with incomes above \$85,000 was estimated to be 50.4% of all households (assuming nearly 2/3 of \$75,000-\$99,999 meet the \$85,000 threshold). The maximum market rental rate is a two bedroom/ two bathroom unit measuring approximately 1,016 square feet. The subject is proposed to contain a total of 5 units of this unit type or 6.3% of the total units. The next unit below the maximum is a two bedroom/ one bathroom unit measuring 1,016 square feet. The subject is proposed to contain a total of 12 units of this unit

type or 15.2% of the total proposed units. The resulting maximum household income meeting this requirement would be \$84,000 of which approximately 50.4% of the total households would qualify.

The vast majority of the market rental rates are at \$1,700 and below. Affordability levels are therefore strong for the subject and are expected to remain strong into the foreseeable future.

Table Detailing Minimum HH Income Requirement

Unit Type	No. Units	Monthly Rent*	Min. HH Income	% HH Qualify
Studio	14	\$1,550	\$62,000	64.1%
1 bed/ 1 bath	48	\$1,700	\$68,000	60.5%
2 bed/ 1 bath	12	\$2,100	\$84,000	50.4%
2 bed/ 2 bath	5	\$2,115	\$84,600	50.4%

* Concluded market rents by the appraiser

Tenure Patterns

Arlington Heights is projected to increase its population base by 1,668 or approximately 2.2% between 2010 and 2022. This projection is a significant rate increase observed between 2000 and 2010 when the population declined.

Demographics						
Arlington Heights	2010	Est. 2017	Δ% 2017-2010	Est. 2022	Δ% 2022-2017	Δ% 2022-2010
Population	75,180	76,280	1.46%	76,848	0.74%	2.22%
Households (HH)	30,963	31,482	1.68%	31,731	0.79%	2.48%
Avg. Household Size	2.40	2.40	-	2.40	-	-
Median HH Income	-	\$84,034	-	\$91,630	-	-

Source: SitetodoBusiness (STDB)

The population of Arlington Heights is relatively young, with a median age of 44.2 years for 2017. Population by age distribution is summarized in the following table. The population between 55 and 64 years of age and between 45 and 54 comprises the largest category followed by the 35 to 44 category, which bodes well for the rental market in general and the subjects HMA specifically.

Population by Age	Census 2010		2017		2022	
	Number	Percent	Number	Percent	Number	Percent
0 - 4	4,151	5.5%	3,762	4.9%	3,747	4.9%
5 - 9	4,699	6.3%	4,488	5.9%	4,182	5.4%
10 - 14	4,744	6.3%	4,884	6.4%	4,632	6.0%
15 - 19	4,348	5.8%	4,318	5.7%	4,287	5.6%
20 - 24	3,406	4.5%	3,640	4.8%	3,404	4.4%
25 - 34	8,517	11.3%	8,369	11.0%	8,378	10.9%
35 - 44	10,248	13.6%	9,442	12.4%	9,824	12.8%
45 - 54	12,299	16.4%	10,940	14.3%	10,115	13.2%
55 - 64	9,822	13.1%	11,196	14.7%	11,010	14.3%
65 - 74	6,053	8.1%	7,750	10.2%	8,903	11.6%
75 - 84	4,466	5.9%	4,629	6.1%	5,392	7.0%
85+	2,427	3.2%	2,863	3.8%	2,974	3.9%
Total Population						
Median Age	42.7		44.2		45.0	

Source: SitetodoBusiness (STDB)

Renter households comprise over 25% of the housing stock, with a current 2017 estimate of 25.1% renter households. The ratio of renter households is projected to steady with a slight increase to 25.5% by 2022. Tenure patterns in the subject's HMA are summarized in the following table.

Summary	Census 2010		2017		2022	
Population	75,180		76,280		76,848	
Occupied Households	30,963		31,482		31,731	
Families	20,328		20,656		20,714	
Average Household Size	2.40		2.40		2.40	
Owner Occupied Housing Units	23,644	76.4%	23,570	74.9%	23,635	74.5%
Renter Occupied Housing Units	7,319	23.6%	7,913	25.1%	8,096	25.5%

Source: SitetodoBusiness (STDB)

In summary, the subject's primary housing market area is comprised of a younger demographic with high household income levels. Population and households are projected to increase between 2017 and 2022 by 0.74% and 0.79% respectively.

2017 Households by Income and Age of Householder % Distribution							
	<25	25-34	35-44	45-54	55-64	65-74	75+
HH Income Base	541	3,544	5,042	6,058	6,417	4,746	5,134
HH Income Base	100%	100%	100%	100%	100%	100%	100%
<\$15,000	10.7%	4.5%	3.6%	3.1%	5.2%	5.1%	10.0%
\$15,000-\$24,999	6.8%	4.8%	3.9%	3.1%	4.5%	7.3%	13.1%
\$25,000-\$34,999	11.6%	7.4%	5.1%	3.7%	4.5%	5.8%	10.8%
\$35,000-\$49,999	17.6%	13.2%	9.1%	7.8%	7.4%	10.3%	15.1%
\$50,000-\$74,999	24.2%	18.3%	14.7%	13.3%	12.6%	18.2%	22.5%
\$75,000-\$99,999	11.5%	16.6%	14.9%	12.4%	13.6%	16.5%	9.8%
\$100,000-\$149,999	9.2%	18.8%	20.6%	23.2%	22.7%	16.8%	10.1%
\$150,000-\$199,999	5.4%	9.9%	13.5%	15.7%	12.7%	9.7%	3.4%
\$200,000+	3.0%	6.5%	14.6%	17.7%	16.8%	10.4%	5.2%
Median HH Income	\$52,139	\$77,001	\$97,258	\$110,115	\$103,052	\$78,839	\$50,649
Average HH Income	\$68,504	\$96,203	\$125,867	\$139,809	\$131,739	\$106,377	\$71,898

Source: SitetodoBusiness (STDB)

2022 Households by Income and Age of Householder % Distribution							
	<25	25-34	35-44	45-54	55-64	65-74	75+
HH Income Base	568	3,469	5,096	5,510	6,153	5,314	5,622
HH Income Base	100%	100%	100%	100%	100%	100%	100%
<\$15,000	11.6%	4.5%	3.7%	3.0%	4.9%	4.9%	10.3%
\$15,000-\$24,999	6.9%	4.6%	3.2%	2.6%	4.0%	6.8%	12.8%
\$25,000-\$34,999	10.7%	6.7%	4.3%	3.1%	3.9%	5.2%	10.1%
\$35,000-\$49,999	17.3%	11.7%	7.4%	6.9%	6.3%	9.3%	14.2%
\$50,000-\$74,999	22.4%	15.4%	11.9%	11.2%	10.5%	15.7%	20.1%
\$75,000-\$99,999	13.2%	16.7%	14.2%	12.0%	13.2%	16.3%	10.2%
\$100,000-\$149,999	10.2%	20.8%	22.8%	25.2%	24.4%	18.3%	12.1%
\$150,000-\$199,999	5.6%	11.4%	15.2%	16.7%	14.0%	10.9%	3.9%
\$200,000+	2.1%	8.0%	17.2%	19.3%	18.8%	12.5%	6.2%
Median HH Income	\$52,617	\$83,650	\$107,909	\$116,689	\$110,383	\$85,444	\$52,052
Average HH Income	\$70,889	\$108,975	\$143,558	\$153,823	\$147,566	\$120,711	\$80,700

Source: SitetodoBusiness (STDB)

Housing Market Conditions

The historical volatility in the housing market continued to impact the rental market. As a result, it is important to identify single family housing market conditions in the subject's HMA.

Based on the information from the Zillow.com, the median residential sale price is \$318,000 for November 2017. The current median housing price increased by 1.3% from the same period one year which was reportedly \$314,000. Stable demand for housing units increased the median sale price by \$4,000. The current median sale price is still below the level observed during the same period ten years at \$351,000 or a 9.4% decline.

Median House Price						
Current Year	1 Year Ago	Δ%	5 Years Ago	Δ%	10 Years Ago	Δ%
\$318,000	\$314,000	1.3%	\$242,000	31.4%	\$351,000	-9.4%

Source: Zillow.com

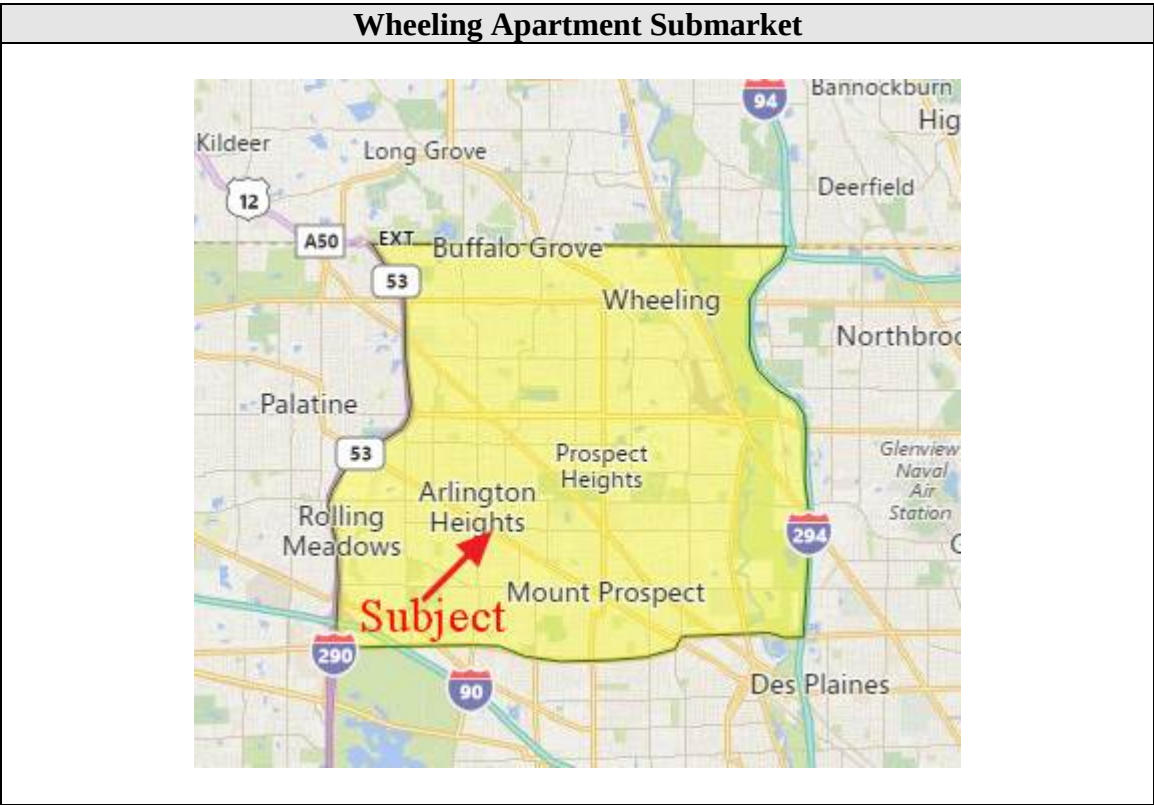
Presuming a 30 year fixed mortgage at 3.894% and a 20% down payment, a housing payment for a median sale price of \$318,000 is calculated to be \$1,199 per month. The relative cost of renting within a high-end/ luxury rental market is shown to be higher. However, the true costs of homeownership is much higher after inclusion of property taxes, home insurance, PMI insurance (if down payment is less than 20%), utilities, and general house maintenance and repairs.

With the difficulty in obtaining financing due to higher lending standards from the aftermath of the sub-prime mortgage crisis, many people have been pushed into the renter's pool. The ability to purchase is not always within reach of market participants, particularly the younger demographic. There is a large portion of the population that is entering the rental pool year after year since the housing collapse. Individuals that historically would be inclined to purchasing homes have opted to stay in the rental pool for numerous reasons due to higher debt loads from education expenses, credit card debt, medical expenses, and the flexibility and appeal in being able to relocate; therefore, rendering the rental market the only viable housing alternative to homeownership.

Existing Supply

Subject Competitive Market Area – Wheeling Submarket Analysis (REIS, Inc.)

Based on the subject's location in the Chicago Metropolitan Area, the subject property is located in a northwestern suburb of the City of Chicago in a submarket commonly referred to as the Wheeling Submarket as illustrated by REIS in the following boundary map.



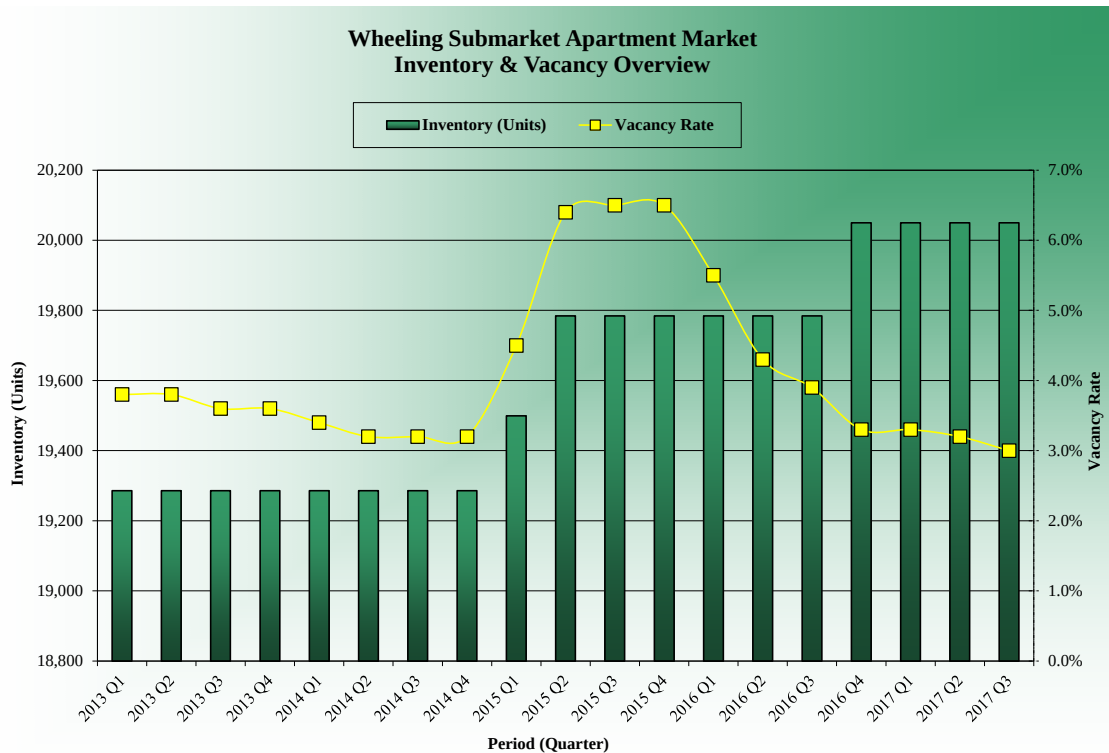
The Wheeling submarket is generally bounded by Golf Road to the south, Route 53 to the west, Lake Cook Road to the north, and Interstate 294 to the east.

Information was available for the subject’s competitive market and we have prepared an analysis below with information gained from personal inspection of the market, experience within the Chicago MSA, and data collected from REIS, Inc. In order to best to best convey the operating nature of this submarket, we have prepared a detailed submarket analysis on the following pages.

The following table summarizes the salient characteristics and statistics of the Wheeling submarket over the past four-year period (Yr: 2013-2017).

Wheeling Apartment Market Overview										
Time Period	Inventory (Units)	Completions	Inventory Growth (%)	Vacant Stock	Vacancy Rate	Vacancy Change (BPS)	Occupied Stock	Net Absorption	Asking Rent	Asking Rent Change (%)
2013 Q1	19,286	0	0.0%	723	3.8%	0	18,563	20	\$1,132	0.4%
2013 Q2	19,286	0	0.0%	723	3.8%	0	18,563	0	\$1,135	0.3%
2013 Q3	19,286	0	0.0%	704	3.6%	(20)	18,582	19	\$1,140	0.5%
2013 Q4	19,286	0	0.0%	694	3.6%	0	18,592	10	\$1,141	0.0%
2014 Q1	19,286	0	0.0%	646	3.4%	(20)	18,640	48	\$1,159	1.6%
2014 Q2	19,286	0	0.0%	627	3.2%	(20)	18,659	19	\$1,166	0.6%
2014 Q3	19,286	0	0.0%	608	3.2%	0	18,678	19	\$1,187	1.8%
2014 Q4	19,286	0	0.0%	627	3.2%	0	18,659	(19)	\$1,197	0.9%
2015 Q1	19,499	213	1.1%	881	4.5%	130	18,618	(41)	\$1,220	1.9%
2015 Q2	19,784	285	1.5%	1,266	6.4%	190	18,518	(100)	\$1,241	1.8%
2015 Q3	19,784	0	0.0%	1,294	6.5%	10	18,490	(28)	\$1,266	2.0%
2015 Q4	19,784	0	0.0%	1,288	6.5%	0	18,496	6	\$1,280	1.0%
2016 Q1	19,784	0	0.0%	1,090	5.5%	(100)	18,694	198	\$1,272	-0.6%
2016 Q2	19,784	0	0.0%	861	4.3%	(120)	18,923	229	\$1,275	0.3%
2016 Q3	19,784	0	0.0%	770	3.9%	(40)	19,014	91	\$1,276	0.0%
2016 Q4	20,050	266	1.3%	652	3.3%	(60)	19,398	384	\$1,283	0.5%
2017 Q1	20,050	0	0.0%	662	3.3%	0	19,388	(10)	\$1,290	0.6%
2017 Q2	20,050	0	0.0%	642	3.2%	(10)	1,948	20	\$1,302	1.0%
2017 Q3	20,050	0	0.0%	602	3.0%	(20)	19,449	41	\$1,303	0.1%

Source: REIS, Inc



During 3Q2017, the submarket reported a vacancy rate of 3.0% based on a total rental unit base of 20,050. The vacancy rate has decreased from First Quarter 2017 vacancy of 3.3%. There have been notable additions to the submarket in the past five years with the submarket increase its base by 4.0%. Net absorption has totaled a positive 906 units since the beginning of 2013. Vacancy has remained stable excluding peaks from the new additions to the submarket. The

market has absorbed existing and new structures. As of the Third Quarter 2017, net absorption is reportedly a positive 51 units. The uptick in demand for rental units can partly be attributed to the larger rental pool than has been historically present in the market. The low interest rates that the country experienced throughout the early 2000's, and the rise in average household income, combined to allow for a greater portion of people to enter the homeowner's market. However, due to the economic turbulence caused by the subprime market there has been a tightening of loaning standards pushing many people back into the renter's pool.

Vacancy Analysis

Research uncovered five properties deemed to be similar to the subject proposed improvements that offer market rate units in the subject's target market area. However, at the time of our inquiry and research, one of the properties was in lease-up. We have elected to exclude from the vacancy analysis. The following chart identifies the vacancy of the competing properties.

Competitive Market Vacancy			
<u>Property</u>	<u>Year Built</u>	<u>No. Units</u>	<u>Vacancy Rate</u>
Hancock Square 180 N. Arlington Heights Rd	1988	410	2.9%
One Arlington 3400 W. Stonegate Boulevard	2014	214	3.3%
Dunton Tower 55 S. Vail Avenue	1986	216	4.2%
River 595 595 S. Des Plaines River Rd	2011	60	6.7%
		900	4.3% avg/ 3.6% W. avg

The properties surveyed had vacancy levels ranging between 2.9% and 6.7% with an average of 4.3% and a weighted average of 3.6%. The properties are considered Class A product with similar finishes and amenities that will be furnished at the subject property. Overall, the market exhibits an extremely high level of demand for high-end/ luxury units and has a fairly limited supply within the determined target market area.

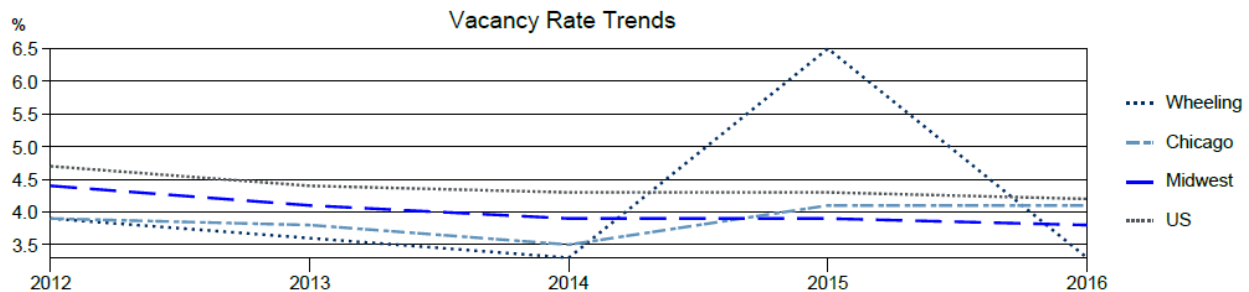
In a market with low physical vacancy, pent up demand is evident. The low physical vacancy level among high-end/ luxury units within the subject's target market area provides insufficient room for frictional vacancy which is needed to allow smooth transitions among the supply base. Typically, low levels of physical vacancy tend to act as a trigger for stimulating new competing developments to accommodate demand in a growing market area. Conceptually, the introduction and delivery of additional supply to a market area will continue, as long as developable land is available, to the equilibrium level (the point where frictional vacancy is achieved). The current low vacancy rates in the subject target market area will continue due to the low competitive high-end/luxury unit type product. Taking into consideration anticipated changes in both supply and demand, a long term stabilized physical vacancy rate of 5% is concluded for the subject target market area.

The Wheeling submarket's vacancy according to REIS as of 3rd Quarter 2017 is 3.0%, a 20 base point decrease from the previous quarter and a 90 base point decrease from the 3rd quarter 2016.

The current vacancy level is the lowest it has been in the past 10+ years. The primary contribution to the drop in vacancy is due to the strong absorption numbers that have taken place over the past five years. Wheeling has been able to absorb new product over the past four years. In 2015, 498 units were delivered which resulted in a negative absorption for 2015 of 163 units but rebounded in 2016 with a positive 902 units and included the addition of 266 units during the 4th Quarter 2016. As of the 3rd Quarter 2017, absorption totals to-date is a positive 51 units.

The following table further depicts comparable vacancy rates for the subject submarket relative to the greater Chicago, Midwest, and United States markets:

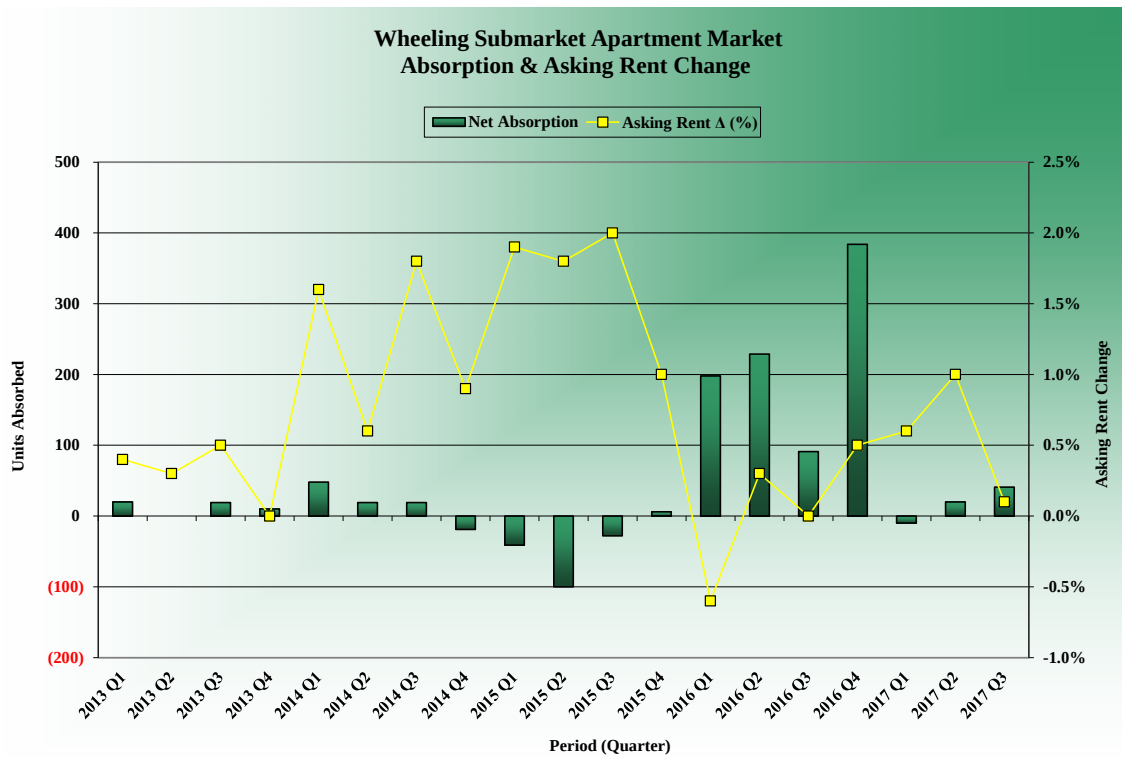
<u>Region</u>	Vacancy Rates					
	Quarterly			Annualized		
	<u>3Q17</u>	<u>2Q17</u>	<u>YTD Avg</u>	<u>1 Year</u>	<u>3 Year</u>	<u>5 Year</u>
Wheeling	3.0%	3.2%	3.2%	4.9%	4.2%	4.1%
Chicago	4.5%	4.4%	4.4%	4.1%	3.9%	4.0%
Midwest	4.1%	4.0%	4.0%	3.9%	3.9%	4.2%
United States	4.5%	4.4%	4.4%	4.3%	4.3%	4.5%
Period Ending:	9/30/17	6/30/17	9/30/17	12/31/16	12/31/16	12/31/16
Source: REIS, Inc.						



The current vacancy rate as of the 3rd Quarter of 2017 coincided with a 0.1% increase in rental rates. However, year-end 2016 rental rates had increased 0.2%. This suggests that landlords have not yet boosted asking rents despite the rise in occupancy.

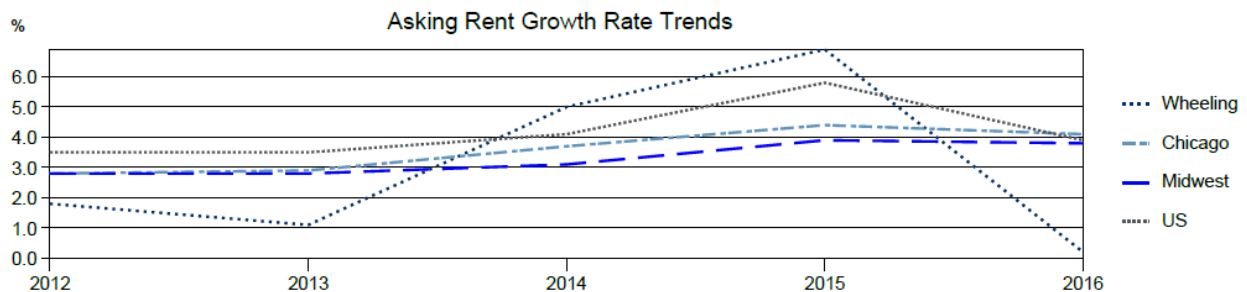
Rent Growth

As of the 3rd Quarter 2017, the submarket has displayed a 1.6% growth rate in asking rent for YTD compared to a 0.3% decline during the same period in 2016. On an annualized basis, asking rents have grown at an average pace of 3.0% over the past five year period. The effective rents have increased at a higher rate than the asking rental rate YTD. The 3rd Quarter 2017 reported an effective rent increase of 3.9% YTD.



The following table further depicts comparable asking rent growth rates for the Wheeling submarket relative to the greater Chicago, Midwest, and United States markets:

Asking Rent Growth						
Region	Quarterly			Annualized		
	3Q17	2Q17	YTD Avg	1 Year	3 Year	5 Year
Wheeling	0.1%	1.0%	0.6%	0.2%	4.0%	3.0%
Chicago	0.8%	1.9%	1.3%	4.1%	4.1%	3.6%
Midwest	0.9%	1.4%	1.0%	3.8%	3.6%	3.3%
United States	1.0%	1.5%	1.1%	3.9%	4.6%	4.2%
Period Ending:	9/30/17	6/30/17	9/30/17	12/31/16	12/31/16	12/31/16
Source: REIS, Inc.						



As of 3Q17, average rents for Wheeling submarket specific to room type/floor layout range from \$1.37 to \$1.79 per square foot depending on room type and floor layout. The following table displays average rents and other salient characteristics of the Wheeling submarket relative to

floor layout:

Wheeling Average Rents and Sizes				Asking Rent Growth					
Unit Type	Rent	3Q 2017		Quarterly			Annualized		
		Avg. SF	Avg. Rent PSF	3Q17	2Q17	YTD	1 Year	3 Year	5 Year
Studio/Efficiency	\$1,076	601	\$1.79	0.6%	-2.9%	-2.2%	-3.5%	3.3%	5.0%
One Bedroom	\$1,195	795	\$1.50	0.6%	0.5%	3.3%	0.1%	4.4%	3.7%
Two Bedroom	\$1,377	1,007	\$1.37	-0.4%	1.5%	1.2%	-0.3%	3.9%	2.5%
Three Bedroom	\$1,817	1,285	\$1.41	0.8%	-1.5%	-10.6%	14.4%	3.0%	3.4%
Average over period ending:				9/30/17	6/30/17	9/30/17	12/31/16	12/31/16	12/31/16

Source: REIS, Inc

It is clear the submarket can continue to sustain stable rent increases, particularly in light of a stabilized vacancy.

Submarket Unit Mix Rent Details									
As of 9/30/2017	Asking Rent Comparison				Asking Rent Comparison (Per SF)				
Market	Studio	1BR	2BR	3BR	Studio	1BR	2BR	3BR	
Wheeling	\$1,076	\$1,195	\$1,377	\$1,817	\$1.79	\$1.50	\$1.37	\$1.41	
Chicago	\$1,067	\$1,241	\$1,507	\$1,919	\$2.25	\$1.70	\$1.46	\$1.48	
Midwest	\$917	\$1,019	\$1,191	\$1,501	\$1.71	\$1.29	\$1.07	\$1.03	
United States	\$1,217	\$1,352	\$1,585	\$1,873	\$2.17	\$1.68	\$1.40	\$1.30	

Source: REIS, Inc

The subject property has the following unit mixture.

Unit Type	No. Units	% Units	Monthly Rent*
Studio	14	17.7%	\$1,550
1 bed/ 1 bath	48	60.8%	\$1,700
2 bed/ 1 bath	12	15.2%	\$2,100
2 bed/ 2 bath	5	6.3%	\$2,115
	79	100%	

* Concluded market rents by the appraiser

The subject is proposing a higher percentage of one-bedroom and two-bedroom units amounting to 82.3% of the total number of units. It is expected to fill a need for these units given the target population of singles and young married couples. Over the past three years, according to REIS, the subject target has saw modest market rent growth with 4.4% annualized growth for one-bedroom units and 3.9% annualized growth for two-bedroom units. Studio units saw a 3.3% annualized increase and three-bedroom units saw a 3.0% annualized increase. Studio units makeup approximately 17.7% of the subject's proposed unit mixture. In conclusion, there are no observed functional issues related to the proposed unit mix.

Unit Layout and Features

The subject will provide a full, modern amenity package with high-end/ luxury finishes. This is typical of the newly constructed competitive developments. The subject's units will be moderate sized for affordability and will offer a good array of unit amenities. These include washer & dryer in the units, Quartz/ granite countertops, stainless steel appliances, hardwood cabinets, and

flooring. Overall, the subject should have a very strong competitive position in the market in terms of the product offering and it is expected to be well received.

Projects under Construction

The following table is a list of the larger scaled apartment complexes currently in various stages of planning/ under construction throughout the Chicago suburban communities. None of the properties below are located within the HMA or will compete with the subject property. As outlined in the following table, the transit-oriented Central Park Place located in Aurora is current under construction along with Metro 59. Central Park Place will consist of 508 higher-density apartments and 100 age-qualifying senior rentals. Metro 59 is a market rate 232 unit luxury apartment complex.

Rental Apartment Projects in Planning/ Under Construction			
<u>Municipality</u>	<u>Location</u>	<u>Current Status</u>	<u>No. Units</u>
Aurora	Central Park Place	Under Construction	508
	Metro 59	Under Construction	232
Elmhurst	Hahn Street District	Prelim. Plat Approved	207
Geneva	Mill Creek	Concept Stage	150
Lombard	Yorktown	Final Plat Approved	97
	Woodmoor	Prelim. Plat Approved	288
Oak Park	Lake & Forest	Site Improvements	270
	Colt Building	Prelim. Plat Approved	240
St. Charles	First Street	Final Plat Approved	72
Clarendon Hills	Downtown	Prelim. Plat Approved	42

There are currently three projects under construction within the Wheeling submarket of which only one is located within the Arlington Heights HMA.

Parkview Apartments is a 45 unit seven-story midrise complex expected to be completed in May 2018. Construction began in 2016. The site is located at 212 N. Dunton Avenue in Arlington Heights at the southwest corner between Eastman Street and Dunton Avenue approximately ½ mile northwest from the subject property. The property will a combination of 1 bedroom, 2 bedroom, and 3 bedroom unit types with an additional 1,314 square feet of retail space on the ground level. Current unit mixture consists of 15 one-bedrooms, 25 two bedrooms, and 5 three bedrooms. The project is being developed by UP Developers with an estimated cost of \$12.7 million. The building will include two floors of indoor parking (60 spaces) and five floors of residential apartments. Intended to serve a mix of individuals and families of all income ranges, the development will include a minimum of 7 affordable rental units, but since UP Development will be relying on state and federal funding, the number of affordable rental units

could increase. The project was approved in February 2015 with the original contractor, Lenox Hill Construction, replaced with McShane Construction Company in 2017.

Buckingham Place Apartments is a 267 unit five-story midrise complex expected to be completed in August 2018. Construction began in December 2016. The site is located at 800 E. Northwest Highway in Des Plaines on a former industrial site northwest of downtown Des Plaines with close proximity to the Cumberland Metra station. The site will total 394 residences that includes a portion devoted to constructing 127 townhome units for sale. The site was originally purchased in 2011 and is being developed by Four Peaks LLC Buckingham Properties. Total project cost for the two-part redevelopment is reportedly in excess of \$100 million. More than half the apartment units would be one-bedrooms, with about 100 two-bedroom units and 20 studios. Amenities will include a fitness spa, a lounge with pool tables and a common area kitchen offering free coffee in the morning, a courtyard with barbecue grills, seating and a water feature.

Wheeling Town Center Apartments. Wheeling Town Center is a \$110 million transit-oriented master-planned mixed-use development (16.2 acres) under construction at 351 West Dundee Road (the former Wickes Furniture site) adjacent to the Wheeling Metra Station. The project will feature approximately 300 luxury apartment units and 100,000 square feet of retail space anchored by a first-run movie theater and dinner theater as well as signature restaurants, fast-casual restaurants, and specialty stores. The project is a joint venture between WTC, LLC and the Lynmark Group. The project broke ground in July 2017. After the initial agreement between Wheeling and the Town Center developer in 2014, the project has faced delays from the onset. Completion is expected for late 2018.

The five-story luxury apartment building will offer a wide range of units, from studios to three bedrooms, all with balconies and high-end finishes and appliances. The building will wrap around a parking garage and a courtyard that will feature a pool, bocce court, firepit, BBQ grills, a covered gazebo bar, a putting green, pergola covered dining, lounge areas, fitness and yoga rooms and other amenities. Residents of the Town Center will also have a short walk to the neighboring Wheeling Metra Station.

Residents will have 500 parking spaces, while 800 slots will be dedicated to retail and dine-in movie theater consumers. The town center was designed by the Chicago office of CallisonRTKL and will be built by William A. Randolph of Gurnee.

Proposed Developments

Sigwalt Apartments. CA Ventures is proposing an 88-unit, 100,000-square-foot building on Sigwalt Street between Highland and Chestnut Avenues on the south side of the empty block that is west of the Vail Avenue parking garage. The building would include 110 parking spaces in an underground garage and on the first and second floors.

Under village code, 31 more spaces would be required in the neighboring garage. A number of variations would be needed, including those for building setbacks and density. Current zoning allows only 55 units to be constructed, 31 fewer than proposed.

The building would include a mix of one- and two-bedroom units, with monthly rents ranging from about \$1,800 to \$3,000. The apartment units will include many of the final finishes found in luxury condos, including stainless steel appliances.

A previous developer proposed condominiums for the site, but those plans never came to fruition.

Concerns from residents and commission members have tabled the project with design variations and density. The developer will require zoning approval to conform to the proposed number of units.

Heart's Place. UP Development submitted a new proposal at the site of the previously proposed Boeger Place on the north side of Arlington Heights, which would include 16 two-bedroom apartment units providing permanent supportive housing for persons with physical, medical and mental disabilities, as well as victims of domestic violence.

Current Demand Estimate

Pertinent characteristics of the HMA with respect to population, number of households, household size, and the breakdown of occupied households to renter and owner are summarized in the following table.

Summary	Census 2010		2017		2022	
Population	75,180		76,280		76,848	
Occupied Households	30,963		31,482		31,731	
Families	20,328		20,656		20,714	
Average Household Size	2.40		2.40		2.40	
Owner Occupied Housing Units	23,644	76.4%	23,570	74.9%	23,635	74.5%
Renter Occupied Housing Units	7,319	23.6%	7,913	25.1%	8,096	25.5%

Source: SitetodoBusiness (STDB)

Based on the demographical data of the HMA, there are 7,319 renter households within the HMA according to the 2010 Census. There are an additional 855 for rent resulting in an estimated supply of 8,174 rental housing units. According to REIS, the Wheeling submarket (which the subject resides in) had a vacancy level of 3.2% for the 2nd Quarter 2017. A market with too little vacancy does not allow for movement within itself or movement in and out resulting in an environment of pent up demand. In contrast, a market with too much vacancy is oversupplied, generally having a negative impact on the market's fundamentals. The point of equilibrium where vacancy is adequate to support movement and maintain or improve upon a market's fundamentals is referred to as the frictional vacancy level. In this case, frictional vacancy is estimated at 5%.

Utilizing the preceding information, an estimate of the subject's HMA current excess demand (or pent up demand) is shown in the following calculation:

Total Occupied Rent Housing Units	7,913
Gross up for Frictional Demand	95%
Stabilized Demand for Rental Units	8,329
Estimated Supply for Renter Housing Units	8,174
Excess (Pent Up) Demand for Rental Units	155

The above illustrates that the HMA as a whole is undersupplied by 155 units. This represents undersupply for rental units in the HMA. However, the above total occupied renter housing units and vacant units were extracted from the 2010 Census and includes product not competitive with the proposed subject improvements.

Estimate of Anticipated Changes in Demand

One approach to the forecast of housing demand is based on analyses of population projections, variations in household size, tenure characteristics and household income. There are numerous demographic models in these areas that are usually called upon to estimate demand. In this instance, forecasts have been made available by STDB, utilizing 2010 Census data. The projections are representative of the subject's HMA, previously defined as the Village of Arlington Heights.

The current population in the area is estimated to 76,280. This is an estimated increase of 1.5% since 2010. Data indicate that the population is anticipated to increase by 114 per year, on average through 2022. This represents an average rate of growth of 0.15% annually for the five year projection period.

Although housing demand can arise from population growth, it is also important to note trends in household formations. Average household size in the area is estimated at 2.40 persons per household in 2017. This is projected to remain stable at 2.40 in 2017.

An increase in households is being anticipated in the future. Household growth is projected to account for approximately 49.8 households per year between 2017 and 2022. This represents a forecast rate of growth of 0.16% annually.

With respect to renter households, the number is expected to increase moving forward. Renter households are project to increase from 25.1% to 25.5% of total households, with a projected increase of 183 renter households over the five year observation period and an increase of 777 renter households between the Census 2010 and forecasted 2020. These demographic trends are summarized in the following table.

Historic and Projected Population and Households						
Summary	Census 2010		2017		2022	
Population	75,180		76,280		76,848	
Occupied Households	30,963		31,482		31,731	
Families	20,328		20,656		20,714	
Average Household Size	2.40		2.40		2.40	
Owner Occupied Housing Units	23,644	76.4%	23,570	74.9%	23,635	74.5%
Renter Occupied Housing Units	7,319	23.6%	7,913	25.1%	8,096	25.5%

Source: SitetodoBusiness (STDB)

The changes shown in the preceding demographic table are summarized in the following table, showing total changes, as well as percentage change and total change.

Analysis of Historic and Projected and Household Growth						
Arlington Heights	2010	Est. 2017	Δ% 2017-2010	Est. 2022	Δ% 2022-2017	Δ% 2022-2010
Population	75,180	76,280	1.46%	76,848	0.74%	2.22%
Households (HH)	30,963	31,482	1.68%	31,731	0.79%	2.48%
Owner Occupied	23,644	23,570	-0.3%	23,635	0.3%	0.0%
Renter Occupied	7,319	7,913	8.1%	8,096	2.3%	10.6%
Avg. Household Size	2.40	2.40	-	2.40	-	-
Median HH Income	-	\$84,034	-	\$91,630	-	-

Source: SitetodoBusiness (STDB)

The preceding charts show the forecast changes in households by tenure. Every market needs frictional vacancy in order to accommodate the movement of households. The numbers are thus adjusted to reflect current and stabilized vacancies.

Projected Demand for New Housing Units		
	Renter	
Households (Occupied)	2017	31,482
Estimated Market Vacancy	5.0%	1,657
Total Housing Units		33,139
Households (Occupied)	2022	31,731
Stable Market Vacancy	5.0%	1,670
Total Housing Unit Demand		33,401
Less Current Housing Units		33,139
Total Change in Housing Unit Demand		262
Annual Change in Housing Unit Demand		52.4

The annual increase in demand for renter households is therefore projected to be 52.4 units per year.

By analyzing the income dynamics of the area and the affordability requirements of the subject, the change in effective demand (households that can afford the subject) can be identified. Historic and projected income stratification of households in the market area is as follows:

Analysis of Households by Annual Income				
Households by Income	2017		2022	
	Number	Percent	Number	Percent
<\$15,000	1,677	5.3%	1,724	5.4%
\$15,000 - \$24,999	1,903	6.0%	1,833	5.8%
\$25,000 - \$34,999	1,920	6.1%	1,767	5.6%
\$35,000 - \$49,999	3,233	10.3%	2,944	9.3%
\$50,000 - \$74,999	5,160	16.4%	4,495	14.2%
\$75,000 - \$99,999	4,306	13.7%	4,293	13.5%
\$100,000 - \$149,999	5,931	18.8%	6,492	20.5%
\$150,000 - \$199,999	3,459	11.0%	3,786	11.9%
\$200,000+	3,893	12.4%	4,398	13.9%
Median Household Income	\$84,034		\$91,630	
Average Household Income	\$113,682		\$126,074	
Per Capita Income	\$46,908		\$52,015	

Source: SiteodoBusiness (STDB)

The affordability requirements are based on the following assumptions.

Table Detailing Minimum HH Income Requirement				
Unit Type	No. Units	Monthly Rent*	Min. HH Income	% HH Qualify
Studio	14	\$1,550	\$62,000	64.1%
1 bed/ 1 bath	48	\$1,700	\$68,000	60.5%
2 bed/ 1 bath	12	\$2,100	\$84,000	50.4%
2 bed/ 2 bath	5	\$2,115	\$84,600	50.4%

* Concluded market rents by the appraiser

Capture Rate

Capture rate is defined as the percentage of age, size, and income-qualified renter households in the HMA that the property must capture to achieve the stabilized level of occupancy. The capture rate is calculated by dividing the total number of units at the subject property by the total number of income qualified renter households in the HMA. Based on the current market rents for the subject, the weighted average rental rate for the subject is \$1,760 per month. Relying on the current household income stratification, approximately 59.2% of the HMA households qualify for the subject's weighted average rental unit. Utilizing these and previously presented figures, the capture rate is estimated in the following table.

Capture Rate	
Renter Occupied HH within the HMA	7,913
Percentage of Income Qualified HH within the HMA	59.2%
Income Qualified Renter-Occupied HH within the HMA	4,684
Subject Units @ stable Occupancy	75
Capture Rate	1.6%

Penetration Rate

Penetration rate is defined as the percentage of age and income qualified renter households in the

HMA that all existing and proposed competitively priced properties must be captured in order to achieve stabilized occupancy. The penetration rate is similar to capture rate but incorporates the increase in income qualified renter households within the HMA resulting from the addition of the subject as well as any other proposed properties that are to be completed within the near term. We included 38 units from the Parkview Apartments under construction. Parkview is a 45 unit development with 7 units (minimum) considered affordable units. The penetration rate for the income-qualified increase in supply is shown in the following table.

Penetration Rate	
Renter Occupied HH within the HMA	7,913
Percentage of Income Qualified HH within the HMA	59.2%
Income Qualified Renter-Occupied HH within the HMA	4,684
Plus New Supply of Income Qualified Units	117
Total Income Qualified Renter Households	4,801
Penetration Rate	2.5%

Demand and Absorption Conclusions

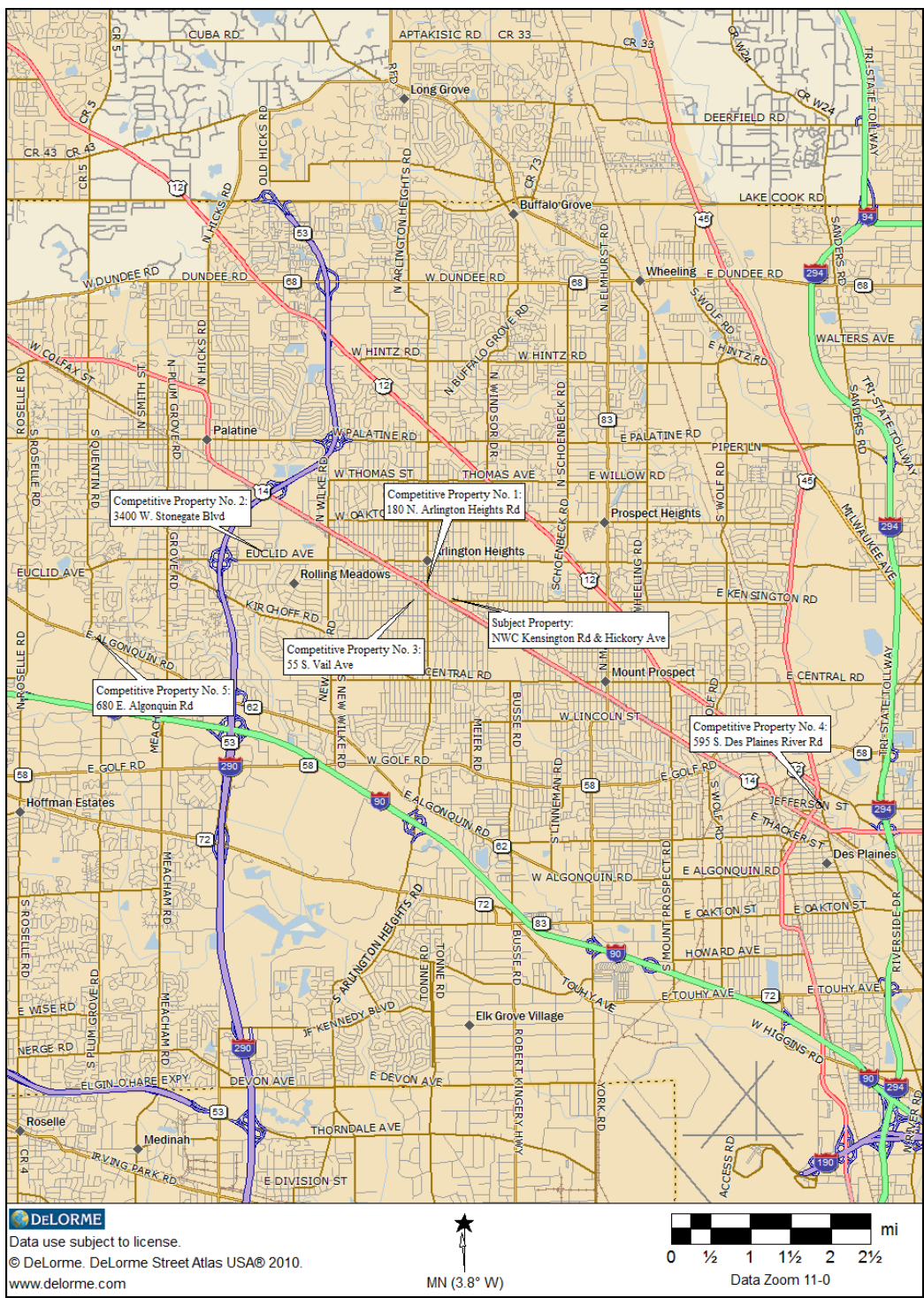
The subject will provide a desirable high-end/ luxury style product with top of the line interior appointments. It will be well located within the HMA and adjacent to the Metra Station and immediately adjacent to a major thoroughfare with significant retail/ commercial and industrial employment opportunities. The subject units will appeal primarily to young professionals commuting between Arlington Heights and Chicago CBD seeking suburban conveniences. The population of the HMA is relatively young and supports the subject's prime target market and the HMA has high income levels. Overall the market is supportive of the proposed subject development.

Competitive Rental Survey

We were able to include comparables from the subject's target marketing area focusing on properties near Metra stations. The five managed buildings that we have included in the rental survey are all rental properties that are considered Class A product with some similarity to very comparable finishes and appliances mirroring the quality of the subject. We have relied upon an analysis of a competitive set that exhibit similar distance from transportation and commercial developments and are in the target market area that we have defined. These properties are not subsidized in nature. The competitive properties do not include garage parking in the rental rate.

The following map details the approximate locations of the competitive properties within the subject's target marketing area.

Competitive Properties Map



Competitive Property No. 1



Name/ Address	No. Units	Occupancy %
Hancock Square 180 N. Arlington Heights Road Arlington Heights, IL 60004	410	97.1%
Yr. Built	Land Area	Managing Company
1988	61,425 SF; or 1.410 Ac	Lincoln Property Residential

Comments:

Hancock Square is located approximately 1/3 miles northwest of the subject at the southwest corner between Arlington Heights Road and Miner Street. The property is a single 11-story building complex consisting of 410 units with Studio, one and two bedroom configurations ranging between 608 and 1,128 square feet. The property features garage parking, outdoor pool and sundeck, two fitness centers, cyber café with WiFi access, landscaped courtyard with BBQ grills, resident club room, on site retailers, complimentary bike storage, and onsite management. The residential units feature central air/ heat, in unit washer and dryer, granite countertops and stainless steel appliances, vinyl hardwood and carpet flooring, microwaves, ceiling fans, dishwasher, and electric range. Heat, gas, electricity, water, sewer, and trash are the responsibility of the tenant and not included in the rent. Garage parking is available for an additional \$75 per space per month.

Market Rental Rates: (lowest available rate for the respective unit type; rates varied for the same unit type)

Floor Plan	Bedrooms	Bathrooms	Size- SF	Monthly Base Rent	Rent per SF
S1	Studio	1	608	\$1,457 (previous rate)	\$2.40
A1	1	1	677	\$1,591	\$2.35
A2	1	1	850	-	-
A3	1	1	925	-	-
B2	2	2	975	\$1,854	\$1.90
B3	2	2	991	\$1,907	\$1.92
B4	2	2	1,128	\$2,249	\$1.99

Competitive Property No. 2



Name/ Address	No. Units	Occupancy %
One Arlington 3400 W. Stonegate Boulevard Arlington Heights, IL 60005	214	96.7%
Yr. Built	Land Area	Managing Company
2014	-	Waterford Residential

Comments:

One Arlington is located northwest of the subject at the northeast corner between Euclid Avenue and Rohlwing Road adjacent to the Arlington International Racecourse and is the former site of the Sheraton and Hilton hotels. The property is a 12-story apartment complex with a multi-level parking garage consisting of 214 units with Studio, one, and two bedroom configurations ranging between 600 and 1,354 square feet. The property features two sky lounges, a 5,000-square-foot rooftop deck with fire pits, a private party room and fitness studio, a poker table, billiards, foosball, shuffleboard and a golf simulator, storage lockers, bike storage, laundry and a dog wash room. The residential units include laminate wood floors in the living room and kitchen, wood cabinets, granite countertops and stainless steel GE appliances, dishwasher, microwave, LED lighting, carpeting in the bedrooms, tiled tubs with some walk-in showers, walk-in closets and full-size stackable washer/dryer. Most units also have balconies. Heat, gas, electricity, water, sewer, and trash are the responsibility of the tenant and not included in the rent. Garage parking is available for an additional \$75 per space per month. Storage fees are \$30 per unit.

Market Rental Rates: (lowest available rate for the respective unit type; rates varied for the same unit type)

Floor Plan	Unit Type	Size- SF	Rent	Rent per SF	Floor Plan	Unit Type	Size- SF	Rent	Rent per SF
Studio	0/1	600	-	-	One Bed	1/1	803	\$1,899	\$2.36
		603	-	-			850	-	-
		606	\$1,629	\$2.69			909	-	-
		653	-	-			932	\$1,999	\$2.14
					Two Bed	2/2	1,273	\$2,324	\$1.83
							1,354	\$2,299	\$1.70
							1,423	\$2,999	\$2.11

Competitive Property No. 3



Name/ Address	No. Units	Occupancy %
Dunton Tower 55 S. Vail Avenue Arlington Heights, IL 60005	216	95.8%
Yr. Built	Land Area	Managing Company
1986	51,612 SF; or 1.185 Ac	Lincoln Property Residential

Comments:

Dunton Tower is located ½ mile west of the subject at the northeast corner between Signwalt Street and Vail Avenue. The property is a 15-story height with garage parking consisting of 216 units with Studio, one, and two bedroom configurations ranging between 600 and 1,200 square feet. The property features a resident lounge and party room, heated outdoor swimming pool and sundeck, outdoor entertainment area with grills, onsite management and maintenance, indoor hot tub, coffee bar, fitness center, sauna, communal laundry, and garage parking. The residential units feature central heat and air conditioning, microwave, garbage disposal, refrigerator, stainless steel appliances, dishwasher, vinyl wood plank and carpet flooring, and electric range. Heat, gas, electricity, water, sewer, and trash are the responsibility of the tenant and not included in the rent. Garage parking is available for an additional \$70 per space per month.

Market Rental Rates: (lowest available rate for the respective unit type; rates varied for the same unit type)

Floor Plan	Bedrooms	Bathrooms	Size- SF	Monthly Base Rent	Rent per SF
S1	Studio	1	600	\$1,313	\$2.19
A1	1	1	785	\$1,512	\$1.93
A2	1	1	800	\$1,473	\$1.84
B1	2	2	1,100	\$1,656	\$1.51
B2	2	2	1,200	\$1,871	\$1.56

Competitive Property No. 4

Name/ Address	No. Units	Occupancy %
River 595 595 S. Des Plaines River Road Des Plaines, IL 60016	60	93.3%
Yr. Built	Land Area	Managing Company
2011	50,881 SF; or 1.168 Ac	Morningside

Comments:

River 595 is located southeast of the subject along Des Plaines River Road in Des Plaines. The property is a mid-rise, 8-story apartment complex with a multi-level parking garage consisting of 60 units with one and two three bedroom configurations ranging between 860 and 1,480 square feet. The property features onsite management and maintenance, tenant storage, bike storage, garage parking, fitness studio, complimentary daily coffee, business center, and community room with a pool table, big screen TV, entertaining kitchen and lounge. The residential units feature private balconies, walk-in closet, in-unit washer and dryer, central heat and air conditioning, granite countertops and stainless steel appliances, dishwasher, microwave, carpet & vinyl plank flooring. Heat, gas, electricity, water, sewer, and trash are the responsibility of the tenant and not included in the rent. Garage parking is available for an additional \$65 per space per month.

Market Rental Rates: (lowest available rate for the respective unit type; rates varied for the same unit type)

Floor Plan	Bedrooms	Bathrooms	Size- SF	Monthly Base Rent	Rent per SF
One Bed	1	1	860	\$1,829	\$2.13
Two Bed w/ den	2	2	1,325	\$2,159	\$1.63
			1,390	\$2,269	\$1.63
			1,480	\$2,389	\$1.61
			1,620	\$2,589	\$1.60
			1,660	\$2,689	\$1.62

Competitive Property No. 5



Name/ Address	No. Units	Occupancy %
North 680 680 E. Algonquin Road Schaumburg, IL 60173	180	N/Av (in leaseup)
Yr. Built	Land Area	Managing Company
2016	285,021 SF; or 6.543 Ac	Matrix Residential

Comments:

North 680 is located approximately 4 ½ miles southwest of the subject in Schaumburg. The property is a mid-rise, four-story luxury apartment complex consisting of 180 units with one and two bedroom configurations ranging between 665 and 1,588 square feet. The property features a heated resort-style pool with lounge and picnic area, outdoor kitchen featuring multiple built-in gas BBQ stations, dog park, detached garage parking, clubhouse with kitchen bar, lounge area, outdoor fire pits, fitness center, game lounge with pool table and big screen TVs, bike rack stations, and storage units. The residential units feature central heat and air conditioning, granite countertops, vinyl plank and carpet flooring, walk-in closets, stainless steel appliances, dishwasher, garbage disposal, electric range, microwave, refrigerator with freezer, balcony/ patio, and in-unit washer and dryer. Heat, gas, electricity, water, sewer, and trash are the responsibility of the tenant and not included in the rent.

Market Rental Rates: (lowest available rate for the respective unit type; rates varied for the same unit type)

Floor Plan	Bedrooms	Bathrooms	Size- SF	Monthly Base Rent	Rent per SF
A1	1	1	665	\$1,599	\$2.40
A2	1	1	725	\$1,679	\$2.32
A3	1	1	785	\$1,699	\$2.16
A4	1+ den	1	1,039	\$2,019	\$1.94
B1	2	2	1,130	\$2,339	\$2.07
T1 (town)	2	2	1,588	\$3,379	\$2.13

Competitive Property Rental Rates					
<u>Comp No.</u>	<u>Property</u>	<u>Unit Type</u>	<u>Asking Rent Range</u>	<u>Unit Size- SF Range</u>	<u>Avg. Asking Rent Per Unit SF</u>
1	Hancock Square	Studio	\$1,457	608	\$2.40
2	One Arlington		\$1,629	606	\$2.69
3	Dunton Tower		\$1,313	600	\$2.19
1	Hancock Square	1 bed/ 1 bath	\$1,591	677	\$2.35
2	One Arlington		\$1,899- \$1,999	803- 932	\$2.14- \$2.36
3	Dunton Tower		\$1,473- \$1,512	785- 800	\$1.84- \$1.93
4	River 595		\$1,829	860	\$2.13
5	North 680		\$1,599- \$1,699	665- 785	\$2.16- \$2.40
1	Hancock Square	2 bed/ 2 bath	\$1,854- \$2,249	975- 1,128	\$1.90- \$1.99
2	One Arlington		\$2,299- \$2,999	1,273- 1,423	\$1.83- \$2.11
3	Dunton Tower		\$1,656- \$1,871	1,100- 1,200	\$1.51- \$1.56
4	River 595		\$2,159- \$2,689	1,325- 1,660	\$1.60- \$1.63
5	North 680		\$2,339	1,130	\$2.07
5	North 680 (Townhome)	2 bed/ 2 bath	\$3,379	1,588	\$2.13

The competitive properties offered Studio units ranging from 600 and 608 square feet with rental rates between \$1,313 and \$1,629, one-bedroom/one-bathroom units ranging from \$1,473 to \$1,999 per month and \$1.84 to \$2.40 per square foot depending on unit size, and two bedroom/ two bathroom units ranging from \$1,656 and \$2,999 per month and \$1.51 to \$2.11 per square foot. Overall, the competitive properties are considered comparable to the proposed subject property in terms of quality and amenities with exception size differentials, year built, and minor appliances furnishings.

We have estimated the subject to have the following market rental rates:

Hickory Apartments Market Rental Rates				
<u>Unit Type</u>	<u>No. Units</u>	<u>Unit Size- SF</u>	<u>Market Rent</u>	<u>Rent per SF</u>
Studio	14	616	\$1,550	\$2.52
1BR/1BA	48	725	\$1,700	\$2.34
2BR/1BA	12	1,016	\$2,100	\$2.07
2BR/2BA	5	1,005	\$2,115	\$2.10

It is our opinion supported by the competitive survey and our experience with properties of this type in the subject area that the concluded market rents are appropriate for the market taking into the account the derived demand for rental units in the market and the services that will be included in the rent. The subject rents fall inside the range of those in the submarket rental survey on an effective rent basis.

We foresee rental demand staying relatively constant with increases as the economy moderates. The housing market has undergone a fundamental change due to the increase in the renter's pool. The analysis provided within this report has indicated that the subject has a location with strong

drawing power due to its proximity to the Metra Station, retail businesses, and industrial employment opportunities. Considering the lack of expected new construction and additional supply to the submarket area, it is our opinion that **the subject property can achieve a stabilized occupancy level of 75 units (95%)** roughly eight to ten months after construction completion at an average pace of 8 units per month. A diligent marketing plan in the months leading up to project being completed can ensure in stabilizing the subject property within this time frame. Wheaton 121, Avant at the Arboretum, and the Tapestry in Naperville reached stabilization between 18 and 24 months at rates between 12.8, 16.3, and 10.5 units respectively.

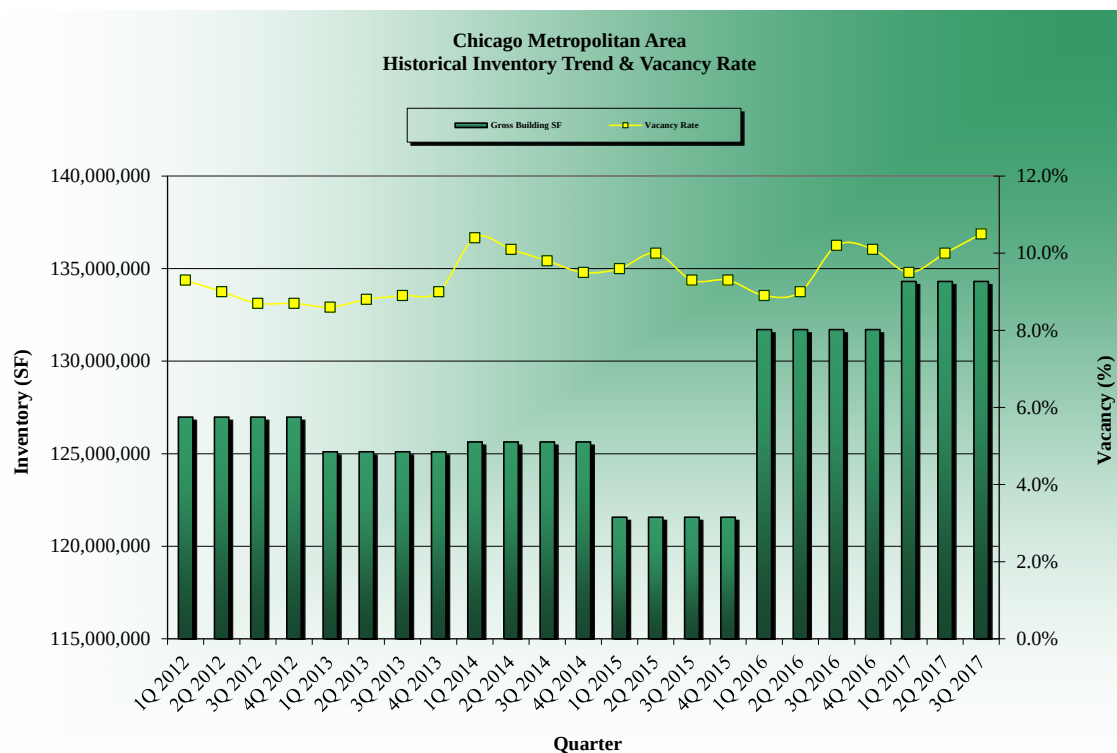
Based on the information obtained from the competitive set and data from the wider market, we have assumed a **vacancy rate of 5.0%** would be appropriate for the subject property due to its strong appeal and the leasing climate surrounding similar projects in the market.

In addition, the improvements will include retail spaces totaling 4,000 square feet. The retail spaces will be located on the ground-floor along Kensington Road.

Overview

The following is an overview of the supply and demand factors affecting the subject property. In particular, we have provided retail market information for the Chicago Metropolitan area and for the Northwest Suburban submarket within which the subject is located, and a retail sales overview of the Chicago Metropolitan area.

Chicago Metropolitan Retail Market Overview



According to the Third Quarter 2017 CB Richard Ellis Retail Report, Metropolitan Chicago contains approximately 134.3 million square feet of rentable retail space. In this report, the Metro Chicago retail market is divided into twelve major submarkets: Far Northwest Suburbs, Northwest Suburbs, Far North Suburbs, North Suburbs, Far West Suburbs, West Suburbs, City North, City South, Far Southwest Suburbs, Southwest Suburbs, South Suburbs, and Kane County. The submarkets range in size from 6.15 million square feet in the City South to 22.36 million square feet in the Far West Suburbs. The vacancy in the market ranges from 4.2% in the City North to 15.0% in the Far West Suburbs.

The Chicago retail market is experiencing slight fallout since last quarter's 'retail apocalypse' scare. This quarter continues with big box space still contributing to the vacancy rates, news of retailers claiming bankruptcy, (Toys R Us), and stores that are emerging from it since completing

financial restructuring (Rue 21). Lastly, a few retailers and restaurants have announced closures for some of their locations over the next few years. These stores/restaurants include the Gap, Banana Republic, Applebee's and IHOP.

However, there seems to be light at the end of the tunnel. Gap Inc. has decided in the wake of its closures, it will direct its focus on growing its Old Navy and Athleta brands. Over the next three years, it will open approximately 270 stores.

Chicago Metropolitan Retail Market Third Quarter 2017						
<u>Submarket</u>	<u>No. Properties</u>	<u>Gross Building SF</u>	<u>Vacant SF</u>	<u>Vacancy Rate</u>	<u>Avg. Net Asking Range Low</u>	<u>Avg. Net Asking Range High</u>
Far N.W. Suburbs	86	14,281,846	1,553,997	10.9%	\$15.40	\$21.03
N.W. Suburbs	100	16,781,996	2,203,905	13.1%	\$17.78	\$19.69
Far North Suburbs	39	6,956,028	783,297	11.3%	\$14.22	\$17.16
North Suburbs	57	10,452,217	823,718	7.9%	\$17.20	\$22.49
Far West Suburbs	139	22,357,839	3,360,850	15.0%	\$15.06	\$17.37
West Suburbs	45	8,418,442	624,611	7.4%	\$16.72	\$24.72
City North	67	9,314,733	395,484	4.2%	\$19.09	\$23.24
City South	36	6,154,781	572,065	9.3%	\$20.92	\$22.05
Far S.W. Suburbs	62	11,334,287	594,428	5.2%	\$18.61	\$21.10
S.W. Suburbs	63	9,853,569	1,028,414	10.4%	\$15.22	\$16.24
South Suburbs	48	7,072,569	962,991	13.6%	\$16.33	\$18.10
Kane County	63	11,328,615	1,255,240	11.1%	\$13.64	\$16.63
Total	805	134,306,922	14,159,000	10.5%	\$17.50	\$20.22

Source: CBRE Chicago Retail Market 3Q2017

Three categories that are having a positive effect on the Chicago retail market by filling in space and creating jobs are grocery, entertainment and healthcare. Discount grocer Aldi announced it will aggressively expand its U.S. store base to 2,500 by 2022. Its German rival, Lidl, has opened the first of its 100 U.S. stores in June and will also continue expanding. Mariano's is also growing by leaps and bounds. It has opened its newest location in the far west suburbs at 345 West Roosevelt Road in Lombard.

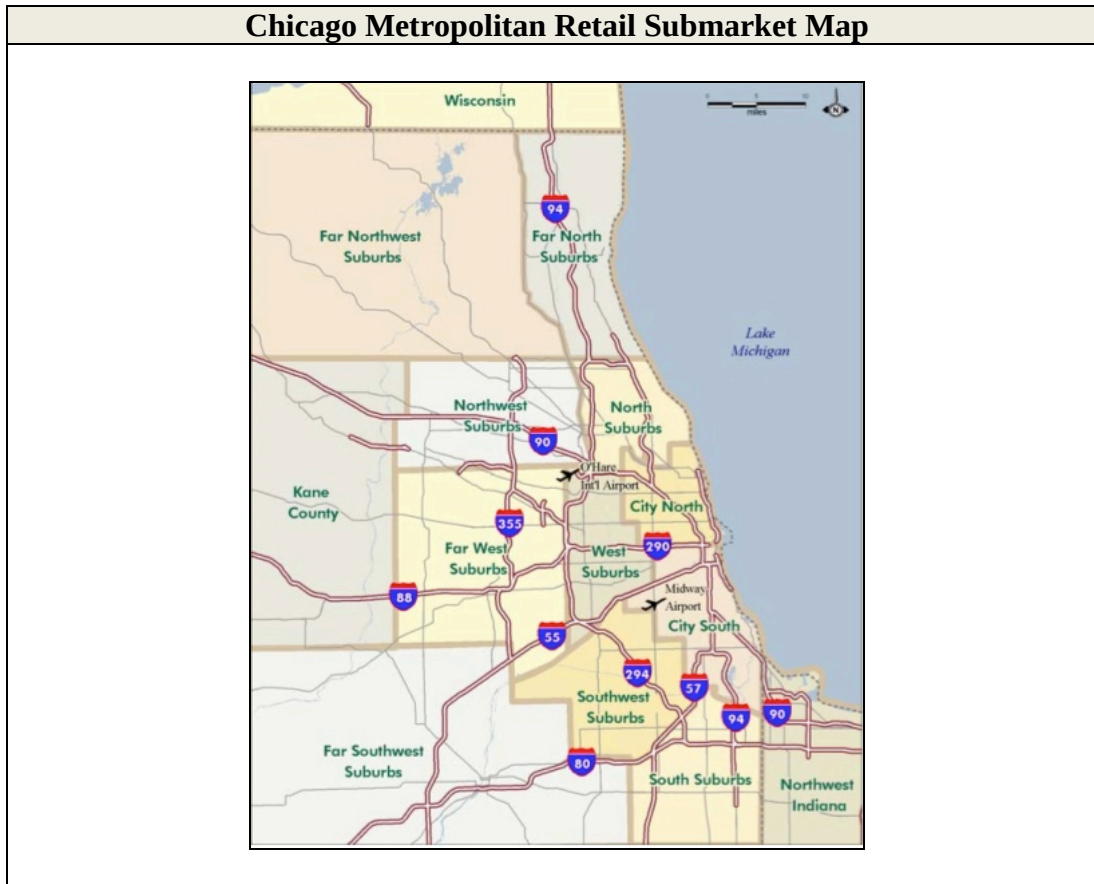
The second category bringing positivity to the market is entertainment. Not only has it brought new concepts such as Round 1, Gizmo's Fun Factory, and First Ascent, it has also provided assistance with the absorption and repurposing of large department store and big box spaces. One example of an upcoming space to be repurposed; is the first floor of Sears at 7503 West Cermak Road located in North Riverside Park Mall. The lease has just completed on the 45,000-sq.-ft. space and Round 1 Bowling & Amusement will move in early 2018.

The healthcare industry is now jumping into the retail arena and has helped with the absorption of vacant big box space. Advocate Health Care recently completed a lease for 50,500 sq.-ft. at 3154 North Clark Street, formerly occupied by Sports Authority.

During Q3 2017, the retail vacancy rate increased 50 basis points (bps) to 10.5% and net asking rents fell slightly to \$18.64 per sq. ft. The contributing factor for the slight rise in vacancy continues with last quarter's theme of empty big box spaces continuing their arrival.

New construction is underway in the far northwest suburbs. Melody Farm, located at Milwaukee Avenue and Townline Road in Vernon Hills, is a new 270,000-sq.-ft. development that will feature such retailers as REI, Whole Foods, and Nordstrom Rack. Construction is slated to be completed May of 2018.

On the national level, the Consumer Confidence Index has increased slightly since last quarter standing at 119.8. A reading above 90 points indicates a stable economy, while a reading of 100 points or more indicates strong growth.



Northwest Suburbs Submarket

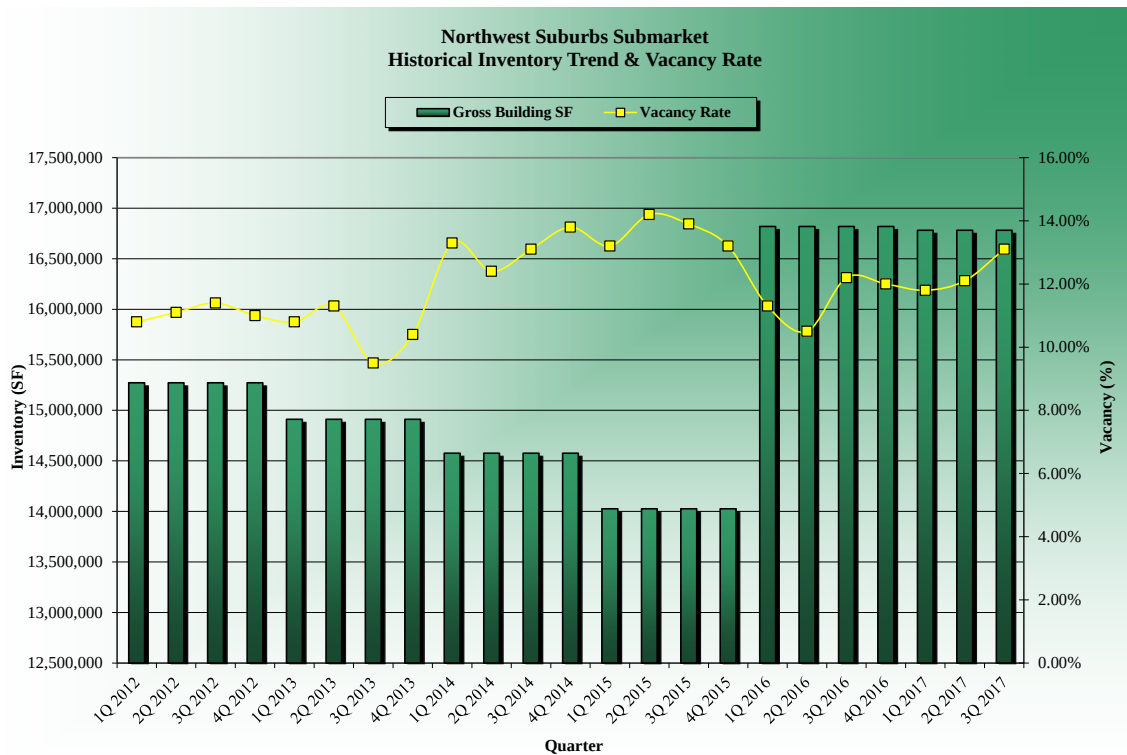
The subject property is included within the Northwest Suburbs submarket for statistical purposes. The Northwest Suburbs submarket contains approximately 16.8 million square feet of retail space ranking as the second largest of the twelve submarkets at 12.5% of the overall retail market space. The Northwest Suburbs submarket reported a vacancy level of 13.1%, the third highest of the submarkets and 260 basis points above the market average of 10.5%. The current vacancy rate is 100 basis above the previous quarter and 90 basis points above the rate during the same quarter one year ago. The average rental rate within the submarket ranged between \$17.78 and \$19.69 per square foot on a net basis for the 3rd Quarter 2017.

Historically, since 1st Quarter 2012, the Northwest Suburbs submarket has increased its inventory. Furthermore, vacancy rates have widely ranged from a low of 9.5% (3rd Quarter 2013) to 14.2% (2nd Quarter 2015) and averaged 12.0% throughout.

Average net asking lease rates from the low end have ranged between \$15.32 per square foot (4th Quarter 2013) to \$19.26 (4th Quarter 2014) and averaged \$17.07 per square foot over the period between 1st Quarter 2012 and 3rd Quarter 2017. Average net asking lease rates from the high end have ranged between \$19.18 per square foot (3rd Quarter 2015) to \$23.73 (1st Quarter 2012) and averaged \$20.67 per square foot over the period between 1st Quarter 2012 and 3rd Quarter 2017.

Quarter	Gross Building SF	Vacancy Rate %	Avg. Net Asking Range Low	Avg. Net Asking Range High
1Q 2012	15,272,376	10.80%	\$17.69	\$23.73
2Q 2012	15,272,376	11.10%	\$16.78	\$21.93
3Q 2012	15,272,376	11.40%	\$16.46	\$20.95
4Q 2012	15,272,376	11.00%	\$16.07	\$20.15
1Q 2013	14,911,156	10.80%	\$15.90	\$21.20
2Q 2013	14,911,156	11.30%	\$16.64	\$20.74
3Q 2013	14,911,156	9.50%	\$15.54	\$22.58
4Q 2013	14,911,156	10.40%	\$15.32	\$21.74
1Q 2014	14,576,525	13.30%	\$17.60	\$19.49
2Q 2014	14,576,525	12.40%	\$18.07	\$20.49
3Q 2014	14,576,525	13.10%	\$18.93	\$21.17
4Q 2014	14,576,525	13.80%	\$19.26	\$21.66
1Q 2015	14,025,611	13.20%	\$16.65	\$19.55
2Q 2015	14,025,611	14.20%	\$16.67	\$19.64
3Q 2015	14,025,611	13.90%	\$17.32	\$19.18
4Q 2015	14,025,611	13.20%	\$17.50	\$19.86
1Q 2016	16,818,948	11.30%	\$17.24	\$20.93
2Q 2016	16,818,948	10.50%	\$17.53	\$19.87
3Q 2016	16,818,948	12.20%	\$16.84	\$20.06
4Q 2016	16,818,948	12.00%	\$16.82	\$20.30
1Q 2017	16,781,996	11.80%	\$16.58	\$20.51
2Q 2017	16,781,996	12.10%	\$17.45	\$19.99
3Q 2017	16,781,996	13.10%	\$17.78	\$19.69

Source: CBRE Chicago Retail Market



Description of the Retail Space in Subject’s Neighborhood

The immediate area is urban with significant commercial, industrial, and residential developments. Arlington Heights contain a variety of land uses that include industrial business parks, single family residences, offices, and various multi-tenant strip centers and major big box retailers. Most notably, the area features numerous smaller and mid-size shopping centers inclusive of both a Wal-Mart and Meijer anchored shopping centers lying to the south along Algonquin Road and a Home Depot and Costco within the Randhurst Village Mall in Mount Prospect 2 miles east at Kensington Road and Elmhurst Road. These thoroughfares attract the highest levels of retail/ commercial demand due to their high traffic counts and accessibility.

Research Methodology

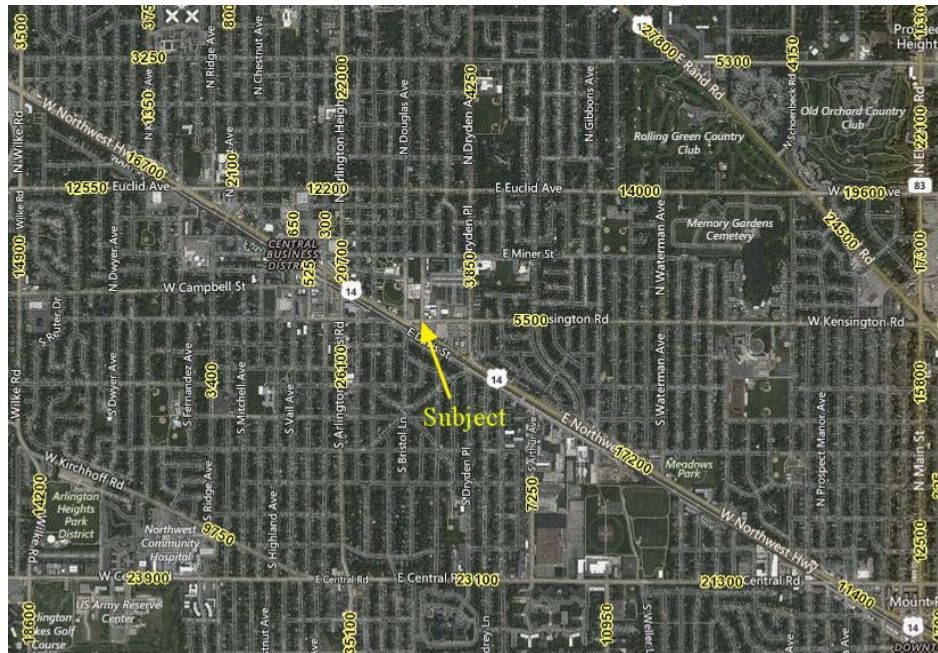
In order to evaluate the competitive position of the subject’s 4,000 square feet of retail space, we attempted to locate executed leases located within the subject’s area. However, we were unable to locate any new lease information within the subject’s area but were able to find active listings mostly located along Northwest Highway, and Kensington Road.

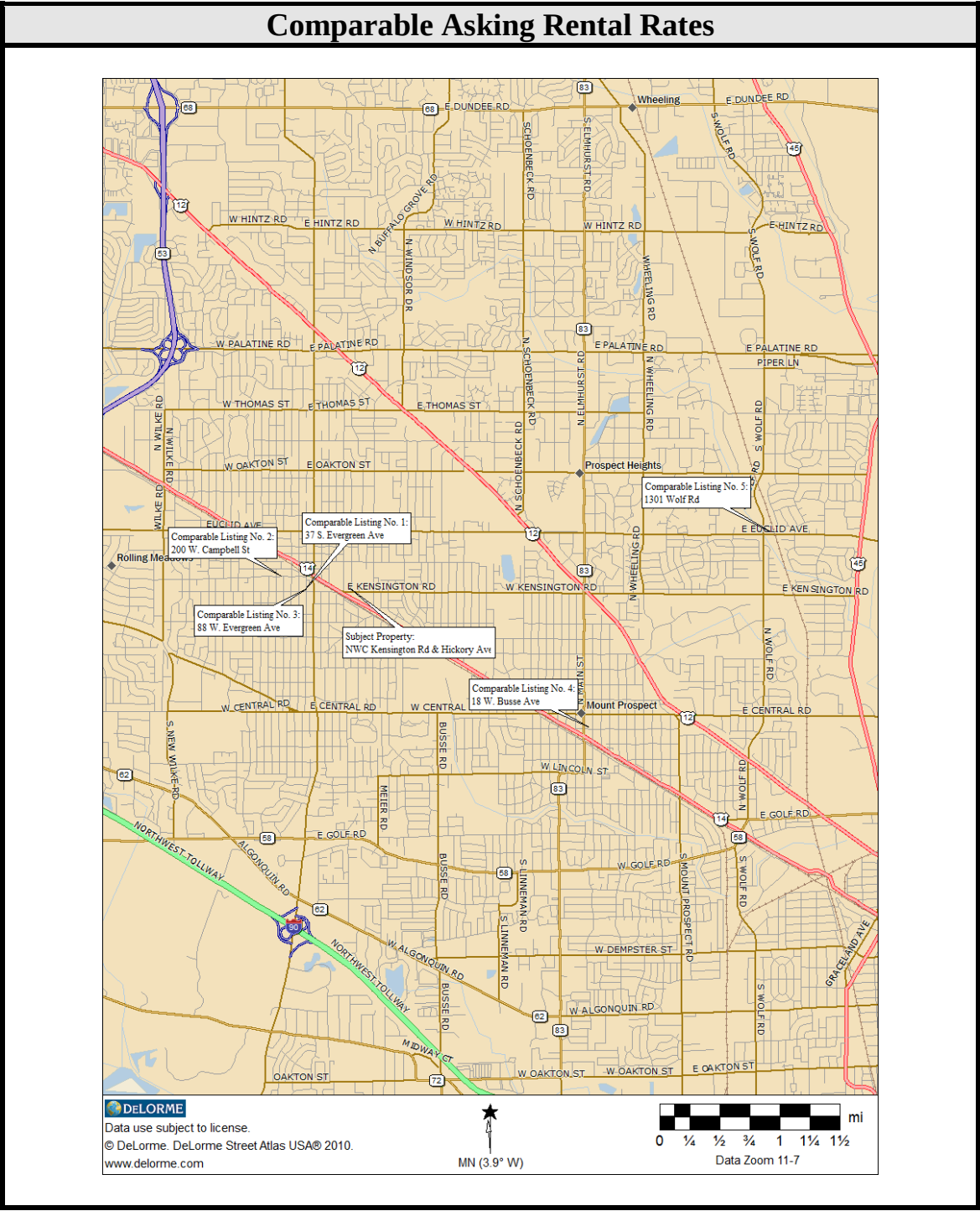
Summary of Retail Rent Data

The following table presents data regarding asking rental rates for comparable retail spaces. Rents are presented on an annual per square foot basis.

Comparable Asking Rental Rates						
No.	Address	Type	Dist. from Subject	Size- SF	Lease Type	Asking Rent per SF
1.	37 S. Evergreen Avenue Arlington Heights, IL	Listing	0.34 mi W	1,211	NNN	\$25.00
2.	200 W. Campbell Street Arlington Heights, IL	Listing	0.55 mi NW	900- 2,000	Gross	\$24.00
3.	88 S. Evergreen Avenue Arlington Heights, IL	Listing	0.34 mi W	464- 5,257	NNN	\$12.00- \$14.00
4.	18 W. Busse Avenue Mt Prospect, IL	Listing	2.21 mi SE	3,000	NNN	\$15.00
5.	1301 Wolf Road Mt Prospect, IL	Listing	3.49 mi NE	1,126- 1,332	NNN	\$20.00

The listings above represent storefront strip center spaces all located in the HMA with ground-level street frontages. However, the locations of the comparable asking rents are inferior to the subject based on the significant disparity of street frontage along major thoroughfares in addition to the drawing potential of the nearby Mariano's to the subject property.





Achievable Rent per Square Foot

Overall, the subject property has a desirable location for retail space among the comparable set as represented by the number of traffic counts and exposure. The subject property is located within Arlington Heights Hickory/ Kensington Area Plan Core Area. New developments will be

required to comply with the appropriate zoning as well as the requirements of the Hickory/Kensington Overlay Zone. The overall character and style envisioned for the Core Area will be a clean and modern aesthetic complementing the downtown area with a walkable, pedestrian friendly environment setting. The Core area will be a catalyst for future redevelopment and enhance the immediate areas appeal and image.

The subject property will have approximately 4,000 square feet of retail space. Typical real estate trends indicate as the size of a retail space increases the asking rate per square foot tends to decline. However, based on the range of the sizes at the subject property, we do not anticipate any price variance based on the size of the retail space or location within the development. Based on the foregoing, the expected brand new like condition of the retail spaces and location of the improvements along Kensington Road, we have given primary reliance on Comparable Asking Rate No. 1 and 4. Comp 1 has a proven location within the downtown area with frontage along Evergreen Avenue. Comp 3 is located within an exterior walkway between buildings on Arlington Heights Road and has diminished store visibility. Comp 4 has a similar street frontage to the subject along Busse Road feeding to Northwest Highway. A notable contrast is the Mariano's ability to draw traffic to the area via Kensington Road.

We believe the subject achievable market commercial rent is \$21.00 per square foot on a net basis with 15% vacancy level.

DATA, ESTIMATES, AND FORECAST

Data used in our analysis of the housing market area including demographics was obtained from the U.S. Census Bureau and Labor Statistics. 2017 estimates and 2022 forecasts were obtained from The Site To Do Business (www.stdb.com). Housing market data and trends were obtained from REIS (www.reis.com). Other information was obtained from apartment managers/landlords/leasing agents.

CERTIFICATION

The undersigned do hereby certify that, except as otherwise noted in this market study report:

- The statements of fact contained in this report are true and correct;
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, and unbiased professional analyses opinions, and conclusions;
- We have no present or prospective interest in the property that is the subject of this report, and we have no personal interest or bias with respect to the parties involved;
- Our compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the estimate, the attainment of a stipulated result, or the occurrence of a subsequent event;
- Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice;
- Brian D. Flanagan made personal inspection of the property that is the subject of this report; and Miguel A. Rojas provided professional assistance in the compilation of this report;
- The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and the Standard of Professional Appraisal Practice of the Appraisal Institute;
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives;
- 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;

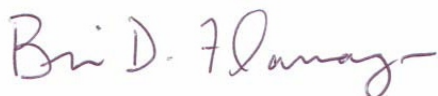
As of the date of this report, Brian D. Flanagan has completed the requirements of the continuing education program of the Appraisal Institute. His State Certified General Appraisal license expires on September 30, 2019 and is renewable.

We have performed our services and prepared this report in accordance with generally accepted market study practices, and make no other warranties, either expressed or implied, as to the character and nature of such services and product.

If you have any questions regarding our value estimate or analysis or require any additional information please contact the undersigned. We appreciate having the opportunity to be of service to you in this matter.

Respectfully submitted,

PROPERTY VALUATION ADVISORS, INC.



Brian D. Flanagan, MAI, AI-GRS
State Certified General Real Estate Appraiser
IL Certification Number 553-000103
Expires 9/30/2019



Miguel A. Rojas Jr
Associate Real Estate Trainee Appraiser
IL License Number 557-006024
Expires 9/30/2019

ASSUMPTIONS AND LIMITING CONDITIONS

This market study report has been based on, and is subject to, the following general assumptions and limiting conditions:

- The value reported is only applicable to the purpose, function, and terms stated in this report and shall not be used for any other purpose.
- The appraisers have assumed that the reader (s) of this report is well versed in real estate and is a sophisticated and knowledgeable business person(s).
- No responsibility is assumed for the legal description provided or for matters pertaining to legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated. The property is appraised free and clear of any or all liens or encumbrances unless otherwise stated. It is assumed that the use of the land and improvements is confined within the boundaries or property lines of the property described and that there is no encroachment or trespass unless noted in the report.
- Responsible ownership and competent property management are assumed.
- The information furnished by others is believed to be reliable, but no warranty is given for its accuracy.
- All engineering studies are assumed to be correct. The plot plans and illustrative material in this report are included only to help the reader visualize the property.
- It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for such conditions or for obtaining the engineering studies that may be required to discover them.
- It is assumed that the property is in full compliance with all applicable federal, state, and local environmental regulations and laws unless the lack of compliance is stated, described and considered in the market study report. It is assumed that all required licenses, certificates of occupancy, consents, and other legislative or administrative authority from any local, state, or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.
- It is assumed that the property conforms to all applicable zoning and use regulations and restrictions unless nonconformity has been identified, described and considered in the market study report.
- The appraisers shall not be required to give testimony as a witness or to appear in any capacity in any legal or administrative hearing or procedure, or to have any continued service responsibility unless compensated, by the engager of this report, in advance, according to their fee schedule then in effect.
- Unless otherwise stated in this report, the existence of hazardous materials, which may or may not be present on the property, was not observed by the appraiser. The appraiser has no knowledge of the existence of such material on or in the property. The appraiser however is not qualified to detect such substances. The presence of substances such as asbestos, urea-formaldehyde foam insulation and other potentially hazardous materials may affect the value of the property. The value estimated is predicated on the assumption that there is no such material on or in the property that would cause a loss in value. No responsibility is assumed for such conditions or for any expertise or engineering knowledge required discovering them. The client is urged to retain an expert in this field, if desired.
- The Appraisers are not engineers, no warranties are made by references to physical property characteristics in terms of quality, condition, cost, suitability, soil conditions, flood risk, obsolescence, etc., and no liability is assumed for any engineering-related issues.
- Possession of this report or a copy thereof does not imply right of publication, nor use for any purpose by any other than the person to whom it is addressed, without the written consent of Property Valuation Advisors, Inc.
- The liability of Property Valuation Advisors, Inc., and its employees is limited to the client. This market study was prepared specifically for our client, to whom this market study was addressed.

- Cash flow projections are forecasts of estimated future operating characteristics and are predicated on the information and assumptions contained within the market study report. The achievement of the financial projections will be affected by fluctuating economic conditions and is dependent upon other future occurrences that cannot be assured. Actual results may well vary from the projections contained herein. The appraisers do not warrant that these forecasts will occur. Projections may be affected by circumstances beyond the current realm of knowledge or control of the appraisers. The appraisers are not trying to forecast the future but rather are attempting to replicate techniques utilized by market participants for properties similar to the subject.
- The Americans with Disabilities Act ("ADA") became effective January 26, 1992. We have not made a specific compliance survey and analysis of this property to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the property, together with a detailed analysis of the requirements for the ADA, could reveal that the property is not in compliance with one or more of the requirements of the Act. If so, this fact could have a negative effect upon the value of the property. Since we have no direct evidence relating to this issue, we did not consider possible non-compliance with the requirements of the ADA in estimating the value of the property.

ADDENDA

Qualifications/MAP Certification

Survey/Legal Description

Engagement Letter

Site Plans & Elevations

Qualifications

BRIAN D. FLANAGAN, MAI, AI-GRS State Certified General Real Estate Appraiser

Brian D. Flanagan is Founder and President of Property Valuation Advisors, Inc. (PVA). Property Valuation Advisors' corporate headquarters are located in Chicago. Mr. Flanagan has over twenty-five years of experience in real estate analysis, appraisal and valuation, deal structuring, property ownership and portfolio valuation. His diversified background includes the valuation of real estate for a wide range of applications including market value appraisals, property portfolio consulting and valuation, investment advisory services, bond financing and tax increment financing issues, and specialized valuations including apartment buildings and complexes, office buildings, retail centers, shopping malls, small and large scale industrial properties, manufacturing facilities, hotels/motels, special use medical facilities, vacant land, and manufactured home communities.

Mr. Flanagan has completed projects throughout the United States, Canada, Europe, Bermuda and the Caribbean on behalf of domestic and foreign investment firms, REITs, pension funds and their advisors, financial institutions and insurance companies.

Areas of specialization for Mr. Flanagan include: hotel appraisals, development and redevelopment, portfolio valuation, investment analysis via computerized lease-by-lease analysis, discounted cash flow analysis, feasibility, and market studies. Mr. Flanagan concentrates on appraisals and valuation issues.

Before founding Property Valuation Advisors, Inc. (PVA), Mr. Flanagan served as Senior Vice President at the Chicago development and consulting firm of Sudler Marling, Inc. and as a Principal at the national accounting firm of Laventhol & Horwath (L&H). Prior to his position at L&H, Mr. Flanagan was a Senior Manager at the national accounting firm of Pannell Kerr Forster and a Senior Analyst at VMS Realty Partners.

Property Valuation Advisors clients include Angelo, Gordon & Company, Republic Bank, Southern Farm Insurance, Lakeside Bank, Walker & Dunlop, Key Bank, Belmont Bank & Trust, Berkadia Capital, Wells Fargo Bank, Greystone, First Community Financial Bank, Centier Bank, Providence Bank, Prudential Huntoon Mortgage Company, Metropolitan Capital Bank, Southern Farm Insurance, Symetra Insurance Company, StanCorp, MB Financial Bank, City National Bank, Bridgeview Bank Group, Principal Financial Investors, and Jackson National Life to name a few.

Mr. Flanagan graduated from the Ohio State University, Columbus, Ohio with a Bachelor of Arts degree with a concentration in Economics. He earned his Masters of Business Administration (M.B.A.) degree from Xavier University, Cincinnati, Ohio with a concentration in Finance. Mr. Flanagan has earned his MAI designation (Member, Appraisal Institute #8481) and AI-GRS designation (Appraisal Institute-General Review Specialist), is a State Certified General Real Estate Appraiser (IL#553-000103 and eight other states), Associate Member of CCIM, a Member of the Illinois Coalition of Appraisal Professionals, a Member of The Ohio State University Alumni Association, Member of Alpha Sigma Nu (The Honorary Society of Jesuit Institutions of Higher Learning) and a Member of the Xavier University Alumni Association.

APPRAISER'S CERTIFICATION

PROJECT NAME: Hickory Apartments

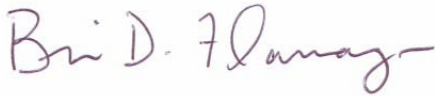
CITY, STATE: Arlington Heights, IL

I understand that my Market Analysis report will be used by **Greystone Funding Corporation** to document to the U.S. Department of Housing and Urban Development that the MAP Lender's application for FHA multifamily mortgage insurance was prepared and reviewed in accordance with HUD requirements.

I certify that my review was in accordance with the HUD requirements applicable on the date of my review and that I have no financial interest, or family relationship with the officers, directors, stockholders or partners of the Borrower, the general contractor, any subcontractors, the buyer or seller of the proposed property, nor do I engage in any business that might present a conflict of interest.

I further certify that I am under contract for this specific assignment for the market study report and that I have no other side deals, agreements or financial considerations with the MAP Lender or others in connection with this transaction.

PROPERTY VALUATION ADVISORS, INC.

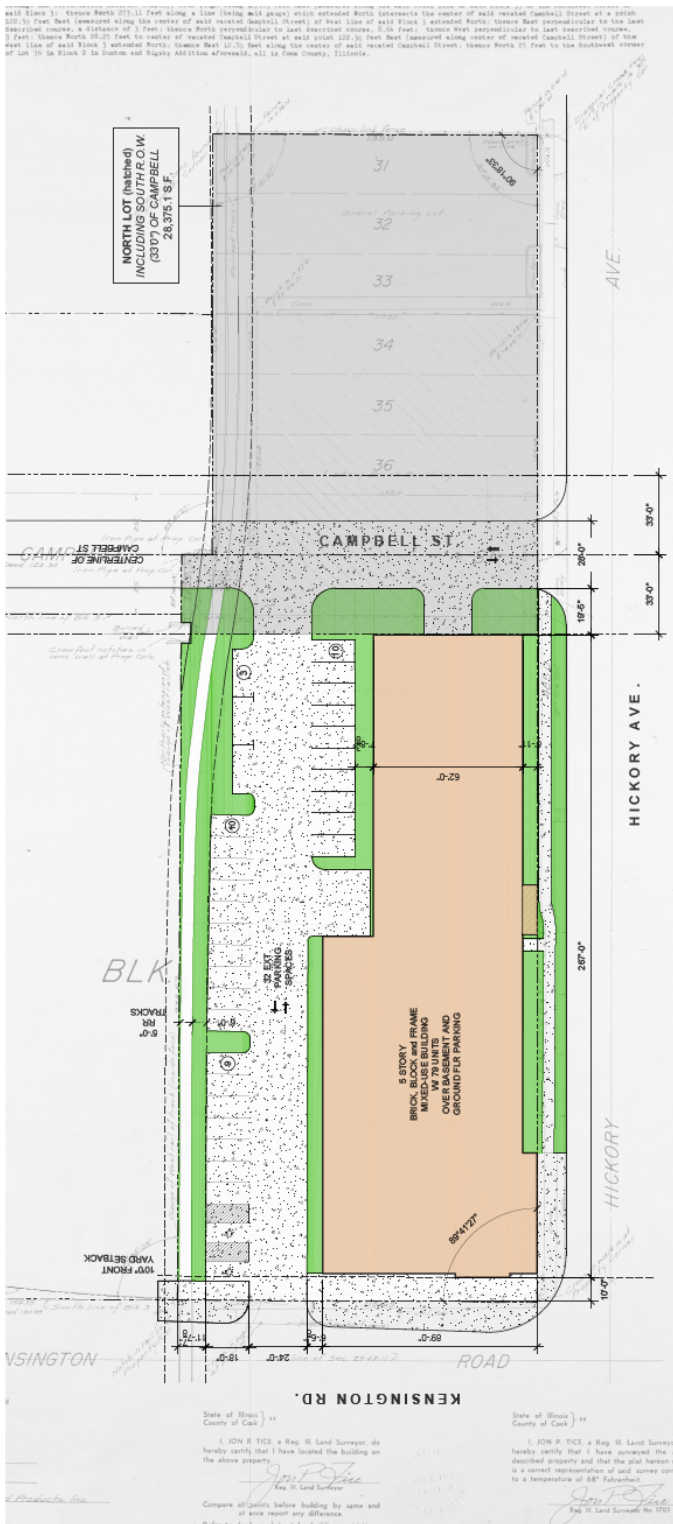


Brian D. Flanagan, MAI, AI-GRS, President

Date: 9/30/2019

WARNING: Title 18 U.S.C. 1001, provides in part that whoever knowingly and willfully makes or uses a document containing any false, fictitious, or fraudulent statement or entry, in any manner in the jurisdiction of any department or agency of the United States, shall be fined not more than \$10,000 or imprisoned for not more than five years, or both.

Survey/Legal Description



CONCEPTUAL SITE PLAN
SCALE: 1" = 40'-0"

PROJECT DATA	
North of Campbell St	
ADDRESS:	HICKORY AVE.
	ARLINGTON HTS., IL
LOT AREA:	28,375.1 S.F.
ZONING DISTRICT:	R-7

NERI
ARCHITECTS, PC
444 N. NORTHWEST HWY. STE. 110
ARLINGTON HTS., IL 60010
TEL: 847.625.4111

PROJECT DATA	
South of Campbell St	
ADDRESS:	KENSINGTON RD.
LOT AREA:	41,893.3 S.F.
ZONING DISTRICT:	B-2
MIN LOT AREA CALCULATIONS	
MULTIFAMILY BUILDING	14 D.U.
(1) detached units	48 D.U.
(2) bedrooms	17 D.U.
TOTAL NUMBER OF UNITS	79 D.U.
LOT COVERAGE CALCULATIONS	
MIXED-USE BUILDING	19,867.6 S.F.
FOOTPRINT OF STRUCTURE	48 S.F.
LOT COVERAGE	0.0 S.F.
ALLOWABLE LOT COVERAGE (HA)	0.0 S.F.
OFF STREET PARKING CALCULATIONS	
REQUIRED LOT OF PARKING	120 SP
RES. 1.5 SP/100	0.0 SP
COMM.	120 SP
TOTAL REQUIRED	120 SP
PROPOSED PARKING SPACES	80 SP
Indoor	32 SP
Exterior	48 SP
TOTAL OFF STREET PARKING	112 SP
PARKING LOT AREA	12,800.9 S.F.
TOTAL AREA	13,891.6 S.F.
ALLOWED AREA (5%)	13,891.6 S.F.

Engagement Letter

GREYSTONE

GREYSTONE

419 Belle Air Lane
Warrenton, VA 20186
Phone: 540.341.2100
Fax: 540.341.7359

December 8, 2017

VIA EMAIL

Brian Flanagan
Property Valuation Advisors, Inc.
850 W. Jackson Blvd.
Suite 200
Chicago, IL 60607

**RE: Market Study Update Engagement Letter
Hickory & Kensington; Arlington Heights, IL (the "Project")
Section of the Act: MAP 221(d)(4)**

Dear Mr. Flanagan:

Please accept this letter as confirmation of the material terms of the engagement of Property Valuation Advisors, Inc. (the "Appraiser") by Greystone Funding Corporation ("Greystone") to provide an updated self-contained market study (the "Report") for the Project.

Scope of Services. The individual responsible for the Report must satisfy the minimum qualifications, and the Report must comply in form and content with the requirements outlined in the Multifamily Accelerated Processing ("MAP") Guide and appendices for multifamily properties and in the Section 232 Handbook for healthcare properties, as promulgated by HUD and amended from time to time and as interpreted by Greystone, all to Greystone's satisfaction. The MAP Guide and Section 232 Handbook as well as any HUD forms you may require may be accessed on HUD's website at <http://www.hudclips.org>.

Completion & Delivery. Please notify Greystone as soon as possible after the site visit of any major issues that may require additional review and/or mitigation, any unanticipated delays, or unusual findings. Communication prior to delivery of the draft Report is greatly appreciated. Greystone must receive an unlocked draft of report via email on or before January 2, 2018 (the "Draft Delivery Date"). All draft and final reports must be either in Word, Excel or non-scanned PDF form, so that word searches are possible. All completed HUD forms must accompany the report draft; otherwise it will not be deemed completed.

Greystone will provide any comments it may have within seven (7) business days of its receipt of the draft Report. Within five (5) business days of the Appraiser's receipt of

Greystone's comments and no later than twelve (12) days after the Draft Delivery Date (the "Final Delivery Date"), an electronic version of the final Report must be emailed to Greystone with blue signatures embedded. If hard copies of the final report are required for the application submission to HUD, Greystone will required hard copies from the Appraiser. Please provide hard copies unbound and un-punched with all signatures in blue ink.

Responding to any deficiency letters or emails from HUD is part of the scope of this engagement; you must respond within four business days of notification of any such communication from HUD.

It is understood and agreed by the Appraiser that for each day of unexcused delay in delivery of either the draft or final Report commencing with either the Draft Delivery Date or the Final Delivery Date, as appropriate, Greystone reserves the right to deduct 5% of the Fee specified below (the "Fee Reduction"). This Fee Reduction represents liquidated damages to cover the estimated losses incurred by Greystone by reason of delay in delivery of the required copies of the final Report, such losses being difficult to determine. Additionally, unexcused delays may require the Appraiser, at no additional fee or cost to Greystone, to revisit the Project or undertake other measures as required by Greystone to ensure the information contained in the Report is within the timeframe permitted by HUD. The Appraiser understands and agrees that time is of the essence with respect to the performance of its obligations hereunder.

Please IMMEDIATELY furnish Greystone by fax or email a list of what you need to (1) begin your work and (2) complete the report. Per HUD regulations, the report's effective date is the site visit date, and the report has a limited shelf life. If you make the site visit with some critical piece of information outstanding, then we are at risk of having your report go stale if that information is delayed. We prefer that you not make the site visit until all critical information has been delivered to you, but in all cases we must work with you to insure that you receive the information you need in time so that your report, when delivered to us, has sufficient remaining shelf life to be useful to us, considering HUD's processing timeframes.

Compensation. It is agreed that the fee to prepare the required Report is \$3,000.00 (the "Fee"), which includes all costs (including, but not limited to, any travel, printing and copying costs) the Appraiser may incur. Greystone agrees to pay \$1,500.00 as a retainer and the remainder of the Fee upon receipt of the final Report. Please include an invoice for the balance due with the final report.

Distribution of Report. It is understood and agreed by the Appraiser that a copy of the Report may be provided by Greystone to any member of the team, along with any representative and/or employee of Greystone (and/or any affiliate of Greystone), the owner and/or sponsor of the Project (and their respective representatives and employees), HUD and all third party report contractors.

Identity-of-Interest. The Appraiser must include within the Report the required HUD

Certification as to identity-of-interest. The Appraiser represents and warrants to Greystone that neither the Appraiser nor the individual conducting the Report is affiliated with any individual or entity involved in the Project nor involved in any way with respect to the proposed HUD loan for the Project, other than the engagement by Greystone hereunder to conduct and prepare the Report.

Requested Amendments. It is agreed that the final Report provided to Greystone hereunder will not be amended or otherwise revised without the written consent and approval of Greystone, as evidenced by a writing signed by an officer of Greystone.

Applicable Law. By signing this engagement letter agreement, the parties agree that this agreement was negotiated and made in the Commonwealth of Virginia, that any action with respect to this agreement shall only be brought in a court of competent jurisdiction in the Commonwealth of Virginia, and that the rights and obligations of the parties with respect to this agreement shall be interpreted, construed and determined in accordance with the laws of the Commonwealth of Virginia, including any applicable federal law, without giving effect to any conflict of laws provisions.

Please acknowledge your acceptance of the terms of this engagement letter agreement by executing below and returning via e-mail to Ilene.Plotkin@greyco.com. Please write the name of the individual(s) who will be working on the report. Also, please promptly complete and return the HUD Certification. Failure to complete and deliver any one or more of the foregoing items shall entitle Greystone, at its option, to terminate this engagement letter agreement upon written notice to the Appraiser, all without any fee or liability to the Appraiser. The effectiveness of this agreement is conditioned on HUD team member approval.

We look forward to working with you. If you have any questions *relating to this engagement letter only*, please contact me via email at Ilene.Plotkin@greyco.com. For any questions after execution of this engagement letter please contact either the processor, Stella Plotkin, at 212-896-9140 (email Stella.Plotkin@greyco.com); or the loan underwriter, Phiet Nguyen, at 301-354-5044 (email Phiet.Nguyen@greyco.com).

All electronic report drafts should be sent to the loan processor or underwriter, not to me. Contact either of them for instructions on posting files to our FTP site for any files larger than 6Mb; our email system will block such large files. Please send *all* regular mail or overnight deliveries – relating to the engagement letter or otherwise – to 419 Belle Air Lane, Warrenton, VA 20186.

Sincerely yours,

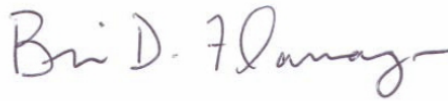
GREYSTONE FUNDING CORPORATION



Ilene Plotkin
3rd Party Reports Coordinator

AGREED AND ACCEPTED:

PROPERTY VALUATION ADVISORS, INC.

A handwritten signature in dark ink, reading "Brian D. Flanagan". The signature is written in a cursive, flowing style.

By: _____

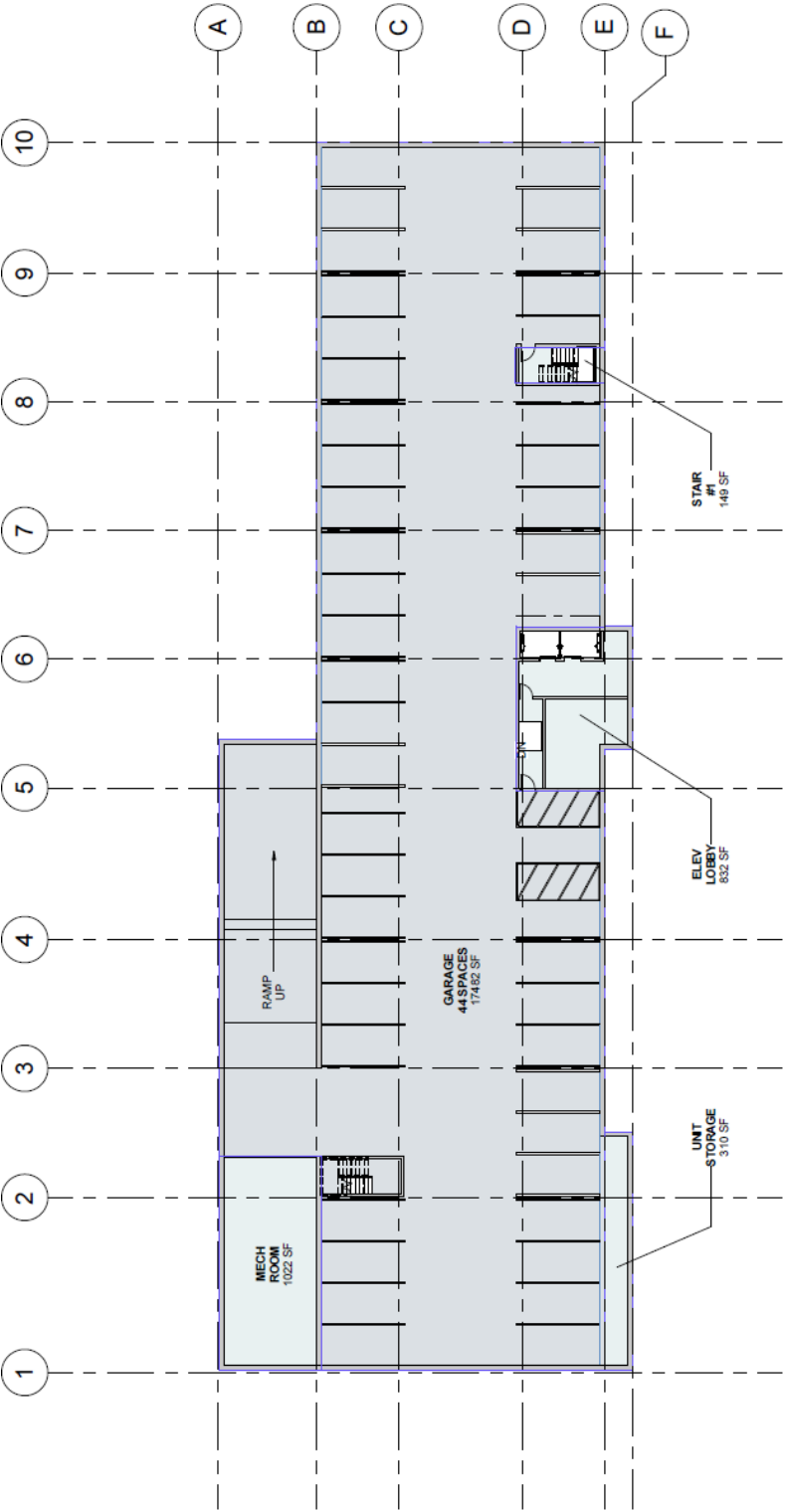
Name: Brian D. Flanagan

Title: President

Date: 12/8/2017

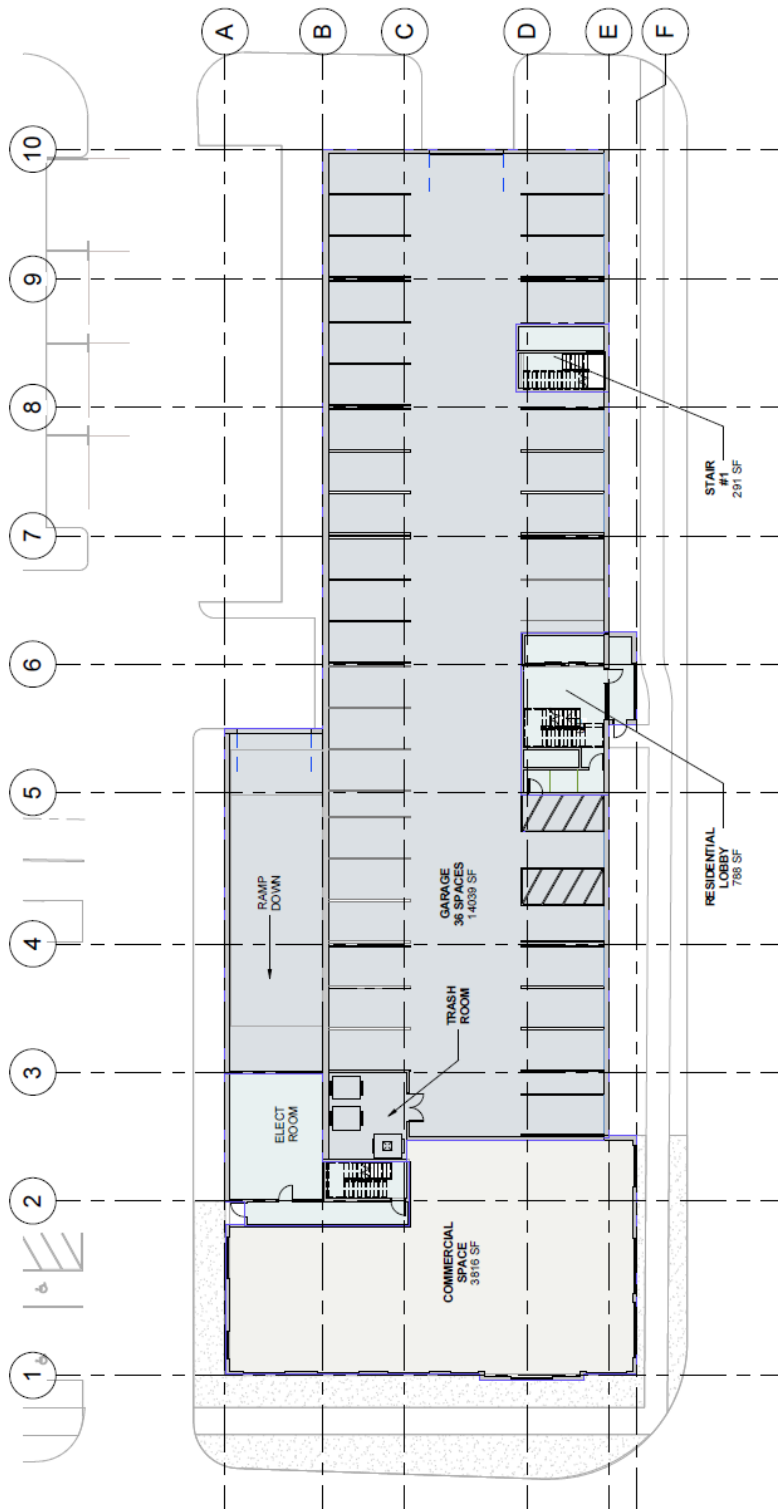
Report to be completed by: Brian D. Flanagan
(Name of Individual)

Site Plans, Floor Plans & Elevations

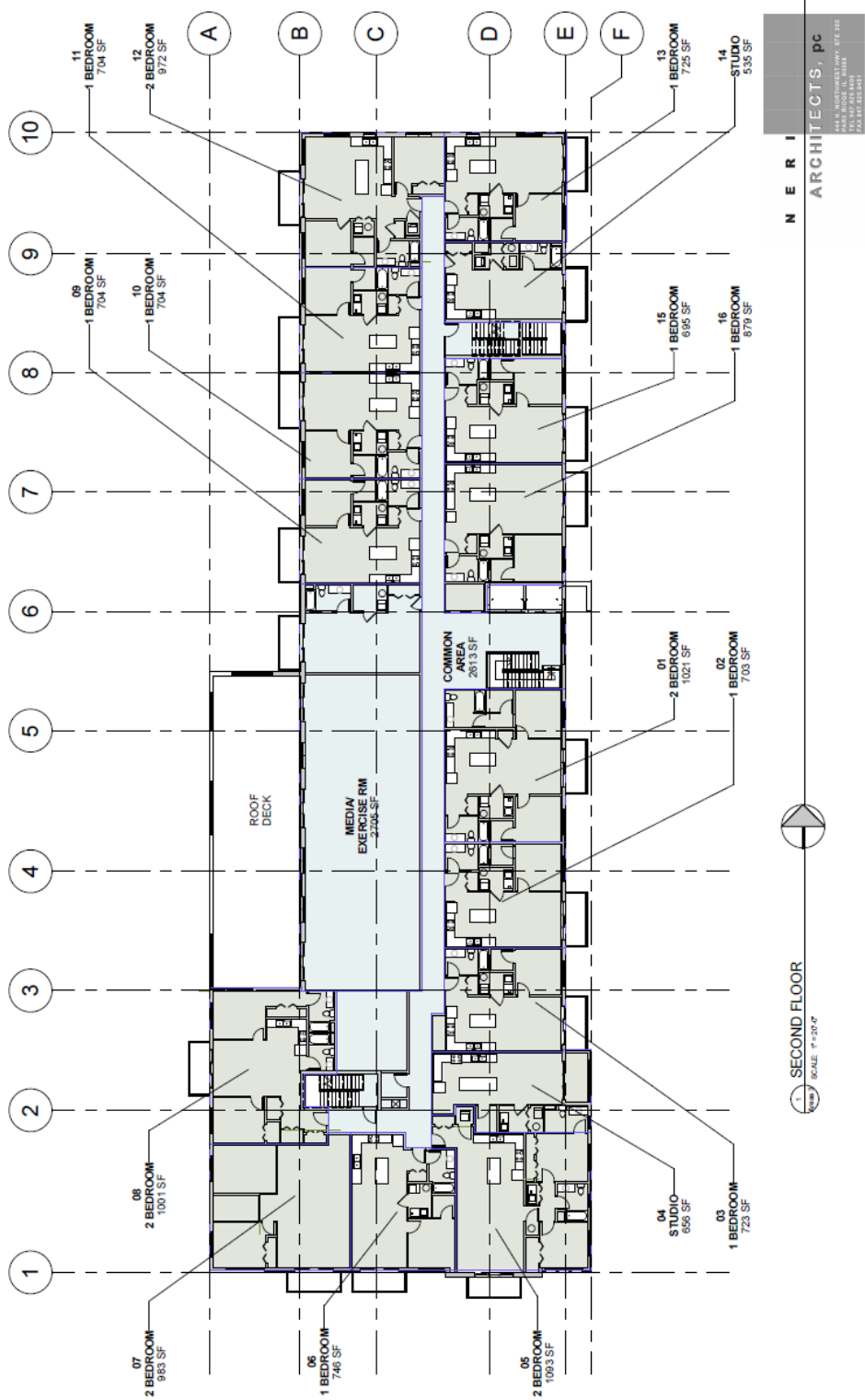


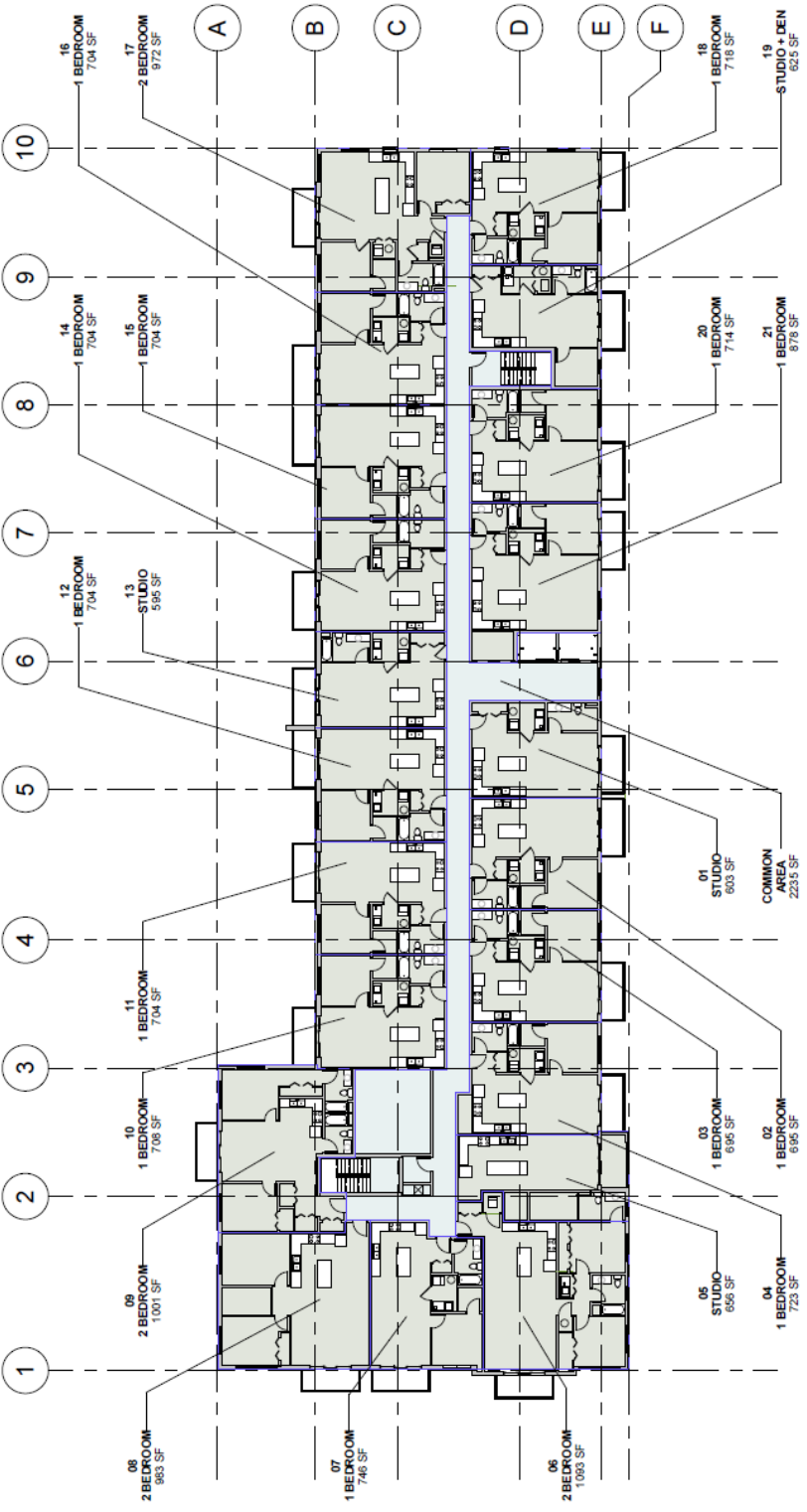
NERI
ARCHITECTS, pc
JILL A. NORTON, P.E., P.E. 1/15/15
PAUL W. NORTON, P.E. 1/15/15
1000 N. 10TH STREET, SUITE 100
DENVER, CO 80202
303.733.1000

BASEMENT
SCALE 1"=20'-0"



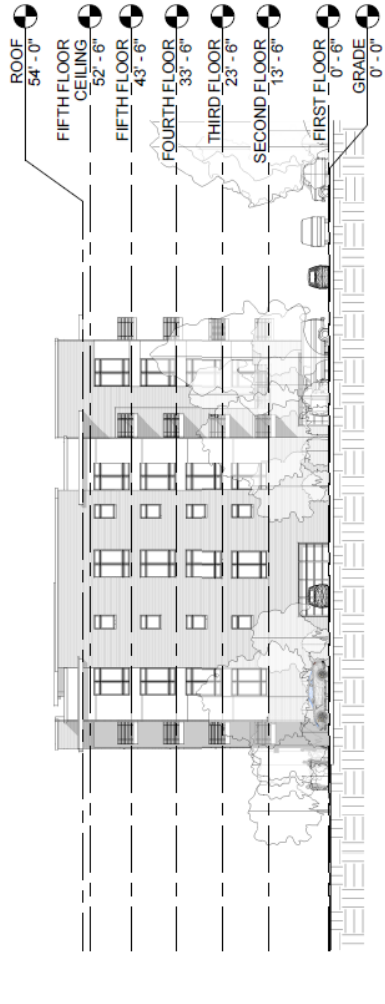
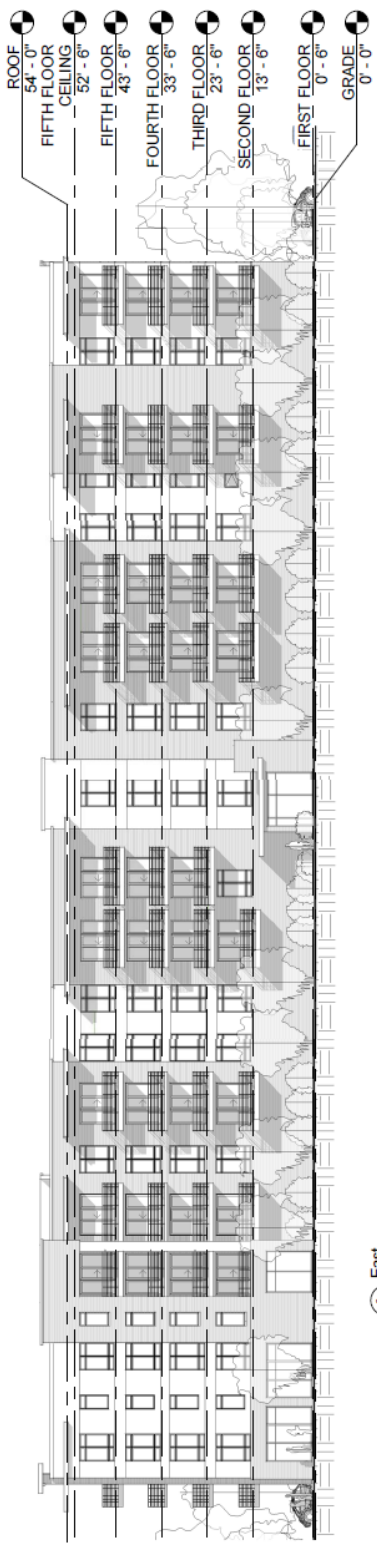
FIRST FLOOR
SCALE: 1" = 20'-0"



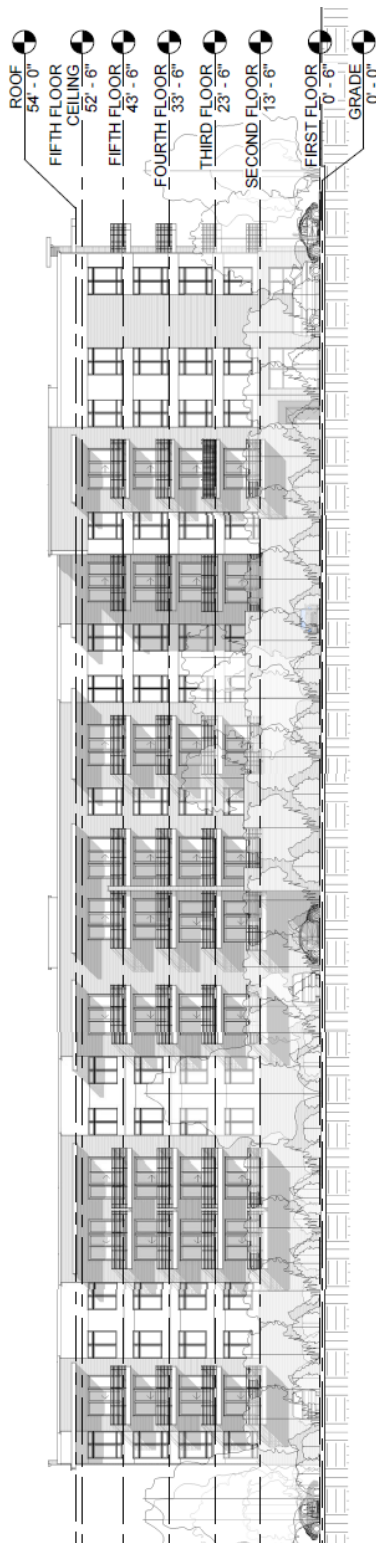


NERI
ARCHITECTS, PC
PAUL A. NERI, ARCHITECT, P.E., P.C. 002
PAUL B. BORD, II, OWNER
754.575.2515/5411

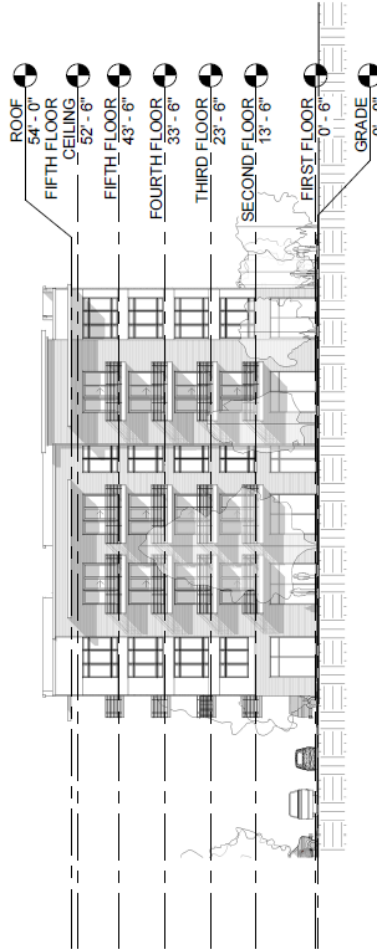
1 TYPICAL FLOOR PLAN (3-5)
SCALE: 1" = 20'-0"



N E R I
ARCHITECTS, pc
144 S. NORTHWEST CORP. DR. SUITE 200
DENVER, CO 80202
TEL: 303.733.8000
FAX: 303.733.8001

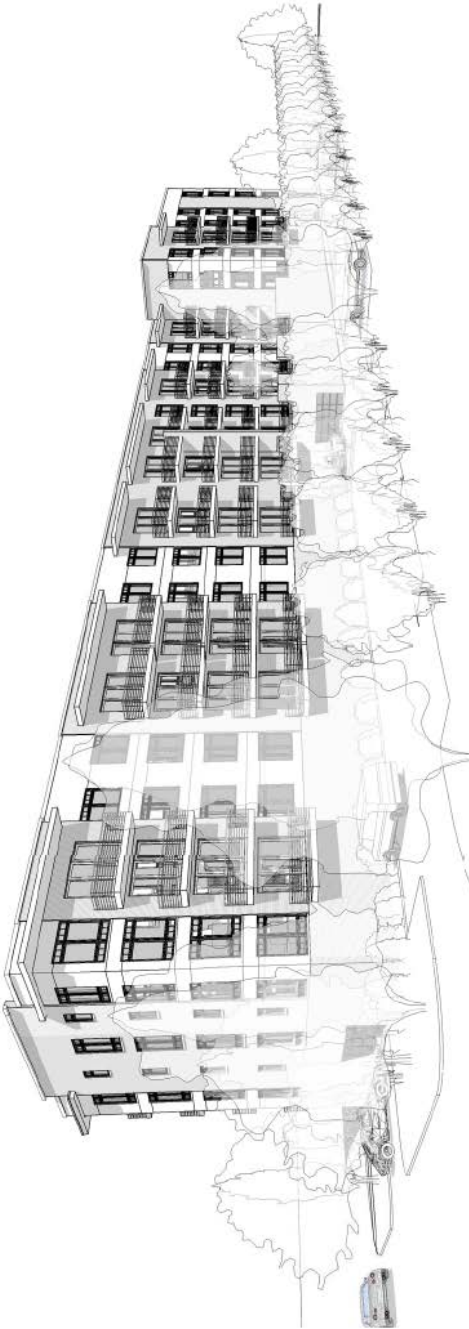


WEST ELEVATION
SCALE: 3/8" = 1'-0"

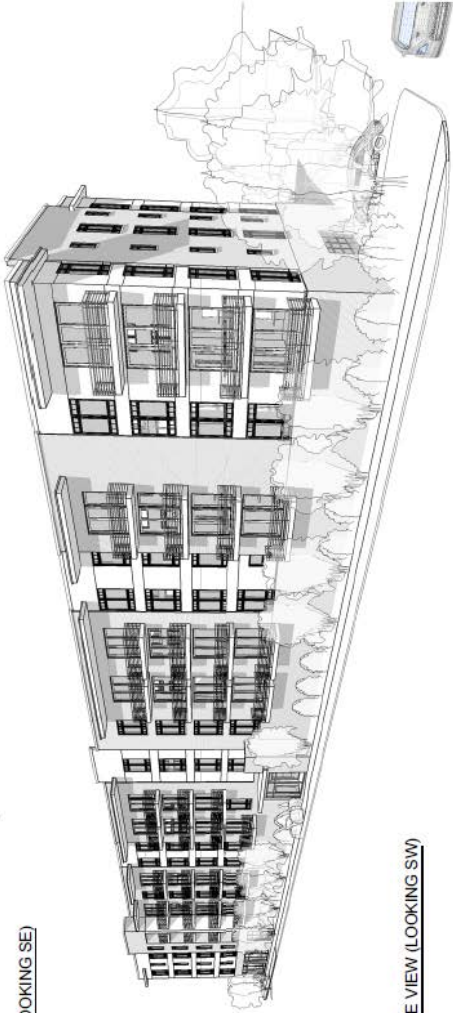


SOUTH ELEVATION
SCALE: 3/8" = 1'-0"

N E R I
ARCHITECTS, pc
444 N. NORTHWEST HWY. STE 100
DALLAS, TEXAS 75201
TEL: 409.524.4000
FAX: 409.524.4001

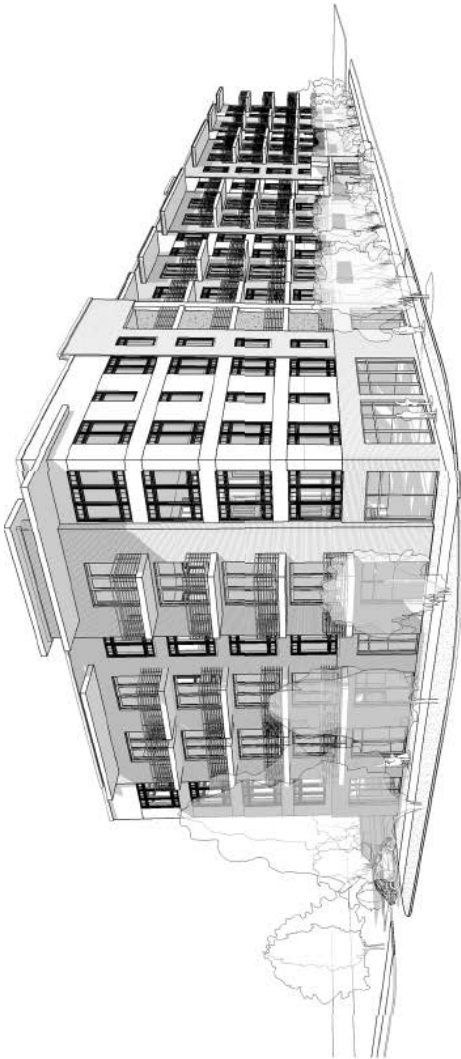


PERSPECTIVE VIEW (LOOKING SE)
SCALE: 1/8" = 1'-0"

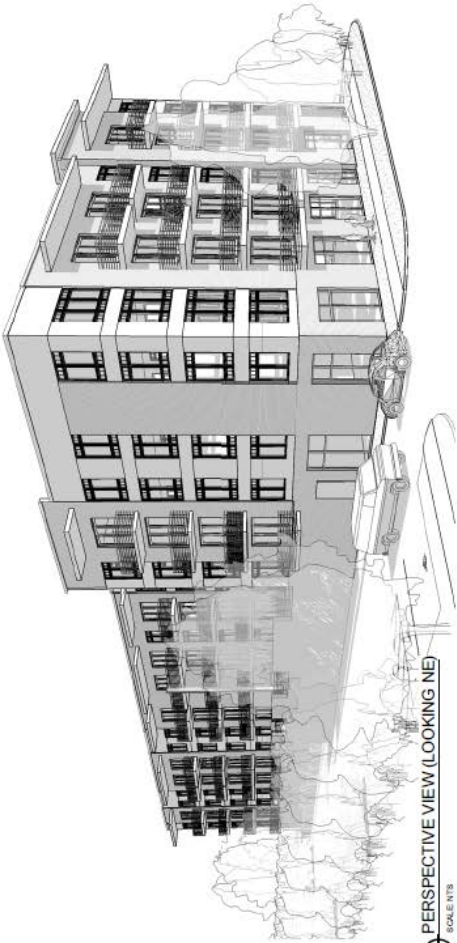


PERSPECTIVE VIEW (LOOKING SW)
SCALE: 1/8" = 1'-0"

N E R I
ARCHITECTS, PC
1441 N. UNIVERSITY AVENUE, SUITE 200
ANN ARBOR, MI 48106-1500
TEL: 734.763.8400
WWW.NERIARCHITECTS.COM



PERSPECTIVE VIEW (LOOKING NW)
SCALE: NTS



PERSPECTIVE VIEW (LOOKING NE)
SCALE: NTS

N E R I
ARCHITECTS, PC
144 N. 100TH STREET, SUITE 100
MINNETONKA, MN 55345
TEL: 952.835.4400
FAX: 952.835.4401



VIEW LOOKING NORTHWEST
SCALE: NTS



VIEW LOOKING SOUTHWEST
SCALE: NTS

N E R I
ARCHITECTS, PC
1445 N. UNIVERSITY AVE. STE. 200
DALLAS, TEXAS 75208
214.747.1234
214.747.1235

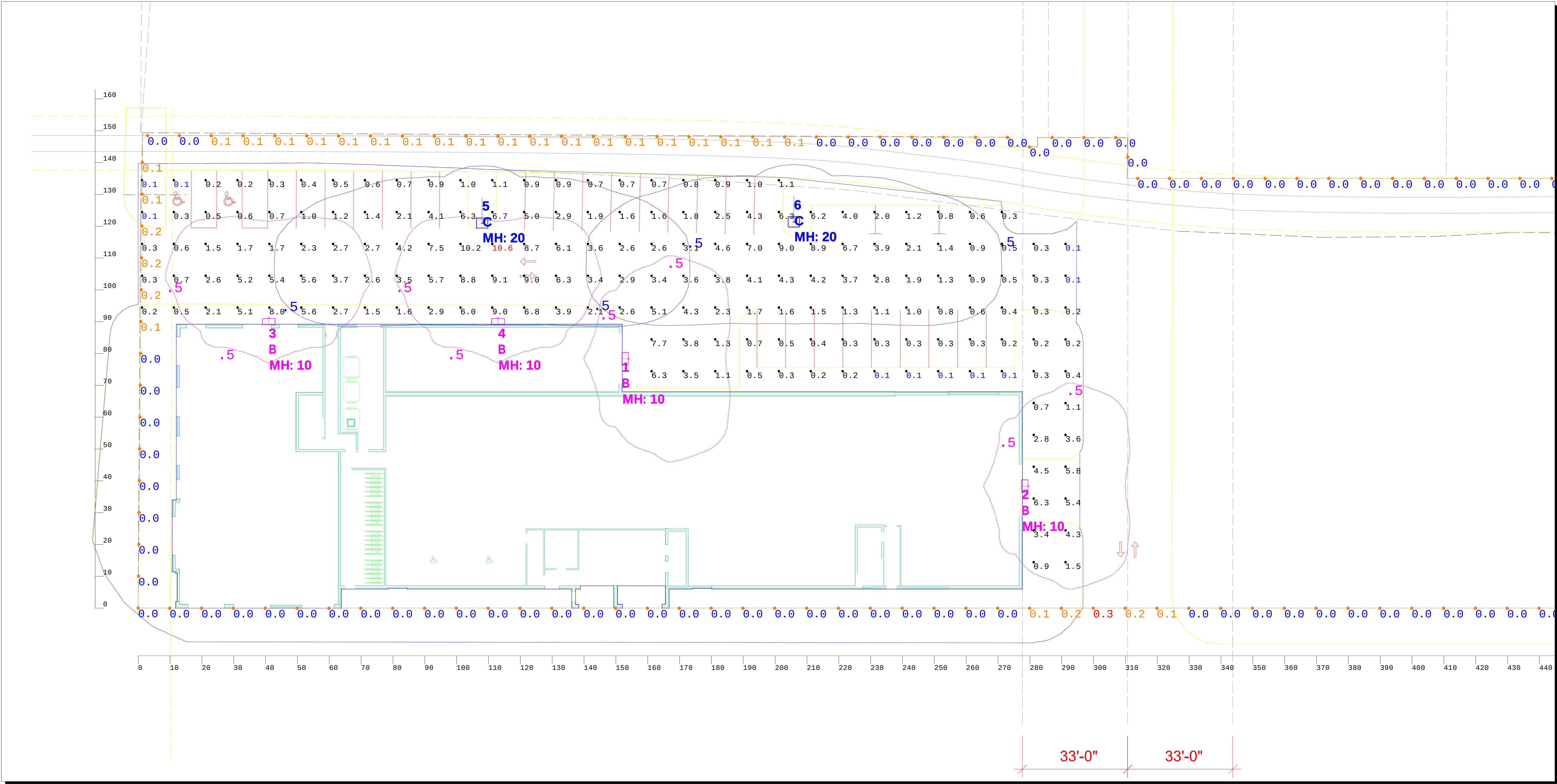


VIEW LOOKING SOUTHEAST
SCALE NTS



VIEW LOOKING NORTHEAST
SCALE NTS

N E R I
ARCHITECTS, PC
445 S. 10TH STREET, SUITE 200
TULSA, OK 74106
TEL: 918.482.8400
WWW.NERIARCHITECTS.COM



Scale: 1 inch= 15 Ft.

Luminaire Schedule										
Symbol	Qty	Label	Arrangement	Lum. Lumens	Arr. Lum. Lumens	Lum. Watts	Arr. Watts	LLF	Description	[MANUFAC]
	4	B	SINGLE	7402	7402	82.8	82.8	0.900	LNC3-24L4K-105-4	HUBBELL OUTDOOR
	2	C	SINGLE	15987	15987	225	225	0.900	ASL-24L-4K-070-3-EHS	HUBBELL OUTDOOR

Calculation Summary									
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Description	
PARKING LOT Planar	Illuminance	Fc	2.58	10.6	0.1	25.80	106.00	READINGS TAKEN @ GRADE LEVEL	
PROPERTY LINE	Illuminance	Fc	0.03	0.3	0.0	N.A.	N.A.	READINGS TAKEN @ GRADE LEVEL	

Luminaire Location Summary						
LumNo	Label	X	Y	Z	Orient	Tilt
1	B	151.898	78.356	10	0	0
2	B	277.398	38.356	10	0	0
3	B	41	89	10	90	0
4	B	113	89	10	90	0
5	C	108	129	20	270	0
6	C	205.898	129.356	20	270	0

Parking Lot Design Guide	Basic (for typical conditions)	Basic Enhanced Security (in consideration of personal security or vandalism)	Security (security lighting for public spaces)	High Security (security lighting for public spaces)
	lux/ftc	lux/ftc	lux/ftc	lux/ftc
Minimum Horizontal Illuminance (Measured on parking surface without any shadowing from any object)	2.0/0.2	5.0/0.5	10.0/1.0	30.0-60.0/3.0-6.0
Uniformity Ratio Maximum - to - Minimum	20:1	15:1	15:1	*4:1 *Avg-Min
Minimum Vertical Illuminance (for facial recognition measured at 5' above the parking surface at the point of lowest horizontal illuminance)	1.0/0.1	2.5/0.25	5.0-8.0/0.5-0.8	12-60/1.2-6.0

Recommendations based on RP-33-99, RP-20-98, 9th Edition IESNA Lighting Handbook

enlighten

PG

#	Date	Comments
Revisions		

Drawn By: Jose Saucedo

Drawn By: jose.saucedo@pg-enlighten.com

Date:10/18/2017

Scale: 1" = 15'

Project Name:

4 North Kensington

Client Name:

Michi Mho - NERI ARCHITECTS P C

Page 1 of 1

Traffic Impact Study Proposed Apartment Development

Arlington Heights, Illinois



Prepared For:

N E R I

A R C H I T E C T S

Prepared By:

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

March 1, 2018

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1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed apartment development to be located in Arlington Heights, Illinois. The site, which is currently vacant, is located in the northwest quadrant of the intersection of Kensington Road with Hickory Avenue.

As proposed, the site will be developed with approximately 76 apartment units, 3,435 square-feet of ground floor retail and 117 off-street parking spaces. Access to the site will be provided via one full movement access drive off Kensington Road and via one full movement access drive off Hickory Avenue.

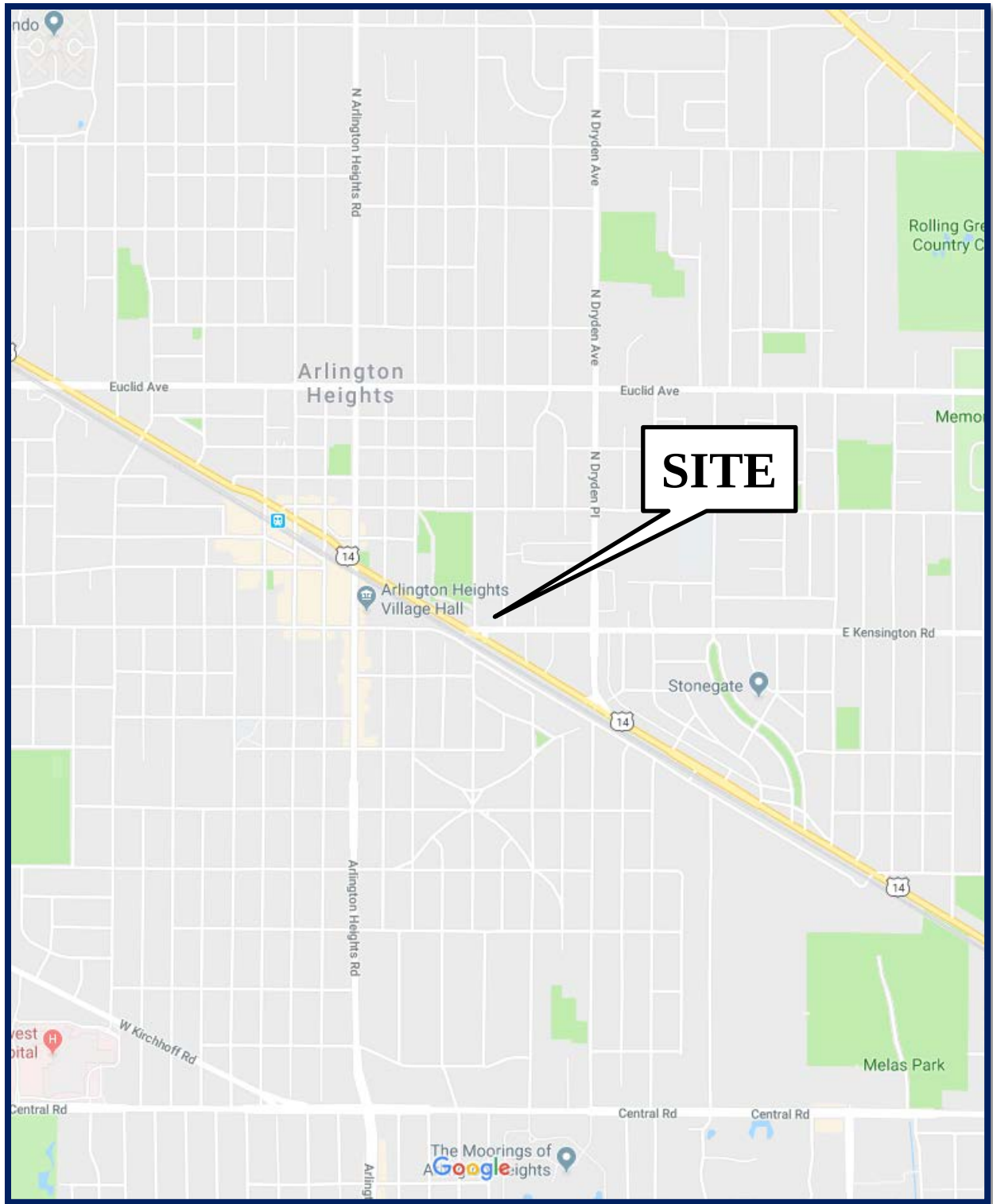
The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

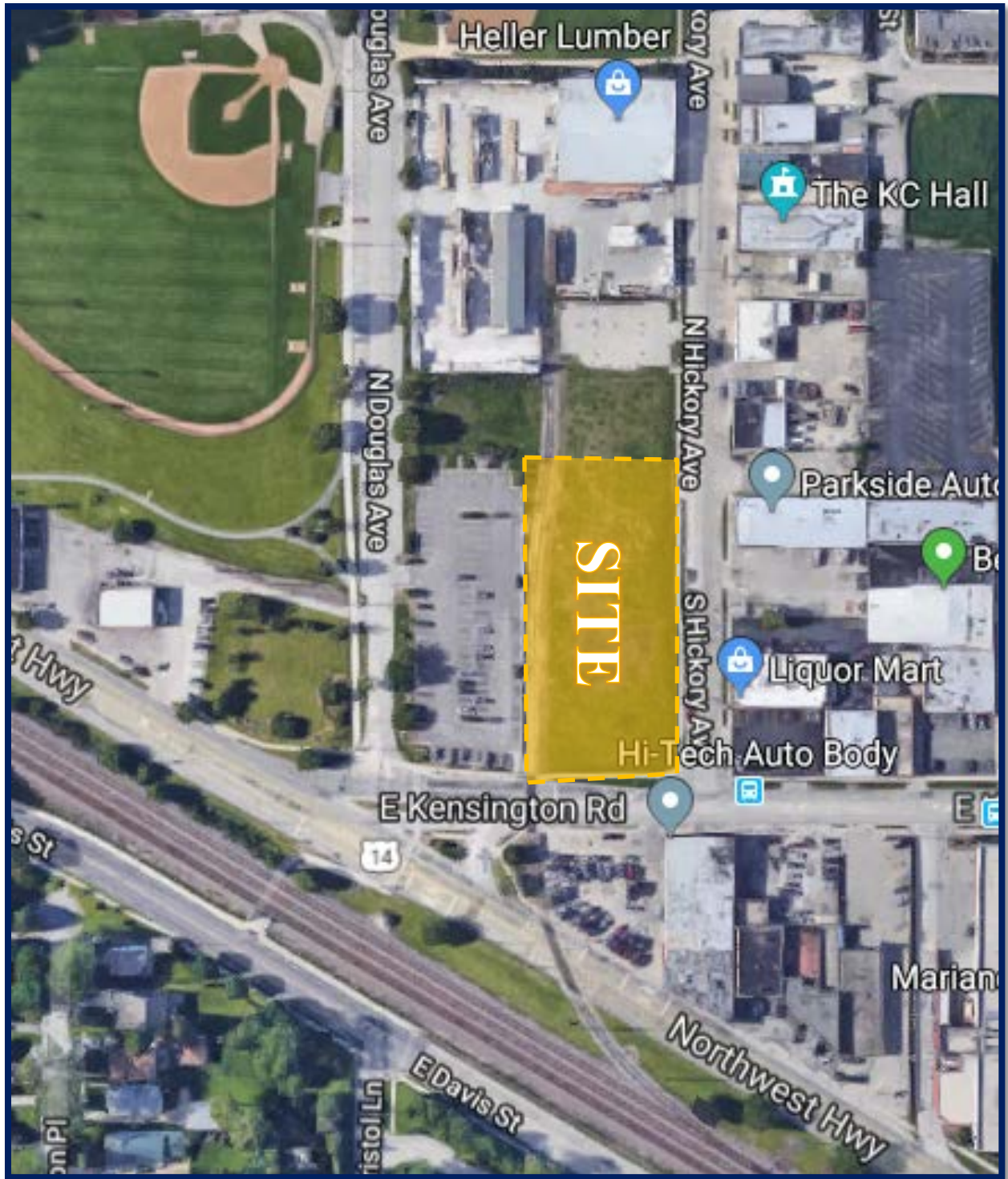
Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions:

1. Existing Conditions - Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Projected Conditions – Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the full buildout of the proposed development.



Site Location

Figure 1



Aerial View of Site Location

Figure 2

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

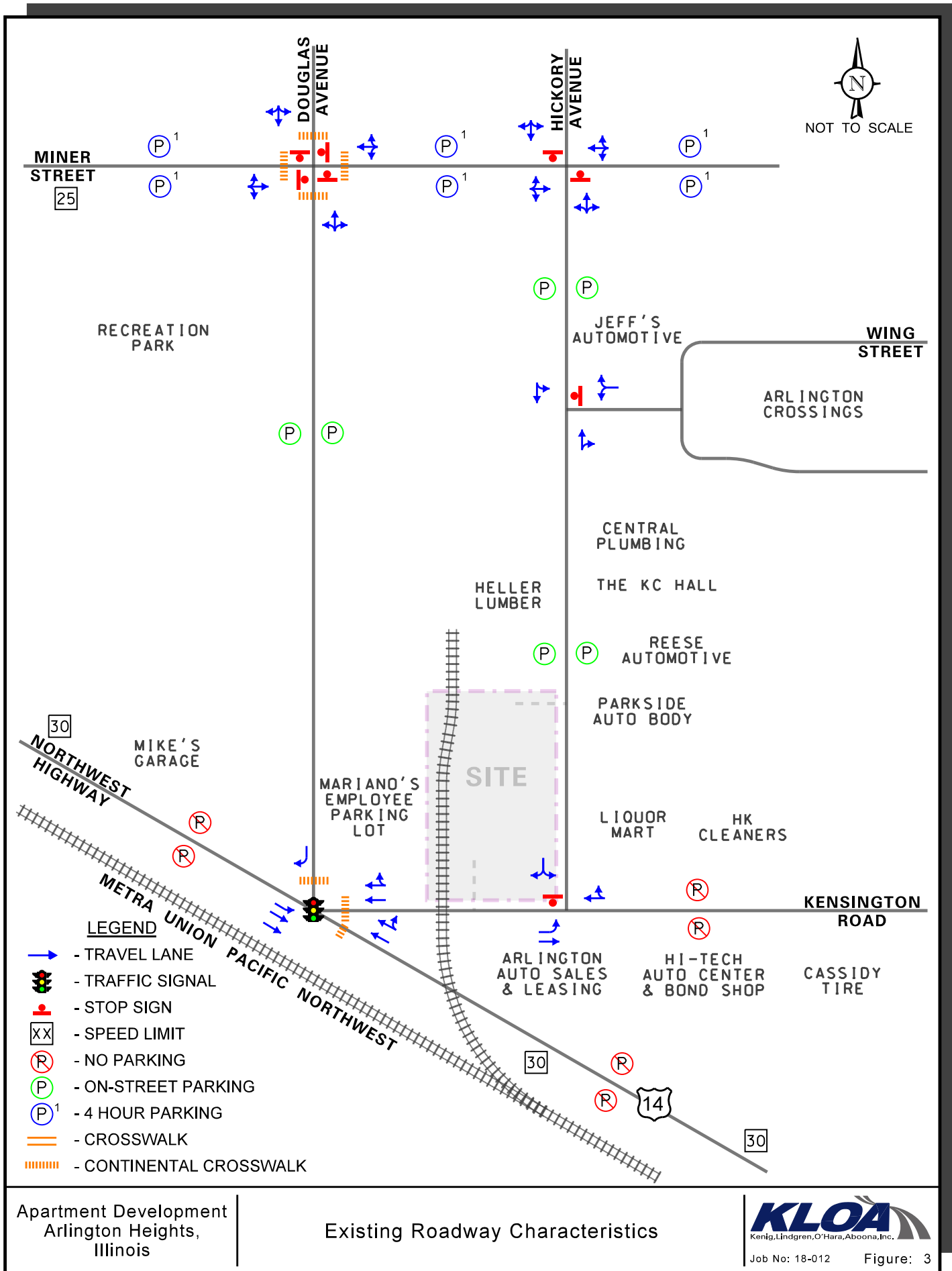
The site, which is currently vacant, is located in the northwest quadrant of the intersection of Kensington Road with Hickory Avenue, approximately one-half of a mile southeast of the Arlington Heights Metra Station for the Union Pacific – Northwest Commuter Railway and is bound by Heller Lumber to the north and the Mariano's employee parking lot on the west. Land uses in the vicinity of the site are primarily residential and commercial in all directions and included the following; Recreation Park, Heller Lumber, and Jeff's Automotive to the north, Arlington Crossings, Central Plumbing, the Knights of Columbus, Reese Automotive, Parkside Auto Body, Liquor Mart and HK Cleaners to the east, Arlington Auto Sales, Hi-Tech Auto Center and Body Shop and Cassidy Tire to the south, the Mariano's employee parking lot and Mike's Garage to the west.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

Northwest Highway (US 14) is a northwest-southeast arterial roadway that in the vicinity of the site provides two through lanes in each direction. At its signalized intersection with Kensington Road/Douglas Avenue, Northwest Highway provides an exclusive left-turn lane and two through lanes on the southeastbound approach. The northwestbound approach provides an exclusive through lane and a shared through/right-turn lane. Northwest Highway is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an annual average daily traffic (AADT) volume of 17,200 vehicles (IDOT AADT 2015) and has a posted speed limit of 35 miles per hour.

Kensington Road is an east-west collector roadway that in the vicinity of the site provides one through lane in each direction separated by a two-way left-turn lane. At its signalized intersection with Northwest Highway/Douglas Avenue, Kensington Road provides an exclusive through and a shared through/right-turn lane on the westbound approach. At its unsignalized intersection with Hickory Avenue, Kensington Road provides a shared through/right-turn lane on the westbound approach and an exclusive left-turn lane and a through lane on the eastbound approach. Kensington Road is under the jurisdiction of the Village of Arlington Heights, carries an AADT volume of 5,500 vehicles (IDOT AADT 2014) and has a posted speed limit of 30 miles per hour.



Apartment Development
Arlington Heights,
Illinois

Existing Roadway Characteristics

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 18-012 Figure: 3

Hickory Avenue is a north-south local roadway that in the vicinity of the site provides one through lane in each direction. At its unsignalized intersection with Kensington Road, Hickory Avenue provides a shared left/right-turn lane under stop-sign control. At its unsignalized intersection with Miner Street, Hickory Avenue provides a shared left/through/right-turn lane under stop-sign control on the northbound and southbound approaches. At its unsignalized intersection with Wing Street, Hickory Avenue provides a shared through/right-turn lane on the northbound approach and a shared left-turn/through lane on the southbound approach. Parking is permitted on both sides of the roadway. Hickory Avenue is under the jurisdiction of the Village of Arlington Heights.

Miner Street is an east-west local roadway that in the vicinity of the site provides one through lane in each direction, at its unsignalized intersection with Hickory Avenue, Miner Street provides a shared left/through/right-turn lane on both approaches. Parking is permitted on both sides of the roadway and is limited to four-hour maximum at all times. Miner Street is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit of 25 miles per hour.

Wing Street is generally an east-west local roadway that extends from Hickory Avenue approximately 175 feet east where it splits into two east-west roadways that terminate at Dryden Place and provide access to Arlington Crossings. At its unsignalized intersection with Hickory Avenue, Wing Street provides a shared left/right-turn lane under stop-sign control. Wing Street is under the jurisdiction of the Village of Arlington Heights

Douglas Avenue is a north-south local roadway that in the vicinity of the site provides one through lane in each direction, at its signalized intersection with Northwest Highway/Kensington Road, Douglas Avenue provides an exclusive right-turn lane. Parking is permitted on both sides of the roadway. Douglas Avenue is under the jurisdiction of the Village of Arlington Heights.

Traffic Signal Interconnect

The traffic signal at the intersection of Northwest Highway with Kensington Road/Douglas Avenue is part of a 17-signal interconnect system that extends along Arlington Heights Road between Park Street and Thomas Street, Northwest Highway between Euclid Avenue and Dryden Place and includes the intersection of Euclid Avenue with Walnut Avenue. The intersection of Northwest Highway with Kensington Road/Douglas Avenue is maintained by the Village of Arlington Heights.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Video Collection Units on Tuesday, January 9, 2018 during the weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) peak periods at the following intersections:

- Northwest Highway with Kensington Road/Douglas Avenue
- Kensington Road with Hickory Avenue
- Hickory Avenue with Miner Street
- Hickory Avenue with Wing Street

The results of the traffic counts indicated that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the weekday evening peak hour of traffic occurs from 4:30 P.M. to 5:30 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Field Observations

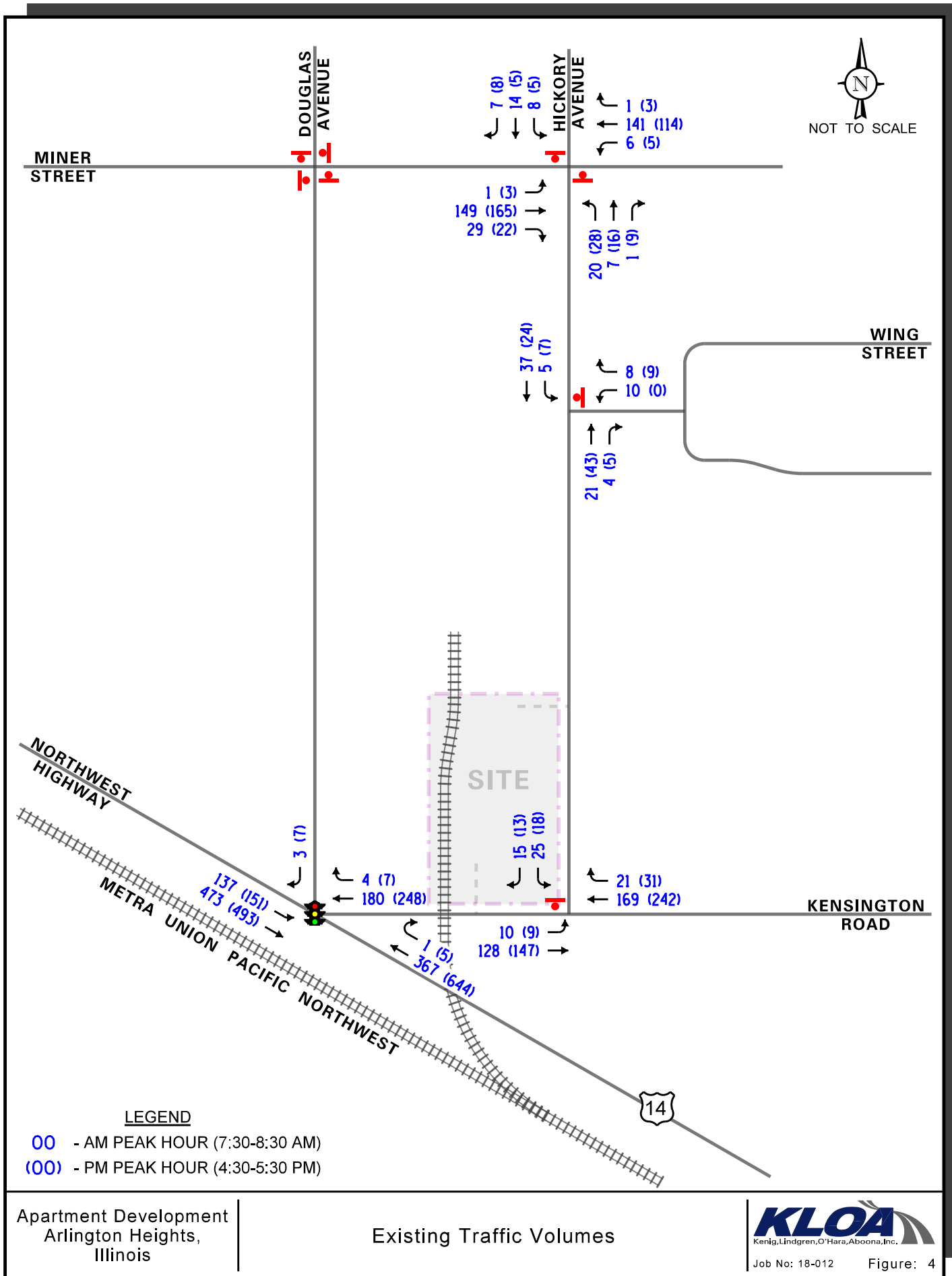
Observations conducted during the weekday morning and evening peak periods (7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M.) indicated that no trains were observed to utilize the railroad spur serving Heller Lumber. Additionally, westbound queues on Kensington Road at Northwest Highway were observed to only extend beyond the railroad spur only one time during the weekday morning peak period and 11 times during the weekday evening peak period. These queues cleared with the next Kensington Road green phase and did not extend to/beyond Hickory Avenue.

Crash Analysis

KLOA, Inc. obtained crash data for the most recent available five years (2011 to 2015) for the intersections of Northwest Highway with Kensington Road/Douglas Avenue, Kensington Road with Hickory Avenue, Hickory Avenue with Miner Street and Hickory Avenue with Wing Street. A review of the crash data indicated the following:

- The intersection of Northwest Highway with Kensington Road/Douglas Avenue experienced one pedestrian crash, three rear end crashes, one sideswipe crash and no fatalities between 2011 and 2015.
- The intersection of Kensington Road with Hickory Avenue experienced one angle crash, one turning crash and no fatalities between 2011 and 2015.
- The intersection of Hickory Avenue with Miner Street experienced two angle crashes, one parked vehicle crash and no fatalities between 2011 and 2015.
- The intersection of Hickory Avenue with Wing Street experienced no crashes between 2011 and 2015.

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).



Apartment Development
Arlington Heights,
Illinois

Existing Traffic Volumes

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

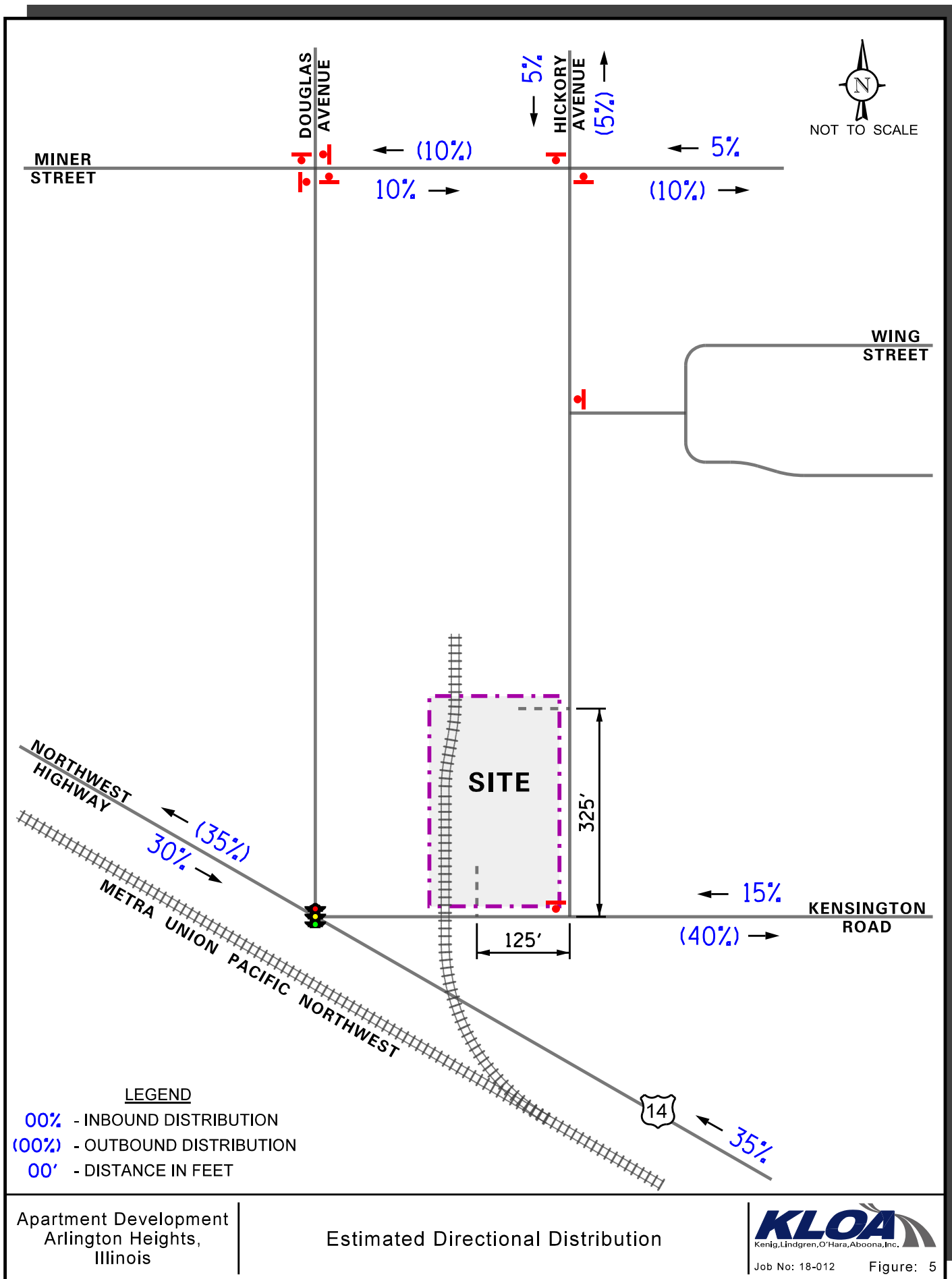
As proposed, the site will be developed with a five-story building containing 76 apartment units and 3,435 square-feet of ground floor retail space. Additionally, 86 indoor parking spaces will be provided of which 37 spaces will be provided on the ground level and 49 spaces will be provided within the basement level. Furthermore, a surface parking lot will be developed with 31 parking spaces resulting in a total of 117 parking spaces. Access to the development will be provided via a full movement access drive off Kensington Road located approximately 125 feet west of Hickory Avenue and via a full movement access drive off Hickory Avenue located approximately 325 feet north of Kensington Road. Both access drives will provide one inbound lane and one outbound lane with outbound movements under stop-sign control.

High visibility crosswalks are provided across Douglas Avenue, Kensington Road and Northwest Highway and the pedestrian crossing phase allows pedestrians to cross from the north side of Kensington Road to the southside of Northwest Highway (to access to below grade pedestrian crossing) in a single phase. Furthermore, the area is served by Pace Bus Route 696 which provides weekday service from Mt. Prospect to Palatine. Service operates from Randhurst Mall to Harper College, rush hour service runs every 30 minutes and mid-day service runs every hour. This route serves the following major destinations: Randhurst Mall, Prospect H.S., Metra Union Pacific Northwest Line (Arlington Heights), Cook County Courthouse, Rolling Meadows Shopping Center, East Park, Mallard Cove, Woodfield Gardens, Motorola Headquarters, Schaumburg Convention Center, IKEA, Roosevelt University, Woodfield Mall, Pace Northwest Transportation Center and Harper College.

It should be noted that the proposed access drive off Kensington Road is located approximately 45 feet east of the railroad spur serving Heller Lumber. Information provided on Illinois Commerce Commission website states that this spur only averages one train per day.

Directional Distribution

The directions from which residents and patrons of the proposed development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic. Figure 5 also shows the distance, in feet, between the proposed access drives to adjacent roadways.



Apartment Development
Arlington Heights,
Illinois

Estimated Directional Distribution

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 18-012 Figure: 5

Peak Hour Traffic Volumes

The estimates of traffic to be generated by the development are based upon the proposed land use type and size. The volume of traffic generated for the development was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. It should be noted that the proposed development is located within one-half mile of the Arlington Heights Union Pacific – Northwest Metra Commuter Railway Station. As such, many of the residents will either utilize public transportation to get to work or will be employees of the hospital. Based on census data provided for households located within one-half mile of the Arlington Heights Metra Station, approximately 10 percent of residents utilize public transportation to travel to/from work. As such, the trips estimated to be generated by the proposed apartment units were reduced by approximately 10 percent due to the proximity of public transportation. **Table 1** tabulates the vehicle trips anticipated for this development.

Table 1
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	
220	Apartments (76 Units)	8	33	41	38	21	59	584
	<i>10 Percent Reduction</i>	<i>-1</i>	<i>-3</i>	<i>-4</i>	<i>-4</i>	<i>-2</i>	<i>-6</i>	<i>-58</i>
826	Specialty Retail (3,435 s.f.)	<u>1</u>	<u>1</u>	<u>2</u>	<u>4</u>	<u>5</u>	<u>9</u>	<u>152</u>
	Total	8	31	39	38	24	62	678

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

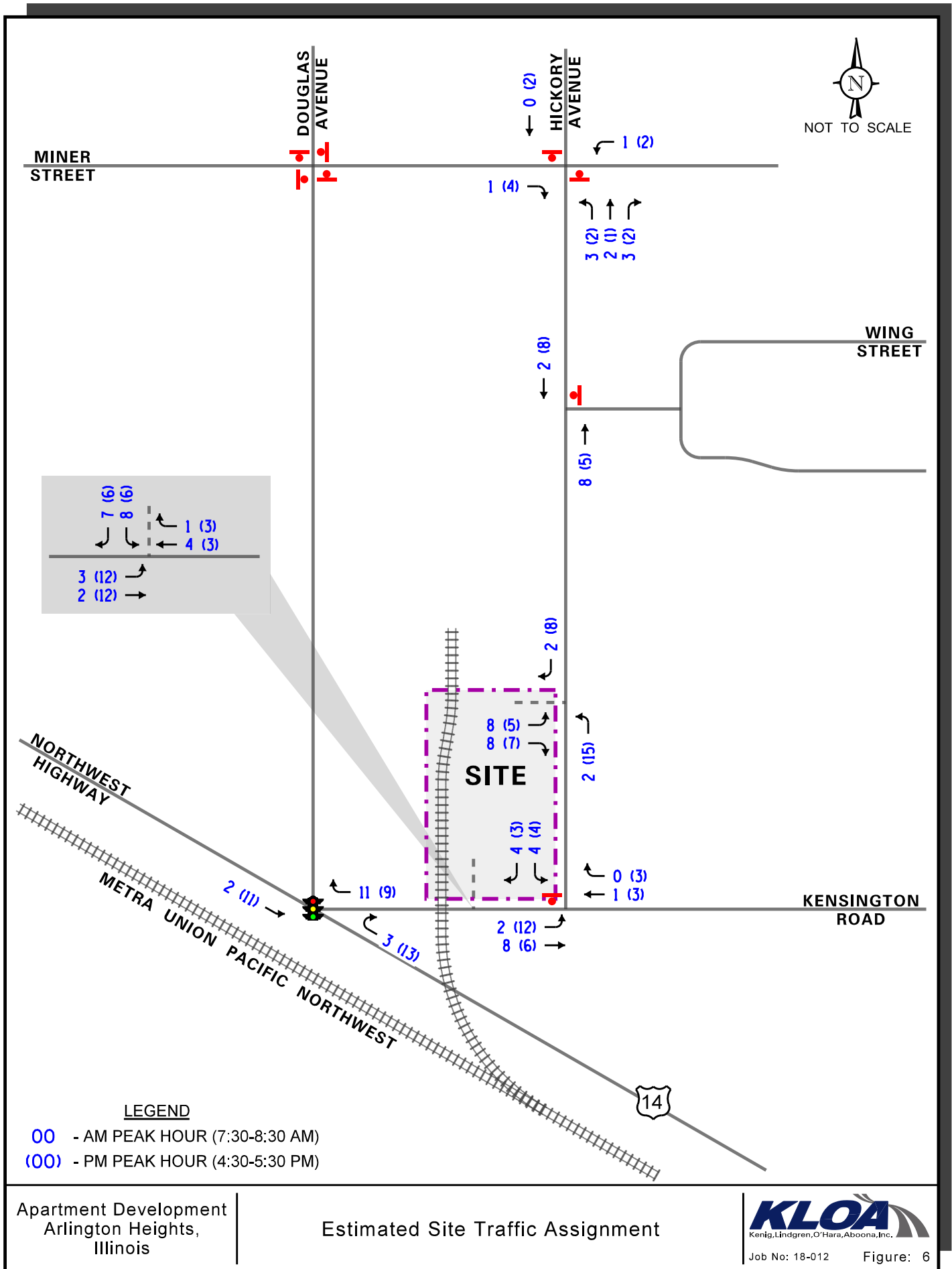
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The total new traffic assignment for the automobile dealerships is illustrated in **Figure 6**.

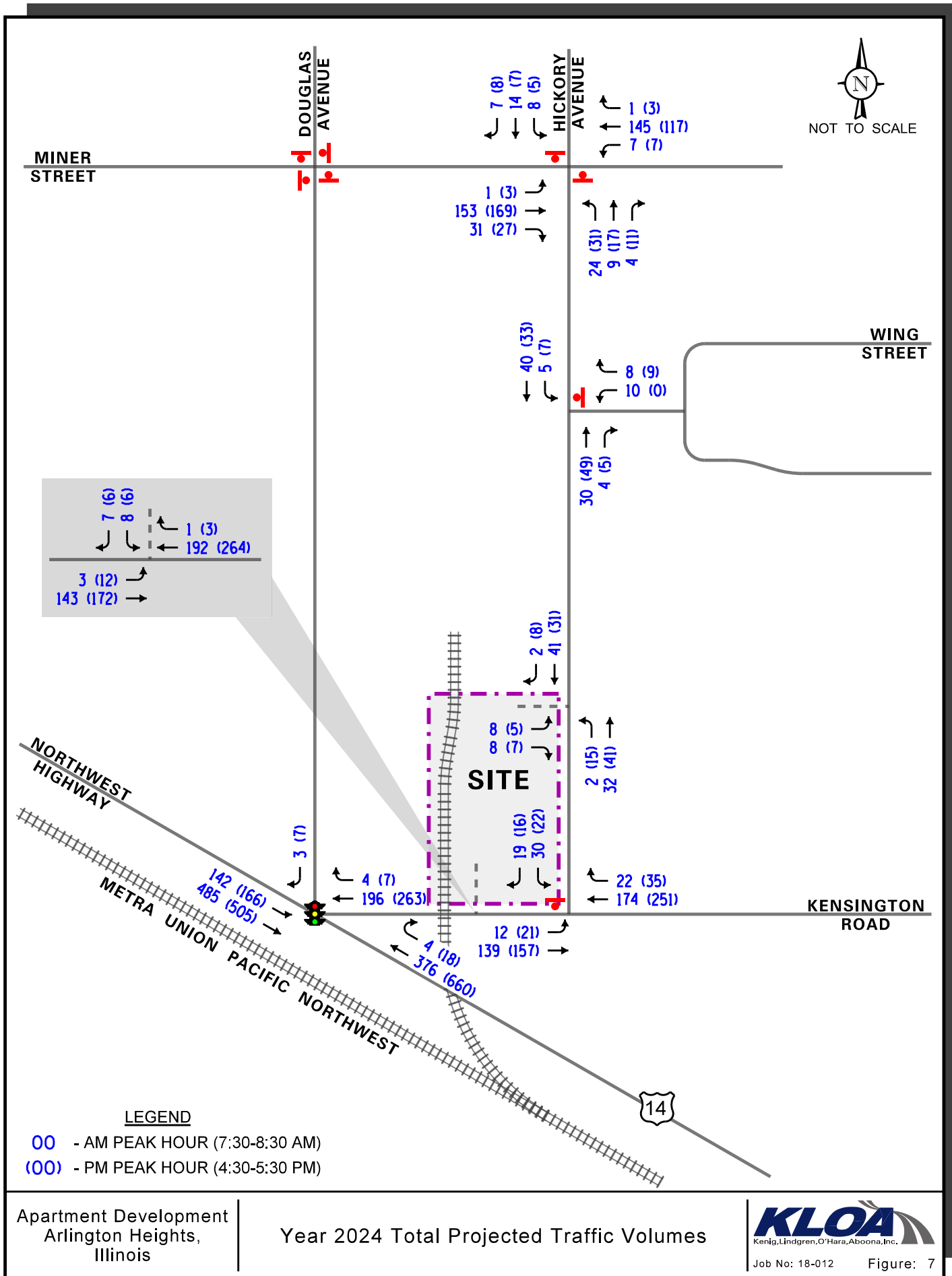
Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated February 6, 2018, an increase of approximately 0.4 percent per year for six years (buildout year plus five years) was applied to project Year 2024 conditions. A copy of the CMAP 2040 projections letter is included in the Appendix.

Total Projected Traffic Volumes

The development-generated traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2024 total projected traffic volumes, as shown in **Figure 7**.





5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modification are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing (Year 2018) and future projected (Year 2024) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and analyzed using the Synchro/SimTraffic computer software. The analyses for the intersection of Northwest Highway with Kensington Road/Douglas Avenue were completed utilizing actual cycle lengths and phasings.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2024 total projected conditions are presented in **Tables 2 through 4**, respectively. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2

CAPACITY ANALYSIS RESULTS – NORTHWEST HIGHWAY WITH KENSINGTON ROAD – SIGNALIZED

Year 2018 Existing Conditions	Peak Hour	Westbound			Southbound			Southeastbound			Northwestbound			Overall	
		L	T	R	L	T	R	L	T	R	L	T	R		
	Weekday Morning Peak Hour	--	--	C 29.3	D – 52.7			C 30.4	A 0.7	--	--	B 17.8	C 24.0	B – 14.2	
		C – 29.3						A – 7.3			B – 17.9				
	Weekday Evening Peak Hour	--	--	D 35.1	E – 58.1			C 34.7	A 0.7	--	--	B 17.2	B 18.4	B – 16.8	
		D – 35.1						A – 8.7			B – 17.2				
	Year 2024 Projected Conditions	Weekday Morning Peak Hour	--	--	C 28.4	D – 52.7			C 29.8	A 0.7	--	--	B 18.7	C 23.8	B – 14.4
			C – 28.4						A – 7.1			B – 18.7			
		Weekday Midday Peak Hour	--	--	C 33.5	E – 58.1			C 33.5	A 0.7	--	--	B 18.8	B 18.7	B – 17.3
			C – 33.5						A – 8.8			B – 18.8			
Letter denotes Level of Service Delay is measured in seconds.		L – Left-Turns T – Through			R – Right-Turns										

Table 3

CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Kensington Road with Hickory Avenue				
• Southbound Approach	B	10.4	B	11.2
• Eastbound Left-Turns	A	7.6	A	7.9
Hickory Avenue with Miner Street				
• Northbound Approach	B	12.3	B	11.7
• Southbound Approach	B	11.7	B	10.5
• Eastbound Left-Turns	A	0.1	A	0.1
• Westbound Left-Turns	A	0.4	A	0.4
Hickory Avenue with Wing Street				
• Westbound Approach	A	8.9	A	8.6
• Southbound Left-Turns	A	0.8	A	1.7
LOS = Level of Service Delay is measured in seconds.				

Table 4

CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Kensington Road with Hickory Avenue				
• Southbound Approach	B	10.6	B	11.7
• Eastbound Left-Turns	A	7.6	A	7.9
Hickory Avenue with Miner Street				
• Northbound Approach	B	12.4	B	11.9
• Southbound Approach	B	11.9	B	10.8
• Eastbound Left-Turns	A	0.1	A	0.1
• Westbound Left-Turns	A	0.4	A	0.5
Hickory Avenue with Wing Street				
• Westbound Approach	A	8.9	A	8.6
• Southbound Left-Turns	A	0.8	A	1.3
Kensington Road with Proposed Access Drive				
• Southbound Approach	B	10.1	B	10.8
• Westbound Left-Turns	A	0.2	A	0.6
Hickory Avenue with Proposed Access Drive				
• Eastbound Approach	A	8.8	A	8.8
• Northbound Left-Turns	A	0.4	A	2.0
LOS = Level of Service Delay is measured in seconds.				

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Northwest Highway with Kensington Road/Douglas Avenue

The results of the capacity analysis indicate that overall this intersection currently operates at LOS B during the weekday morning and weekday evening peak hours. Additionally, all of the approaches operate at LOS D or better during the peak hours with the exception of the Douglas Avenue approach during the weekday evening peak hour which operates at LOS E. However, this level of service is expected for the Douglas Avenue approach which carries a minimal volume of traffic, does not permit right-turns on red and is allocated a minimal amount of green time during the peak hours.

Under Year 2024 conditions, the intersection overall is projected to continue operating at LOS B during the peak hours with increase in delay of less than one second. Additionally, all of the approaches are projected to continue operating at existing levels of service with minimal increase in delay.

Furthermore, the existing 95th percentile queues for the Kensington Road approach are 135 feet which extend to the location of the proposed access drive off Kensington Road. Under future conditions these queues are projected to increase by less than one vehicle length. As previously indicated, these queues were observed to extend beyond the railroad spur one time during the weekday morning peak period and 11 times during the weekday evening peak period and these queues cleared the intersection with each green phase. As such, the proposed development generated traffic will have a limited impact on the operations of this intersection and no roadways or traffic control improvements will be required.

Kensington Road with Hickory Avenue

The results of the capacity analysis indicate that the southbound approach currently operates at LOS B during the weekday morning and weekday evening peak hours. Under Year 2024 conditions, the southbound approach is projected to continue operating at LOS B during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles which will not extend beyond the location of the proposed access drive. Furthermore, the eastbound left-turn movements onto the Hickory Avenue are projected to continue operating at LOS A during the peak hours with increases in delay of less one second and 95th percentile queues of one to two vehicles which can be accommodated by the existing 75 feet of storage. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Hickory Avenue with Miner Street

The results of the capacity analysis indicate that the northbound and southbound approaches currently operate at LOS B during the weekday morning and weekday evening peak hours. Under Year 2024 conditions, the northbound and southbound approaches are projected to continue operating at LOS B during the peak hours with increases in less than one second and 95th percentile queues of one to two vehicles. Additionally, the eastbound and westbound left-turn movements are projected to continue operating at LOS A during both peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Hickory Avenue with Wing Street

The results of the capacity analysis indicate that the westbound approach currently operates at LOS A during the weekday morning and evening peak hours. Under Year 2024 conditions, the westbound approach is projected to continue operating at LOS A during the peak hours with increases in delay of less than one second. Additionally, southbound left-turn movements are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Kensington Road with Proposed Access Drive

The results of the capacity analysis indicate that the proposed access drive is projected to operate at LOS B during the weekday morning and evening peak hours with 95th percentile queues of one to two vehicles. Furthermore, eastbound left-turn movements onto the proposed access drive are projected to operate at LOS A during the peak hours with 95th percentile queues of one to two vehicles which can be accommodated within the existing left-turn lane storage provided for the left-turn lane serving Hickory Avenue without extending beyond the train tracks. As previously indicated, westbound 95th percentile queues on Kensington Road at Northwest Highway are projected to continue to extend to the location of the proposed access drive. However, these queues were observed to extend beyond the railroad spur one time during the weekday morning peak period and 11 times during the weekday evening peak period and these queues cleared the intersection with each green phase. In the event westbound queues block the proposed access drive, inbound vehicles can turn left at Hickory Avenue and access the site via the full movement access drive off Hickory Avenue. Additionally, only twelve cars are projected to turn left onto the proposed access drive during the weekday evening peak hours equating to approximately one car every five minutes. As such, the proposed access drive off Kensington Road will be adequate in accommodating the traffic projected to be generated by the proposed development and will provide efficient and flexible access.

Hickory Avenue with Proposed Access Drive

The results of the capacity analysis indicate that the proposed access drive is projected to operate at LOS A during the weekday morning and weekday evening peak hours. Furthermore, northbound left-turns onto the access drive are projected to operate at LOS A during the peak hours with 95th percentile queues of one to two vehicles. As such, the proposed access drive off Hickory Avenue will be adequate in accommodating the traffic projected to be generated by the proposed development and will provide efficient and flexible access.

Parking Evaluation

As previously indicated, the site will be developed with a mixed-use development consisting of 3435 square-feet of ground floor retail and 76 apartment units with a unit mix of eight studios, seven junior one-bedrooms, 38 one-bedrooms and 23 two-bedrooms. This bedroom composition translates into approximately 1.30 bedrooms per unit. The proposed mixed-use development will provide a two-level parking garage with a total of 86 parking spaces and a surface parking lot with a total of 31 parking spaces for a grand total of 117 parking spaces. Of the total provided parking spaces 114 parking spaces will be reserved for residential use (1.50 spaces per dwelling unit or 1.15 spaces per bedroom) and the remaining three parking spaces will be allocated for commercial use (0.87 spaces per 1,000 square-feet).

Based on the Village of Arlington Heights Municipal Code, the proposed development will be required to provide parking at a ratio of 1.5 spaces per residential unit and parking will be required at a ratio of three spaces per 1,000 square-feet of ground floor retail space. This results in a required parking supply of 124 parking spaces.

The proposed reserved residential parking ratio of 1.50 spaces per unit meets the Village of Arlington Heights requirement. Additionally, the proposed parking supply will be adequate in accommodating the traffic projected to be generated by the development based on a review of survey data published by the Institute of Transportation Engineers (ITE) in the *Parking Generation Manual*, 4th Edition for Land-Use Code 221 (Low/Mid-Rise Apartments) which indicated the following:

- The average parking supply ratio at similar sites was 1.4 spaces per unit.
- The average peak parking demand ratio is 1.23 spaces per dwelling unit.
- The average peak parking demand ratio based on the number of bedrooms ranged between 0.9 and 1.0 spaces per bedroom.
- The rate shows a direct correlation between the number of bedrooms and the peak parking demand. Developments with less than an average of 1.50 bedrooms per unit had a peak parking demand of 92 percent of the average peak parking demand. This will apply to the proposed development since it is anticipated to have an average of 1.30 bedrooms per unit.

Furthermore, the proposed parking ratio of 1.50 spaces per unit is higher than the parking ratios provided at other apartment developments (built or planned) in the area which provides an average parking at a ratio of 1.26 spaces per unit. A table summarizing the location, number of units, and number of parking spaces provided for these developments is included in the Appendix.

Lastly, for comparison purposes, KLOA, Inc. also examined US Census data compiled by the Center for Transit-Oriented Development. Based on the Census data, the average number of vehicles available per renter-occupied household within one-half mile of the Arlington Heights Metra station is 0.83 vehicles. Given that the proposed apartment building is located within one-half mile of the Arlington Heights Metra station, it is anticipated that the apartment building will have the same characteristics as other apartment developments within the one-half mile radius.

The proposed three parking spaces allocated for retail use results in a deficit of seven parking spaces compared to the Village of Arlington Heights requirement. However, this deficit in parking can be accommodated by the on-street parking provided along Hickory Avenue.

As the data has shown in the preceding parking evaluation, the proposed 117 parking spaces will be more than adequate in accommodating the projected parking demand. Furthermore, taking into consideration the availability of on-street parking on Hickory Avenue, additional parking is available for any overflow retail-generated parking demand and guest parking.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The volume of traffic estimated to be generated by the proposed development will be reduced due to the proximity of the proposed development to the Arlington Heights Station for the Union Pacific – Northwest Metra Commuter Railway.
- The development generated traffic will have a limited impact on the signalized intersection of Northwest Highway with Kensington Road/Douglas Avenue and no roadway improvements or signal modifications will be required.
- The traffic that will be generated by the proposed development will have a limited impact on the unsignalized intersections of Hickory Avenue with Kensington Road, Wing Street and Miner Street.
- Observations indicated that no trains were observed to utilize the railroad spur during the weekday morning and weekday evening peak periods. Additionally, information provided on Illinois Commerce Commission website states that this spur only averages one train per day.
- Westbound queues on Kensington Road at Northwest Highway extend beyond the railroad spur one time during the weekday morning peak period and 11 times during the weekday evening peak period and these queues cleared the intersection with each green phase. In the event westbound queues block the proposed access drive, inbound vehicles can turn left at Hickory Avenue and access the site via the full movement access drive off Hickory Avenue.
- Providing a full movement access drive off Kensington Road and Hickory Avenue will be adequate in accommodating the traffic projected to be generated by the proposed development.
- The proposed mixed-use development will provide a sufficient number of parking spaces to accommodate its projected parking demand and any overflow retail parking or residential guest parking can be accommodated by the on-street parking provided on Hickory Avenue.

Appendix

Traffic Count Summary Sheets

Site Plan

CMAP 2040 Projections Letter

Level of Service Criteria

Capacity Analysis Summary Sheets

Parking Ratios at Similar Developments

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Northwest Highway with
Kensington Road/Douglas Avenue
Site Code:
Start Date: 01/09/2018
Page No: 1

Turning Movement Data

Start Time	Northwest Highway Eastbound						Kensington Road Westbound						Northwest Highway Northbound						Douglas Avenue Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total
7:00 AM	0	0	32	101	0	133	0	0	19	1	0	20	0	61	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	33	117	0	150	0	0	47	0	0	47	0	77	0	0	2	1	2	0	0	0	1	2
7:30 AM	0	0	33	117	0	150	0	0	51	0	1	51	0	89	0	0	0	1	0	0	0	0	1	0
7:45 AM	0	0	37	138	0	175	0	0	43	1	0	44	0	92	0	0	0	0	0	0	0	0	1	0
Hourly Total	0	0	135	473	0	608	0	0	160	2	1	162	0	319	0	0	2	4	2	0	0	0	4	2
8:00 AM	0	0	34	98	0	132	0	0	44	0	1	44	0	83	1	1	0	0	0	0	0	2	2	2
8:15 AM	0	0	30	120	0	150	0	0	38	3	1	41	0	103	0	0	1	1	0	0	0	1	2	1
8:30 AM	0	0	29	97	0	126	0	0	32	0	0	32	0	95	0	1	0	0	0	0	0	1	3	1
8:45 AM	0	0	37	121	0	158	0	0	42	1	0	43	0	97	0	2	1	1	0	0	0	0	1	0
Hourly Total	0	0	130	436	0	566	0	0	156	4	2	160	0	378	1	4	2	2	383	0	0	0	4	8
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	40	104	0	144	0	0	70	1	1	71	0	154	0	0	2	0	2	0	0	0	0	2
4:15 PM	0	0	43	121	0	164	0	0	56	0	0	56	0	130	0	1	2	131	0	0	0	0	1	0
4:30 PM	0	0	43	149	0	192	0	0	76	2	0	78	0	136	0	1	1	137	0	0	0	0	2	0
4:45 PM	0	0	30	118	0	148	0	0	58	2	0	60	0	158	0	2	3	160	0	0	0	1	1	1
Hourly Total	0	0	156	492	0	648	0	0	260	5	1	265	0	578	0	4	8	582	0	0	0	3	4	3
5:00 PM	0	0	40	119	0	159	0	0	53	1	0	54	0	173	0	1	3	174	0	0	0	4	1	4
5:15 PM	0	0	38	107	0	145	0	0	60	2	0	62	0	177	0	1	0	178	0	0	0	2	1	2
5:30 PM	0	0	45	88	0	133	0	0	58	5	0	63	0	167	0	0	0	167	0	0	0	1	1	1
5:45 PM	0	0	49	80	0	129	0	0	59	2	0	61	0	136	0	1	1	137	0	0	0	1	0	1
Hourly Total	0	0	172	394	0	566	0	0	230	10	0	240	0	653	0	3	4	656	0	0	0	8	3	8
Grand Total	0	0	593	1795	0	2388	0	0	806	21	4	827	0	1928	1	11	18	1940	0	0	0	17	19	17
Approach %	0.0	0.0	24.8	75.2	-	-	0.0	0.0	97.5	2.5	-	-	0.0	99.4	0.1	0.6	-	-	0.0	0.0	0.0	100.0	-	-
Total %	0.0	0.0	11.5	34.7	-	46.2	0.0	0.0	15.6	0.4	-	16.0	0.0	37.3	0.0	0.2	-	37.5	0.0	0.0	0.0	0.3	-	0.3
Lights	0	0	566	1761	-	2327	0	0	783	21	-	804	0	1885	0	11	-	1896	0	0	0	16	-	16
% Lights	-	-	95.4	98.1	-	97.4	-	-	97.1	100.0	-	97.2	-	97.8	0.0	100.0	-	97.7	-	-	-	94.1	-	94.1
Buses	0	0	18	6	-	24	0	0	12	0	-	12	0	10	0	0	-	10	0	0	0	0	-	0
% Buses	-	-	3.0	0.3	-	1.0	-	-	1.5	0.0	-	1.5	-	0.5	0.0	0.0	-	0.5	-	-	-	0.0	-	0.0
Single-Unit Trucks	0	0	7	18	-	25	0	0	10	0	-	10	0	25	0	0	-	25	0	0	0	1	-	1
% Single-Unit Trucks	-	-	1.2	1.0	-	1.0	-	-	1.2	0.0	-	1.2	-	1.3	0.0	0.0	-	1.3	-	-	-	5.9	-	5.9
Articulated Trucks	0	0	2	9	-	11	0	0	1	0	-	1	0	7	0	0	-	7	0	0	0	0	-	0
% Articulated Trucks	-	-	0.3	0.5	-	0.5	-	-	0.1	0.0	-	0.1	-	0.4	0.0	0.0	-	0.4	-	-	-	0.0	-	0.0
Bicycles on Road	0	0	0	1	-	1	0	0	0	0	-	0	0	1	1	0	-	2	0	0	0	0	-	0
% Bicycles on Road	-	-	0.0	0.1	-	0.0	-	-	0.0	0.0	-	0.0	-	0.1	100.0	0.0	-	0.1	-	-	-	0.0	-	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	-	18	-	-	-	-	19	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Northwest Highway with
Kensington Road/Douglas Avenue
Site Code:
Start Date: 01/09/2018
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	Northwest Highway Eastbound						Kensington Road Westbound						Northwest Highway Northbound						Douglas Avenue Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
7:30 AM	0	0	33	117	0	150	0	0	51	0	1	51	0	89	0	0	0	3	89	0	0	0	0	1	0	290
7:45 AM	0	0	37	138	0	175	0	0	43	1	0	44	0	92	0	0	0	0	92	0	0	0	0	1	0	311
8:00 AM	0	0	34	98	0	132	0	0	44	0	1	44	0	83	1	1	0	85	0	0	0	2	2	2	263	
8:15 AM	0	0	30	120	0	150	0	0	38	3	1	41	0	103	0	0	1	103	0	0	0	1	2	1	295	
Total	0	0	134	473	0	607	0	0	176	4	3	180	0	367	1	1	4	369	0	0	0	3	6	3	1159	
Approach %	0.0	0.0	22.1	77.9	-	-	0.0	0.0	97.8	2.2	-	-	0.0	99.5	0.3	0.3	-	-	-	0.0	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	11.6	40.8	-	52.4	0.0	0.0	15.2	0.3	-	15.5	0.0	31.7	0.1	0.1	-	31.8	0.0	0.0	0.0	0.3	-	-	0.3	-
PHF	0.000	0.000	0.905	0.857	-	0.867	0.000	0.000	0.863	0.333	-	0.882	0.000	0.891	0.250	0.250	-	0.896	0.000	0.000	0.000	0.375	-	-	0.375	0.932
Lights	0	0	122	462	-	584	0	0	168	4	-	172	0	347	0	1	-	348	0	0	0	3	-	3	1107	
% Lights	-	-	91.0	97.7	-	96.2	-	-	95.5	100.0	-	95.6	-	94.6	0.0	100.0	-	94.3	-	-	-	100.0	-	100.0	95.5	
Buses	0	0	8	3	-	11	0	0	3	0	-	3	0	4	0	0	-	4	0	0	0	0	-	0	18	
% Buses	-	-	6.0	0.6	-	1.8	-	-	1.7	0.0	-	1.7	-	1.1	0.0	0.0	-	1.1	-	-	-	0.0	-	-	0.0	1.6
Single-Unit Trucks	0	0	4	5	-	9	0	0	4	0	-	4	0	14	0	0	-	14	0	0	0	0	-	0	27	
% Single-Unit Trucks	-	-	3.0	1.1	-	1.5	-	-	2.3	0.0	-	2.2	-	3.8	0.0	0.0	-	3.8	-	-	-	0.0	-	0.0	2.3	
Articulated Trucks	0	0	0	3	-	3	0	0	1	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	5	
% Articulated Trucks	-	-	0.0	0.6	-	0.5	-	-	0.6	0.0	-	0.6	-	0.3	0.0	0.0	-	0.3	-	-	-	0.0	-	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	2	0	0	0	0	-	0	2	
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.3	100.0	0.0	-	0.5	-	-	-	0.0	-	-	0.0	0.2
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	-	4	-	-	-	-	6	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: Northwest Highway with
Kensington Road/Douglas Avenue
Site Code:
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Turning Movement Peak Hour Data (4:30 PM)

Start Time	Northwest Highway Eastbound						Kensington Road Westbound						Northwest Highway Northbound						Douglas Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	0	43	149	0	192	0	0	76	2	0	78	0	136	0	1	1	137	0	0	0	0	2	0	407
4:45 PM	0	0	30	118	0	148	0	0	58	2	0	60	0	158	0	2	3	160	0	0	0	1	1	1	369
5:00 PM	0	0	40	119	0	159	0	0	53	1	0	54	0	173	0	1	3	174	0	0	0	4	1	4	391
5:15 PM	0	0	38	107	0	145	0	0	60	2	0	62	0	177	0	1	0	178	0	0	0	2	1	2	387
Total	0	0	151	493	0	644	0	0	247	7	0	254	0	644	0	5	7	649	0	0	0	7	5	7	1554
Approach %	0.0	0.0	23.4	76.6	-	-	0.0	0.0	97.2	2.8	-	-	0.0	99.2	0.0	0.8	-	-	0.0	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	9.7	31.7	-	41.4	0.0	0.0	15.9	0.5	-	16.3	0.0	41.4	0.0	0.3	-	41.8	0.0	0.0	0.0	0.5	-	-	0.5
PHF	0.000	0.000	0.878	0.827	-	0.839	0.000	0.000	0.813	0.875	-	0.814	0.000	0.910	0.000	0.625	-	0.912	0.000	0.000	0.000	0.438	-	-	0.955
Lights	0	0	149	487	-	636	0	0	243	7	-	250	0	641	0	5	-	646	0	0	0	7	-	7	1539
% Lights	-	-	98.7	98.8	-	98.8	-	-	98.4	100.0	-	98.4	-	99.5	-	100.0	-	99.5	-	-	-	100.0	-	-	99.0
Buses	0	0	2	1	-	3	0	0	3	0	-	3	0	1	0	0	-	1	0	0	0	0	-	0	7
% Buses	-	-	1.3	0.2	-	0.5	-	-	1.2	0.0	-	1.2	-	0.2	-	0.0	-	0.2	-	-	-	0.0	-	-	0.5
Single-Unit Trucks	0	0	0	3	-	3	0	0	1	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	5
% Single-Unit Trucks	-	-	0.0	0.6	-	0.5	-	-	0.4	0.0	-	0.4	-	0.2	-	0.0	-	0.2	-	-	-	0.0	-	-	0.3
Articulated Trucks	0	0	0	2	-	2	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	3
% Articulated Trucks	-	-	0.0	0.4	-	0.3	-	-	0.0	0.0	-	0.0	-	0.2	-	0.0	-	0.2	-	-	-	0.0	-	-	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	-	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	7	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
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(847)518-9990

Count Name: Kensington Road with Hickory Avenue
Site Code:
Start Date: 01/09/2018
Page No: 1

Turning Movement Data

Start Time	Kensington Road Eastbound					Kensington Road Westbound					Hickory Avenue Southbound				
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
7:00 AM	0	4	29	1	33	0	17	0	0	17	0	6	4	1	60
7:15 AM	0	1	34	0	35	0	42	0	0	42	0	1	4	0	82
7:30 AM	0	4	30	0	34	0	41	2	0	43	0	5	9	1	91
7:45 AM	0	1	37	0	38	0	43	7	0	50	0	7	3	2	98
Hourly Total	0	10	130	1	140	0	143	9	0	152	0	19	20	4	331
8:00 AM	0	4	31	1	35	0	43	5	0	48	0	5	1	0	89
8:15 AM	0	1	30	2	31	0	42	7	0	49	1	8	2	2	91
8:30 AM	0	1	30	1	31	0	29	6	1	35	0	5	1	1	72
8:45 AM	0	1	36	1	37	0	40	2	0	42	0	4	4	3	87
Hourly Total	0	7	127	5	134	0	154	20	1	174	1	22	8	6	339
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	42	1	45	0	65	5	0	70	0	4	5	2	124
4:15 PM	0	4	43	0	47	0	51	3	0	54	0	8	5	2	114
4:30 PM	0	1	44	0	45	0	75	6	1	81	0	2	3	4	131
4:45 PM	0	3	29	1	32	0	58	8	1	66	0	5	1	3	104
Hourly Total	0	11	158	2	169	0	249	22	2	271	0	19	14	11	473
5:00 PM	0	1	39	0	40	0	54	8	1	62	0	8	7	1	117
5:15 PM	1	4	33	0	38	0	55	9	1	64	0	3	2	2	107
5:30 PM	0	4	42	1	46	0	58	3	0	61	0	3	2	1	112
5:45 PM	0	5	43	1	48	0	61	7	0	68	0	3	1	2	120
Hourly Total	1	14	157	2	172	0	228	27	2	255	0	17	12	6	456
Grand Total	1	42	572	10	615	0	774	78	5	852	1	77	54	27	1599
Approach %	0.2	6.8	93.0	-	-	0.0	90.8	9.2	-	-	0.8	58.3	40.9	-	-
Total %	0.1	2.6	35.8	-	38.5	0.0	48.4	4.9	-	53.3	0.1	4.8	3.4	-	8.3
Lights	1	41	545	-	587	0	750	76	-	826	1	76	52	-	129
% Lights	100.0	97.6	95.3	-	95.4	-	96.9	97.4	-	96.9	100.0	98.7	96.3	-	97.7
Buses	0	0	17	0	17	0	13	0	0	13	0	0	0	0	30
% Buses	0.0	0.0	3.0	-	2.8	0.0	1.7	0.0	-	1.5	0.0	0.0	0.0	-	1.9
Single-Unit Trucks	0	1	6	-	7	0	10	2	-	12	0	1	2	-	22
% Single-Unit Trucks	0.0	2.4	1.0	-	1.1	-	1.3	2.6	-	1.4	0.0	1.3	3.7	-	1.4
Articulated Trucks	0	0	2	-	2	0	1	0	-	1	0	0	0	-	3
% Articulated Trucks	0.0	0.0	0.3	-	0.3	-	0.1	0.0	-	0.1	0.0	0.0	0.0	-	0.2
Bicycles on Road	0	0	2	-	2	0	0	0	-	0	0	0	0	-	2
% Bicycles on Road	0.0	0.0	0.3	-	0.3	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.1
Pedestrians	-	-	-	10	-	-	-	-	5	-	-	-	-	27	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-

Rosemont, Illinois, United States 60018
(847)518-9990

Start Date: 01/09/2018
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	Kensington Road Eastbound						Kensington Road Westbound						Hickory Avenue Southbound					
	U-Turn	Left	Thru	Peds	App. Total		U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
7:30 AM	0	4	30	0	34		0	41	2	0	43		0	5	9	1	14	91
7:45 AM	0	1	37	0	38		0	43	7	0	50		0	7	3	2	10	98
8:00 AM	0	4	31	1	35		0	43	5	0	48		0	5	1	0	6	89
8:15 AM	0	1	30	2	31		0	42	7	0	49		1	8	2	2	11	91
Total	0	10	128	3	138		0	169	21	0	190		1	25	15	5	41	369
Approach %	0.0	7.2	92.8	-	-		0.0	88.9	11.1	-	-		2.4	61.0	36.6	-	-	-
Total %	0.0	2.7	34.7	-	37.4		0.0	45.8	5.7	-	51.5		0.3	6.8	4.1	-	11.1	-
PHF	0.000	0.625	0.865	-	0.908		0.000	0.983	0.750	-	0.950		0.250	0.781	0.417	-	0.732	0.941
Lights	0	10	116	-	126		0	160	19	-	179		1	25	14	-	40	345
% Lights	-	100.0	90.6	-	91.3		-	94.7	90.5	-	94.2		100.0	100.0	93.3	-	97.6	93.5
Buses	0	0	7	-	7		0	3	0	-	3		0	0	0	-	0	10
% Buses	-	0.0	5.5	-	5.1		-	1.8	0.0	-	1.6		0.0	0.0	0.0	-	0.0	2.7
Single-Unit Trucks	0	0	5	-	5		0	5	2	-	7		0	0	1	-	1	13
% Single-Unit Trucks	-	0.0	3.9	-	3.6		-	3.0	9.5	-	3.7		0.0	0.0	6.7	-	2.4	3.5
Articulated Trucks	0	0	0	-	0		0	1	0	-	1		0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0		-	0.6	0.0	-	0.5		0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	3	-		-	-	-	0	-		-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-		-	-	-	-	-		-	-	-	100.0	-	-



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Count Name: Kensington Road with Hickory Avenue
Site Code:
Start Date: 01/09/2018
Page No: 3

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Kensington Road Eastbound					Kensington Road Westbound					Hickory Avenue Southbound				
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
4:30 PM	0	1	44	0	45	0	75	6	1	81	0	2	3	4	131
4:45 PM	0	3	29	1	32	0	58	8	1	66	0	5	1	3	104
5:00 PM	0	1	39	0	40	0	54	8	1	62	0	8	7	1	117
5:15 PM	1	4	33	0	38	0	55	9	1	64	0	3	2	2	107
Total	1	9	145	1	155	0	242	31	4	273	0	18	13	10	459
Approach %	0.6	5.8	93.5	-	-	0.0	88.6	11.4	-	-	0.0	58.1	41.9	-	-
Total %	0.2	2.0	31.6	-	33.8	0.0	52.7	6.8	-	59.5	0.0	3.9	2.8	-	6.8
PHF	0.250	0.563	0.824	-	0.861	0.000	0.807	0.861	-	0.843	0.000	0.563	0.464	-	0.517
Lights	1	9	143	-	153	0	238	31	-	269	0	18	13	-	31
% Lights	100.0	100.0	98.6	-	98.7	-	98.3	100.0	-	98.5	-	100.0	100.0	-	100.0
Buses	0	0	2	-	2	0	3	0	-	3	0	0	0	-	0
% Buses	0.0	0.0	1.4	-	1.3	-	1.2	0.0	-	1.1	-	0.0	0.0	-	0.0
Single-Unit Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	1
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	-	0.4	0.0	-	0.4	-	0.0	0.0	-	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Pedestrians	-	-	-	1	-	-	-	-	4	-	-	-	-	10	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-



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Count Name: Hickory Avenue with Wing Street
Site Code:
Start Date: 01/09/2018
Page No: 1

Turning Movement Data

Start Time	Wing Street Westbound					Hickory Avenue Northbound					Hickory Avenue Southbound				
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total
7:00 AM	0	5	4	0	9	0	1	2	0	3	0	1	8	0	9
7:15 AM	0	3	1	0	4	0	0	0	0	0	0	3	4	1	7
7:30 AM	0	5	2	0	7	0	1	1	1	2	0	2	8	3	10
7:45 AM	0	3	2	0	5	0	4	2	0	6	0	0	7	1	7
Hourly Total	0	16	9	0	25	0	6	5	1	11	0	6	27	5	33
8:00 AM	0	1	0	1	1	0	8	0	0	8	0	2	10	2	12
8:15 AM	0	1	4	0	5	0	8	1	0	9	0	1	12	2	13
8:30 AM	0	1	4	0	5	0	4	0	0	4	0	1	6	1	7
8:45 AM	0	1	2	0	3	0	4	0	0	4	0	3	2	1	5
Hourly Total	0	4	10	1	14	0	24	1	0	25	0	7	30	6	37
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	1	1	2	1	12	1	0	14	0	3	8	0	11
4:15 PM	0	0	2	1	2	0	3	1	0	4	0	0	10	0	10
4:30 PM	0	0	2	0	2	0	11	0	0	11	0	3	5	2	8
4:45 PM	0	0	0	0	0	0	11	1	0	12	0	1	10	2	11
Hourly Total	0	1	5	2	6	1	37	3	0	41	0	7	33	4	40
5:00 PM	0	0	3	0	3	0	9	1	0	10	0	0	6	0	6
5:15 PM	0	0	4	0	4	0	12	3	0	15	1	3	3	1	7
5:30 PM	0	1	0	0	1	0	8	3	0	11	1	4	7	2	12
5:45 PM	0	0	1	0	1	0	9	1	0	10	0	3	3	0	6
Hourly Total	0	1	8	0	9	0	38	8	0	46	2	10	19	3	31
Grand Total	0	22	32	3	54	1	105	17	1	123	2	30	109	18	141
Approach %	0.0	40.7	59.3	-	-	0.8	85.4	13.8	-	-	1.4	21.3	77.3	-	-
Total %	0.0	6.9	10.1	-	17.0	0.3	33.0	5.3	-	38.7	0.6	9.4	34.3	-	44.3
Lights	0	20	30	-	50	1	102	16	-	119	2	29	108	-	139
% Lights	-	90.9	93.8	-	92.6	100.0	97.1	94.1	-	96.7	100.0	96.7	99.1	-	98.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0
Single-Unit Trucks	0	0	1	-	1	0	2	0	-	2	0	1	1	-	2
% Single-Unit Trucks	-	0.0	3.1	-	1.9	0.0	1.9	0.0	-	1.6	0.0	3.3	0.9	-	1.4
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0
Bicycles on Road	0	2	1	-	3	0	1	1	-	2	0	0	0	-	0
% Bicycles on Road	-	9.1	3.1	-	5.6	0.0	1.0	5.9	-	1.6	0.0	0.0	0.0	-	0.0
Pedestrians	-	-	-	3	-	-	-	-	1	-	-	-	-	18	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Hickory Avenue with Wing Street
Site Code:
Start Date: 01/09/2018
Page No: 2

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Wing Street Westbound					Hickory Avenue Northbound					Hickory Avenue Southbound				
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	Int. Total
7:30 AM	0	5	2	0	7	0	1	1	1	2	0	2	8	3	19
7:45 AM	0	3	2	0	5	0	4	2	0	6	0	0	7	1	18
8:00 AM	0	1	0	1	1	0	8	0	0	8	0	2	10	2	21
8:15 AM	0	1	4	0	5	0	8	1	0	9	0	1	12	2	27
Total	0	10	8	1	18	0	21	4	1	25	0	5	37	8	85
Approach %	0.0	55.6	44.4	-	-	0.0	84.0	16.0	-	-	0.0	11.9	88.1	-	-
Total %	0.0	11.8	9.4	-	21.2	0.0	24.7	4.7	-	29.4	0.0	5.9	43.5	-	49.4
PHF	0.000	0.500	0.500	-	0.643	0.000	0.656	0.500	-	0.694	0.000	0.625	0.771	-	0.808
Lights	0	9	8	-	17	0	19	4	-	23	0	5	37	-	42
% Lights	-	90.0	100.0	-	94.4	-	90.5	100.0	-	92.0	-	100.0	100.0	-	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Single-Unit Trucks	0	0	0	-	0	0	2	0	-	2	0	0	0	-	2
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	9.5	0.0	-	8.0	-	0.0	0.0	-	2.4
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	1
% Bicycles on Road	-	10.0	0.0	-	5.6	-	0.0	0.0	-	0.0	-	0.0	0.0	-	1.2
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	8	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-

Rosemont, Illinois, United States 60018
(847)518-9990

Turning Movement Peak Hour Data (4:30 PM)

100.0



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Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Hickory Avenue with Miner Street
Site Code:
Start Date: 01/09/2018
Page No: 1

Turning Movement Data

Start Time	Miner Street Eastbound						Miner Street Westbound						Hickory Avenue Northbound						Hickory Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	2	26	6	0	34	0	1	37	3	0	41	0	3	0	1	4	4	0	0	0	2	0	2	81
7:15 AM	0	0	40	4	0	44	0	0	21	1	0	22	0	0	2	0	1	2	0	0	3	1	1	4	72
7:30 AM	0	1	33	9	2	43	0	1	35	0	0	36	0	2	0	0	2	2	0	3	1	2	2	6	87
7:45 AM	0	0	53	4	0	57	0	1	46	1	0	48	0	2	5	0	1	7	0	1	5	4	0	10	122
Hourly Total	0	3	152	23	2	178	0	3	139	5	0	147	0	7	7	1	8	15	0	4	9	9	3	22	362
8:00 AM	0	0	36	8	0	44	0	2	31	0	0	33	0	6	1	1	1	8	0	3	3	0	0	6	91
8:15 AM	0	0	27	8	0	35	0	2	29	0	0	31	0	10	1	0	0	11	0	1	5	1	1	7	84
8:30 AM	0	0	32	4	0	36	0	1	22	0	0	23	0	6	1	1	0	8	0	0	1	0	0	1	68
8:45 AM	0	0	36	4	0	40	0	1	42	0	0	43	0	4	3	0	0	7	0	2	0	2	1	4	94
Hourly Total	0	0	131	24	0	155	0	6	124	0	0	130	0	26	6	2	1	34	0	6	9	3	2	18	337
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	29	5	0	35	0	2	34	1	0	37	0	9	4	2	1	15	0	1	3	4	2	8	95
4:15 PM	0	1	34	8	3	43	0	0	24	1	0	25	0	4	1	0	2	5	0	0	1	3	2	4	77
4:30 PM	0	1	40	5	2	46	0	0	19	1	0	20	0	6	3	3	2	12	0	1	2	4	2	7	85
4:45 PM	0	2	31	6	0	39	0	2	32	0	0	34	0	3	6	2	0	11	0	2	2	1	0	5	89
Hourly Total	0	5	134	24	5	163	0	4	109	3	0	116	0	22	14	7	5	43	0	4	8	12	6	24	346
5:00 PM	0	0	46	5	1	51	0	0	42	1	0	43	0	9	2	2	4	13	0	1	1	2	1	4	111
5:15 PM	0	0	48	6	0	54	0	3	21	1	0	25	0	10	5	2	3	17	0	1	0	1	0	2	98
5:30 PM	0	1	40	5	0	46	0	1	33	1	0	35	0	3	6	0	1	9	0	2	3	0	1	5	95
5:45 PM	0	0	46	4	0	50	0	0	33	2	0	35	0	4	6	1	0	11	0	0	3	1	0	4	100
Hourly Total	0	1	180	20	1	201	0	4	129	5	0	138	0	26	19	5	8	50	0	4	7	4	2	15	404
Grand Total	0	9	597	91	8	697	0	17	501	13	0	531	0	81	46	15	22	142	0	18	33	28	13	79	1449
Approach %	0.0	1.3	85.7	13.1	-	-	0.0	3.2	94.4	2.4	-	-	0.0	57.0	32.4	10.6	-	-	0.0	22.8	41.8	35.4	-	-	-
Total %	0.0	0.6	41.2	6.3	-	48.1	0.0	1.2	34.6	0.9	-	36.6	0.0	5.6	3.2	1.0	-	9.8	0.0	1.2	2.3	1.9	-	5.5	-
Lights	0	9	584	91	-	684	0	16	481	12	-	509	0	80	44	15	-	139	0	16	33	27	-	76	1408
% Lights	-	100.0	97.8	100.0	-	98.1	-	94.1	96.0	92.3	-	95.9	-	98.8	95.7	100.0	-	97.9	-	88.9	100.0	96.4	-	96.2	97.2
Buses	0	0	8	0	-	8	0	0	11	0	-	11	0	0	0	0	-	0	0	1	0	0	-	1	20
% Buses	-	0.0	1.3	0.0	-	1.1	-	0.0	2.2	0.0	-	2.1	-	0.0	0.0	0.0	-	0.0	-	5.6	0.0	0.0	-	1.3	1.4
Single-Unit Trucks	0	0	3	0	-	3	0	1	3	0	-	4	0	1	1	0	-	2	0	1	0	0	-	1	10
% Single-Unit Trucks	-	0.0	0.5	0.0	-	0.4	-	5.9	0.6	0.0	-	0.8	-	1.2	2.2	0.0	-	1.4	-	5.6	0.0	0.0	-	1.3	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	2	0	-	2	0	0	6	1	-	7	0	0	1	0	-	1	0	0	0	1	-	1	11
% Bicycles on Road	-	0.0	0.3	0.0	-	0.3	-	0.0	1.2	7.7	-	1.3	-	0.0	2.2	0.0	-	0.7	-	0.0	0.0	3.6	-	1.3	0.8
Pedestrians	-	-	-	-	8	-	-	-	-	-	0	-	-	-	-	-	22	-	-	-	-	-	13	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
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Count Name: Hickory Avenue with Miner Street
Site Code:
Start Date: 01/09/2018
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Miner Street Eastbound						Miner Street Westbound						Hickory Avenue Northbound						Hickory Avenue Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
7:30 AM	0	1	33	9	2	43	0	1	35	0	0	36	0	2	0	0	0	2	2	0	3	1	2	2	6	87
7:45 AM	0	0	53	4	0	57	0	1	46	1	0	48	0	2	5	0	1	7	0	1	5	4	0	10	122	
8:00 AM	0	0	36	8	0	44	0	2	31	0	0	33	0	6	1	1	1	8	0	3	3	0	0	6	91	
8:15 AM	0	0	27	8	0	35	0	2	29	0	0	31	0	10	1	0	0	11	0	1	5	1	1	7	84	
Total	0	1	149	29	2	179	0	6	141	1	0	148	0	20	7	1	4	28	0	8	14	7	3	29	384	
Approach %	0.0	0.6	83.2	16.2	-	-	0.0	4.1	95.3	0.7	-	-	0.0	71.4	25.0	3.6	-	-	0.0	27.6	48.3	24.1	-	-	-	
Total %	0.0	0.3	38.8	7.6	-	46.6	0.0	1.6	36.7	0.3	-	38.5	0.0	5.2	1.8	0.3	-	7.3	0.0	2.1	3.6	1.8	-	7.6	-	
PHF	0.000	0.250	0.703	0.806	-	0.785	0.000	0.750	0.766	0.250	-	0.771	0.000	0.500	0.350	0.250	-	0.636	0.000	0.667	0.700	0.438	-	0.725	0.787	
Lights	0	1	145	29	-	175	0	6	133	1	-	140	0	19	7	1	-	27	0	7	14	6	-	27	369	
% Lights	-	100.0	97.3	100.0	-	97.8	-	100.0	94.3	100.0	-	94.6	-	95.0	100.0	100.0	-	96.4	-	87.5	100.0	85.7	-	93.1	96.1	
Buses	0	0	4	0	-	4	0	0	5	0	-	5	0	0	0	0	-	0	0	1	0	0	-	1	10	
% Buses	-	0.0	2.7	0.0	-	2.2	-	0.0	3.5	0.0	-	3.4	-	0.0	0.0	0.0	-	0.0	-	12.5	0.0	0.0	-	3.4	2.6	
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	2	
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.7	0.0	-	0.7	-	5.0	0.0	0.0	-	3.6	-	0.0	0.0	0.0	-	0.0	0.5	
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	
Bicycles on Road	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	1	-	1	3	
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	1.4	0.0	-	1.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	14.3	-	3.4	0.8	
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	-	4	-	-	-	-	3	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	



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Count Name: Hickory Avenue with Miner Street
Site Code:
Start Date: 01/09/2018
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Turning Movement Peak Hour Data (4:30 PM)

Start Time	Miner Street Eastbound						Miner Street Westbound						Hickory Avenue Northbound						Hickory Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	1	40	5	2	46	0	0	19	1	0	20	0	6	3	3	2	12	0	1	2	4	2	7	85
4:45 PM	0	2	31	6	0	39	0	2	32	0	0	34	0	3	6	2	0	11	0	2	2	1	0	5	89
5:00 PM	0	0	46	5	1	51	0	0	42	1	0	43	0	9	2	2	4	13	0	1	1	2	1	4	111
5:15 PM	0	0	48	6	0	54	0	3	21	1	0	25	0	10	5	2	3	17	0	1	0	1	0	2	98
Total	0	3	165	22	3	190	0	5	114	3	0	122	0	28	16	9	9	53	0	5	5	8	3	18	383
Approach %	0.0	1.6	86.8	11.6	-	-	0.0	4.1	93.4	2.5	-	-	0.0	52.8	30.2	17.0	-	-	0.0	27.8	27.8	44.4	-	-	-
Total %	0.0	0.8	43.1	5.7	-	49.6	0.0	1.3	29.8	0.8	-	31.9	0.0	7.3	4.2	2.3	-	13.8	0.0	1.3	1.3	2.1	-	-	4.7
PHF	0.000	0.375	0.859	0.917	-	0.880	0.000	0.417	0.679	0.750	-	0.709	0.000	0.700	0.667	0.750	-	0.779	0.000	0.625	0.625	0.500	-	-	0.643
Lights	0	3	163	22	-	188	0	5	112	3	-	120	0	28	15	9	-	52	0	5	5	8	-	18	378
% Lights	-	100.0	98.8	100.0	-	98.9	-	100.0	98.2	100.0	-	98.4	-	100.0	93.8	100.0	-	98.1	-	100.0	100.0	100.0	-	-	98.7
Buses	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	-	0.0	0.6	0.0	-	0.5	-	0.0	0.9	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	-	0.5
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.9	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	-	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	-	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	6.3	0.0	-	1.9	-	0.0	0.0	0.0	-	-	0.5
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	-	9	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Site Plan

CMAP 2040 Projections Letter



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

February 6, 2018

Brendan S. May
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: US 14 @ Kensington Road
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated February 5, 2018, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
US 14 (NW Highway), @ Kensington Rd	17,200	19,100
Kensington Rd east of US 14	5,500	6,100

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2017 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\2018cy_TrafficForecasts\ArlingtonHeights\ck-14-18\ck-14-18.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	
Source: <i>Highway Capacity Manual</i> , 2010.		

Capacity Analysis Summary Sheets

Lanes, Volumes, Timings

1: Northwest Highway & Kensington Road & Douglas Avenue

02/08/2018



Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL	SET	NWT	NWR	NWR2	Ø6
Lane Configurations											
Traffic Volume (vph)	0	180	4	0	3	137	473	367	0	1	
Future Volume (vph)	0	180	4	0	3	137	473	367	0	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	2000	2000	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	
Grade (%)	0%			0%			0%	0%			
Storage Length (ft)	0	100		0	0	205			55		
Storage Lanes	0	1		0	1	1			1		
Taper Length (ft)	25			25		200					
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	
Ped Bike Factor											
Frt		0.850			0.865					0.850	
Flt Protected						0.950					
Satd. Flow (prot)	0	2710	0	0	1644	1656	3725	3619	0	1615	
Flt Permitted						0.950					
Satd. Flow (perm)	0	2710	0	0	1644	1656	3725	3619	0	1615	
Right Turn on Red			No		No					No	
Satd. Flow (RTOR)											
Link Speed (mph)	25			25			30	30			
Link Distance (ft)	369			637			506	628			
Travel Time (s)	10.1			17.4			11.5	14.3			
Confl. Peds. (#/hr)											
Confl. Bikes (#/hr)											
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	5%	0%	0%	0%	9%	2%	5%	0%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)											
Mid-Block Traffic (%)	0%			0%			0%	0%			
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	198	0	0	3	147	509	395	0	1	
Turn Type		Over			Prot	Prot	NA	NA		Perm	
Protected Phases		4			3	4	4 6	2			6
Permitted Phases										2	
Detector Phase		4			3	4	4 6	2		2	
Switch Phase											
Minimum Initial (s)		8.0			8.0	8.0		15.0		15.0	15.0
Minimum Split (s)		44.0			22.0	44.0		54.0		54.0	54.0
Total Split (s)		44.0			22.0	44.0		54.0		54.0	54.0
Total Split (%)		36.7%			18.3%	36.7%		45.0%		45.0%	45%
Yellow Time (s)		4.5			4.5	4.5		4.5		4.5	4.5
All-Red Time (s)		3.0			1.5	3.0		1.5		1.5	1.5
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	
Total Lost Time (s)		7.5			6.0	7.5		6.0		6.0	
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode		None			None	None		C-Min		C-Min	C-Min
Act Effct Green (s)		36.5			8.1	36.5	115.6	67.1		67.1	
Actuated g/C Ratio		0.30			0.07	0.30	0.96	0.56		0.56	

Lanes, Volumes, Timings

1: Northwest Highway & Kensington Road & Douglas Avenue

02/08/2018



Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL	SET	NWT	NWR	NWR2	Ø6
v/c Ratio		0.24			0.03	0.29	0.14	0.20		0.00	
Control Delay		29.3			52.7	30.1	0.7	17.8		24.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	
Total Delay		29.3			52.7	30.1	0.7	17.8		24.0	
LOS		C			D	C	A	B		C	
Approach Delay	29.3			52.7			7.3	17.9			
Approach LOS	C			D			A	B			
Queue Length 50th (ft)		66			2	88	0	68		0	
Queue Length 95th (ft)		73			13	104	45	175		5	
Internal Link Dist (ft)	289			557			426	548			
Turn Bay Length (ft)		100				205				55	
Base Capacity (vph)		965			219	590	3636	2106		940	
Starvation Cap Reductn		0			0	0	0	0		0	
Spillback Cap Reductn		0			0	0	0	0		0	
Storage Cap Reductn		0			0	0	0	0		0	
Reduced v/c Ratio		0.21			0.01	0.25	0.14	0.19		0.00	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.29

Intersection Signal Delay: 14.2

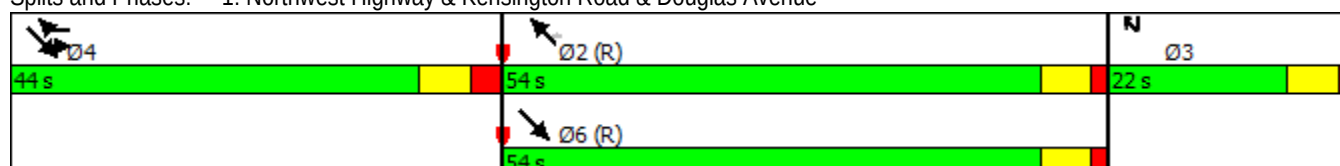
Intersection LOS: B

Intersection Capacity Utilization 42.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Northwest Highway & Kensington Road & Douglas Avenue



Lanes, Volumes, Timings

1: Northwest Highway & Kensington Road & Douglas Avenue

02/08/2018



Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL	SET	NWT	NWR	NWR2	Ø6
Lane Configurations		↔↔			↔	↔	↔↔	↔↔		↔	
Traffic Volume (vph)	0	248	7	0	7	151	493	644	0	5	
Future Volume (vph)	0	248	7	0	7	151	493	644	0	5	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	2000	2000	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	
Grade (%)	0%			0%			0%	0%			
Storage Length (ft)	0	100		0	0	205			55		
Storage Lanes	0	1		0	1	1			1		
Taper Length (ft)	25			25		200					
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	
Ped Bike Factor											
Frt		0.850			0.865					0.850	
Flt Protected						0.950					
Satd. Flow (prot)	0	2788	0	0	1644	1787	3762	3762	0	1615	
Flt Permitted						0.950					
Satd. Flow (perm)	0	2788	0	0	1644	1787	3762	3762	0	1615	
Right Turn on Red			No		No					No	
Satd. Flow (RTOR)											
Link Speed (mph)	25			25			30	30			
Link Distance (ft)	369			637			506	628			
Travel Time (s)	10.1			17.4			11.5	14.3			
Confl. Peds. (#/hr)											
Confl. Bikes (#/hr)											
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	2%	0%	0%	0%	1%	1%	1%	0%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)											
Mid-Block Traffic (%)	0%			0%			0%	0%			
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	265	0	0	7	157	514	671	0	5	
Turn Type		Over			Prot	Prot	NA	NA		Perm	
Protected Phases		4			3	4	4 6	2			6
Permitted Phases										2	
Detector Phase		4			3	4	4 6	2		2	
Switch Phase											
Minimum Initial (s)		8.0			8.0	8.0		15.0		15.0	15.0
Minimum Split (s)		44.0			21.0	44.0		65.0		65.0	54.0
Total Split (s)		44.0			21.0	44.0		65.0		65.0	65.0
Total Split (%)		33.8%			16.2%	33.8%		50.0%		50.0%	50%
Yellow Time (s)		4.5			4.5	4.5		4.5		4.5	4.5
All-Red Time (s)		3.0			1.5	3.0		1.5		1.5	1.5
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	
Total Lost Time (s)		7.5			6.0	7.5		6.0		6.0	
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode		None			None	None		C-Min		C-Min	C-Min
Act Effect Green (s)		38.8			8.4	38.8	125.4	74.7		74.7	
Actuated g/C Ratio		0.30			0.06	0.30	0.96	0.57		0.57	

Lanes, Volumes, Timings

1: Northwest Highway & Kensington Road & Douglas Avenue

02/08/2018



Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL	SET	NWT	NWR	NWR2	Ø6
v/c Ratio		0.32			0.07	0.30	0.14	0.31		0.01	
Control Delay		35.1			58.1	34.7	0.7	17.2		18.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	
Total Delay		35.1			58.1	34.7	0.7	17.2		18.4	
LOS		D			E	C	A	B		B	
Approach Delay	35.1			58.1			8.7	17.2			
Approach LOS	D			E			A	B			
Queue Length 50th (ft)		94			6	98	0	147		2	
Queue Length 95th (ft)		135			22	157	47	243		10	
Internal Link Dist (ft)	289			557			426	548			
Turn Bay Length (ft)		100				205				55	
Base Capacity (vph)		915			189	587	3611	2160		927	
Starvation Cap Reductn		0			0	0	0	0		0	
Spillback Cap Reductn		0			0	0	0	0		0	
Storage Cap Reductn		0			0	0	0	0		0	
Reduced v/c Ratio		0.29			0.04	0.27	0.14	0.31		0.01	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.32

Intersection Signal Delay: 16.8

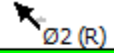
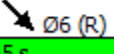
Intersection LOS: B

Intersection Capacity Utilization 48.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Northwest Highway & Kensington Road & Douglas Avenue

 Ø4	 Ø2 (R)	 Ø3
44 s	65 s	21 s
	 Ø6 (R)	
	65 s	

Lanes, Volumes, Timings

1: Northwest Highway & Kensington Road & Douglas Avenue

02/08/2018



Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL	SET	NWT	NWR	NWR2	Ø6
Lane Configurations		↔↔			↔	↔	↔↔	↔↔		↔	
Traffic Volume (vph)	0	196	4	0	3	142	485	376	0	4	
Future Volume (vph)	0	196	4	0	3	142	485	376	0	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	2000	2000	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	
Grade (%)	0%			0%			0%	0%			
Storage Length (ft)	0	100		0	0	205			55		
Storage Lanes	0	1		0	1	1			1		
Taper Length (ft)	25			25		200					
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	
Ped Bike Factor											
Frt		0.850			0.865					0.850	
Flt Protected						0.950					
Satd. Flow (prot)	0	2709	0	0	1644	1656	3725	3619	0	1615	
Flt Permitted						0.950					
Satd. Flow (perm)	0	2709	0	0	1644	1656	3725	3619	0	1615	
Right Turn on Red			No		No					No	
Satd. Flow (RTOR)											
Link Speed (mph)	25			25			30	30			
Link Distance (ft)	246			637			506	628			
Travel Time (s)	6.7			17.4			11.5	14.3			
Confl. Peds. (#/hr)											
Confl. Bikes (#/hr)											
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	5%	0%	0%	0%	9%	2%	5%	0%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)											
Mid-Block Traffic (%)	0%			0%			0%	0%			
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	215	0	0	3	153	522	404	0	4	
Turn Type		Over			Prot	Prot	NA	NA		Perm	
Protected Phases		4			3	4	4 6	2			6
Permitted Phases										2	
Detector Phase		4			3	4	4 6	2		2	
Switch Phase											
Minimum Initial (s)		8.0			8.0	8.0		15.0		15.0	15.0
Minimum Split (s)		44.0			22.0	44.0		54.0		54.0	54.0
Total Split (s)		44.0			22.0	44.0		54.0		54.0	54.0
Total Split (%)		36.7%			18.3%	36.7%		45.0%		45.0%	45%
Yellow Time (s)		4.5			4.5	4.5		4.5		4.5	4.5
All-Red Time (s)		3.0			1.5	3.0		1.5		1.5	1.5
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	
Total Lost Time (s)		7.5			6.0	7.5		6.0		6.0	
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode		None			None	None		C-Min		C-Min	C-Min
Act Effect Green (s)		38.3			8.1	38.3	115.6	65.3		65.3	
Actuated g/C Ratio		0.32			0.07	0.32	0.96	0.54		0.54	

Lanes, Volumes, Timings

1: Northwest Highway & Kensington Road & Douglas Avenue

02/08/2018



Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL	SET	NWT	NWR	NWR2	Ø6
v/c Ratio		0.25			0.03	0.29	0.15	0.21		0.00	
Control Delay		28.4			52.7	28.9	0.7	18.7		23.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	
Total Delay		28.4			52.7	28.9	0.7	18.7		23.8	
LOS		C			D	C	A	B		C	
Approach Delay	28.4			52.7			7.1	18.7			
Approach LOS	C			D			A	B			
Queue Length 50th (ft)		69			2	89	0	75		1	
Queue Length 95th (ft)		80			13	111	46	177		11	
Internal Link Dist (ft)	166			557			426	548			
Turn Bay Length (ft)		100				205				55	
Base Capacity (vph)		988			219	604	3667	2044		912	
Starvation Cap Reductn		0			0	0	0	0		0	
Spillback Cap Reductn		0			0	0	0	0		0	
Storage Cap Reductn		0			0	0	0	0		0	
Reduced v/c Ratio		0.22			0.01	0.25	0.14	0.20		0.00	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.29

Intersection Signal Delay: 14.4

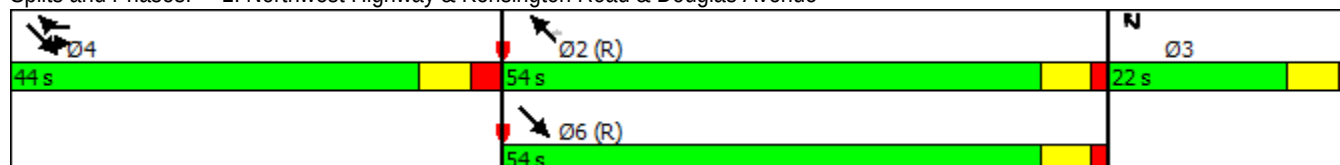
Intersection LOS: B

Intersection Capacity Utilization 42.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Northwest Highway & Kensington Road & Douglas Avenue



Lanes, Volumes, Timings

1: Northwest Highway & Kensington Road & Douglas Avenue

02/08/2018



Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL	SET	NWT	NWR	NWR2	Ø6
Lane Configurations		↔↔			↔	↔	↔↔	↔↔		↔	
Traffic Volume (vph)	0	263	7	0	7	166	505	660	0	18	
Future Volume (vph)	0	263	7	0	7	166	505	660	0	18	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	2000	2000	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	
Grade (%)	0%			0%			0%	0%			
Storage Length (ft)	0	100		0	0	205			55		
Storage Lanes	0	1		0	1	1			1		
Taper Length (ft)	25			25		200					
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	
Ped Bike Factor											
Frt		0.850			0.865					0.850	
Flt Protected						0.950					
Satd. Flow (prot)	0	2788	0	0	1644	1787	3762	3762	0	1615	
Flt Permitted						0.950					
Satd. Flow (perm)	0	2788	0	0	1644	1787	3762	3762	0	1615	
Right Turn on Red			No		No					No	
Satd. Flow (RTOR)											
Link Speed (mph)	25			25			30	30			
Link Distance (ft)	246			637			506	628			
Travel Time (s)	6.7			17.4			11.5	14.3			
Confl. Peds. (#/hr)											
Confl. Bikes (#/hr)											
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	2%	0%	0%	0%	1%	1%	1%	0%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)											
Mid-Block Traffic (%)	0%			0%			0%	0%			
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	281	0	0	7	173	526	688	0	19	
Turn Type		Over			Prot	Prot	NA	NA		Perm	
Protected Phases		4			3	4	4 6	2			6
Permitted Phases										2	
Detector Phase		4			3	4	4 6	2		2	
Switch Phase											
Minimum Initial (s)		8.0			8.0	8.0		15.0		15.0	15.0
Minimum Split (s)		44.0			21.0	44.0		65.0		65.0	54.0
Total Split (s)		44.0			21.0	44.0		65.0		65.0	65.0
Total Split (%)		33.8%			16.2%	33.8%		50.0%		50.0%	50%
Yellow Time (s)		4.5			4.5	4.5		4.5		4.5	4.5
All-Red Time (s)		3.0			1.5	3.0		1.5		1.5	1.5
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	
Total Lost Time (s)		7.5			6.0	7.5		6.0		6.0	
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode		None			None	None		C-Min		C-Min	C-Min
Act Effect Green (s)		41.3			8.4	41.3	125.4	72.1		72.1	
Actuated g/C Ratio		0.32			0.06	0.32	0.96	0.55		0.55	

Lanes, Volumes, Timings

1: Northwest Highway & Kensington Road & Douglas Avenue

02/08/2018



Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL	SET	NWT	NWR	NWR2	Ø6
v/c Ratio		0.32			0.07	0.31	0.14	0.33		0.02	
Control Delay		33.5			58.1	33.5	0.7	18.8		18.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	
Total Delay		33.5			58.1	33.5	0.7	18.8		18.7	
LOS		C			E	C	A	B		B	
Approach Delay	33.5			58.1			8.8	18.8			
Approach LOS	C			E			A	B			
Queue Length 50th (ft)		96			6	104	0	164		7	
Queue Length 95th (ft)		143			22	172	48	250		24	
Internal Link Dist (ft)	166			557			426	548			
Turn Bay Length (ft)		100				205				55	
Base Capacity (vph)		953			189	611	3575	2109		905	
Starvation Cap Reductn		0			0	0	0	0		0	
Spillback Cap Reductn		0			0	0	0	0		0	
Storage Cap Reductn		0			0	0	0	0		0	
Reduced v/c Ratio		0.29			0.04	0.28	0.15	0.33		0.02	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.33

Intersection Signal Delay: 17.3

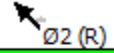
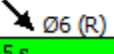
Intersection LOS: B

Intersection Capacity Utilization 49.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Northwest Highway & Kensington Road & Douglas Avenue

 Ø4	 Ø2 (R)	 Ø3
44 s	65 s	21 s
	 Ø6 (R)	
	65 s	

HCM Unsignalized Intersection Capacity Analysis

2: Kensington Road & Hickory Avenue

02/08/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	128	169	21	25	15
Future Volume (Veh/h)	10	128	169	21	25	15
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	11	136	180	22	27	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		369				
pX, platoon unblocked						
vC, conflicting volume	202				349	191
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	202				349	191
tC, single (s)	4.1				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	99				96	98
cM capacity (veh/h)	1382				647	838
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	11	136	202	43		
Volume Left	11	0	0	27		
Volume Right	0	0	22	16		
cSH	1382	1700	1700	707		
Volume to Capacity	0.01	0.08	0.12	0.06		
Queue Length 95th (ft)	1	0	0	5		
Control Delay (s)	7.6	0.0	0.0	10.4		
Lane LOS	A			B		
Approach Delay (s)	0.6		0.0	10.4		
Approach LOS				B		
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			20.2%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Hickory Avenue & Miner Street

02/08/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	149	29	6	141	1	20	7	1	8	14	7
Future Volume (Veh/h)	1	149	29	6	141	1	20	7	1	8	14	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	1	189	37	8	178	1	25	9	1	10	18	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	179			226			422	404	208	410	422	178
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	179			226			422	404	208	410	422	178
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.4
p0 queue free %	100			99			95	98	100	98	97	99
cM capacity (veh/h)	1409			1354			514	535	838	523	522	834
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	227	187	35	37								
Volume Left	1	8	25	10								
Volume Right	37	1	1	9								
cSH	1409	1354	525	575								
Volume to Capacity	0.00	0.01	0.07	0.06								
Queue Length 95th (ft)	0	0	5	5								
Control Delay (s)	0.0	0.4	12.3	11.7								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.0	0.4	12.3	11.7								
Approach LOS			B	B								
Intersection Summary												
Average Delay	1.9											
Intersection Capacity Utilization	21.8%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

4: Hickory Avenue & Wing Street

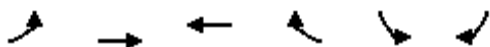
02/08/2018

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	8	21	4	5	37
Future Volume (Veh/h)	10	8	21	4	5	37
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	13	10	27	5	6	47
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	88	30			32	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	88	30			32	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	99	99			100	
cM capacity (veh/h)	890	1051			1593	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	23	32	53			
Volume Left	13	0	6			
Volume Right	10	5	0			
cSH	953	1700	1593			
Volume to Capacity	0.02	0.02	0.00			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	8.9	0.0	0.8			
Lane LOS	A		A			
Approach Delay (s)	8.9	0.0	0.8			
Approach LOS	A					
Intersection Summary						
Average Delay		2.3				
Intersection Capacity Utilization		16.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

2: Kensington Road & Hickory Avenue

02/08/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	147	242	31	18	13
Future Volume (Veh/h)	9	147	242	31	18	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	10	167	275	35	20	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		369				
pX, platoon unblocked						
vC, conflicting volume	310				480	292
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	310				480	292
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				96	98
cM capacity (veh/h)	1262				544	752
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	10	167	310	35		
Volume Left	10	0	0	20		
Volume Right	0	0	35	15		
cSH	1262	1700	1700	617		
Volume to Capacity	0.01	0.10	0.18	0.06		
Queue Length 95th (ft)	1	0	0	4		
Control Delay (s)	7.9	0.0	0.0	11.2		
Lane LOS	A			B		
Approach Delay (s)	0.4		0.0	11.2		
Approach LOS				B		
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			24.6%		ICU Level of Service	
Analysis Period (min)			15			
					A	

HCM Unsignalized Intersection Capacity Analysis

3: Hickory Avenue & Miner Street

02/08/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	165	22	5	114	3	28	16	9	5	5	8
Future Volume (Veh/h)	3	165	22	5	114	3	28	16	9	5	5	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	3	192	26	6	133	3	33	19	10	6	6	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	136			218			370	359	205	377	370	134
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	136			218			370	359	205	377	370	134
tC, single (s)	4.1			4.1			7.1	6.6	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.1	3.3	3.5	4.0	3.3
p0 queue free %	100			100			94	97	99	99	99	99
cM capacity (veh/h)	1461			1364			577	558	841	559	559	920
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	221	142	62	21								
Volume Left	3	6	33	6								
Volume Right	26	3	10	9								
cSH	1461	1364	601	672								
Volume to Capacity	0.00	0.00	0.10	0.03								
Queue Length 95th (ft)	0	0	9	2								
Control Delay (s)	0.1	0.4	11.7	10.5								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.1	0.4	11.7	10.5								
Approach LOS			B	B								
Intersection Summary												
Average Delay		2.3										
Intersection Capacity Utilization		23.1%		ICU Level of Service					A			
Analysis Period (min)		15										

HCM Unsignalized Intersection Capacity Analysis

4: Hickory Avenue & Wing Street

02/08/2018

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	9	43	5	7	24
Future Volume (Veh/h)	0	9	43	5	7	24
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	10	50	6	8	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	97	53			56	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	97	53			56	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			99	
cM capacity (veh/h)	902	1020			1562	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	10	56	36			
Volume Left	0	0	8			
Volume Right	10	6	0			
cSH	1020	1700	1562			
Volume to Capacity	0.01	0.03	0.01			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.6	0.0	1.7			
Lane LOS	A		A			
Approach Delay (s)	8.6	0.0	1.7			
Approach LOS	A					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			17.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Kensington Road & Hickory Avenue

02/08/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	139	174	22	30	19
Future Volume (Veh/h)	12	139	174	22	30	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	13	148	185	23	32	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		369				
pX, platoon unblocked						
vC, conflicting volume	208				370	196
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	208				370	196
tC, single (s)	4.1				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	99				95	98
cM capacity (veh/h)	1375				628	832
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	13	148	208	52		
Volume Left	13	0	0	32		
Volume Right	0	0	23	20		
cSH	1375	1700	1700	693		
Volume to Capacity	0.01	0.09	0.12	0.07		
Queue Length 95th (ft)	1	0	0	6		
Control Delay (s)	7.6	0.0	0.0	10.6		
Lane LOS	A			B		
Approach Delay (s)	0.6		0.0	10.6		
Approach LOS				B		
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			20.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Hickory Avenue & Miner Street

02/08/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	153	31	7	145	1	24	9	4	8	14	7
Future Volume (Veh/h)	1	153	31	7	145	1	24	9	4	8	14	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	1	194	39	9	184	1	30	11	5	10	18	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	185			233			436	418	214	428	438	184
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	185			233			436	418	214	428	438	184
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.4
p0 queue free %	100			99			94	98	99	98	96	99
cM capacity (veh/h)	1402			1346			503	525	832	504	512	828
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	234	194	46	37								
Volume Left	1	9	30	10								
Volume Right	39	1	5	9								
cSH	1402	1346	531	562								
Volume to Capacity	0.00	0.01	0.09	0.07								
Queue Length 95th (ft)	0	1	7	5								
Control Delay (s)	0.0	0.4	12.4	11.9								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.0	0.4	12.4	11.9								
Approach LOS			B	B								
Intersection Summary												
Average Delay		2.2										
Intersection Capacity Utilization		23.6%		ICU Level of Service					A			
Analysis Period (min)		15										

HCM Unsignalized Intersection Capacity Analysis

4: Hickory Avenue & Wing Street

02/08/2018

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	8	30	4	5	40
Future Volume (Veh/h)	10	8	30	4	5	40
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	13	10	38	5	6	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	104	40			43	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	104	40			43	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	99	99			100	
cM capacity (veh/h)	872	1036			1579	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	23	43	57			
Volume Left	13	0	6			
Volume Right	10	5	0			
cSH	937	1700	1579			
Volume to Capacity	0.02	0.03	0.00			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	8.9	0.0	0.8			
Lane LOS	A		A			
Approach Delay (s)	8.9	0.0	0.8			
Approach LOS	A					
Intersection Summary						
Average Delay		2.0				
Intersection Capacity Utilization		16.3%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

5: Kensington Road & Proposed Access Drive

02/08/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	143	192	1	8	7
Future Volume (Veh/h)	3	143	192	1	8	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	3	151	202	1	8	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		246				
pX, platoon unblocked						
vC, conflicting volume	203				360	202
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	203				360	202
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	99
cM capacity (veh/h)	1381				642	843
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	154	203	15			
Volume Left	3	0	8			
Volume Right	0	1	7			
cSH	1381	1700	722			
Volume to Capacity	0.00	0.12	0.02			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.2	0.0	10.1			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	10.1			
Approach LOS			B			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			20.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: Hickory Avenue & Proposed Access Drive

02/08/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	8	2	32	41	2
Future Volume (Veh/h)	8	8	2	32	41	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	8	8	2	34	43	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	82	44	45			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	82	44	45			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	924	1032	1576			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	16	36	45			
Volume Left	8	2	0			
Volume Right	8	0	2			
cSH	975	1576	1700			
Volume to Capacity	0.02	0.00	0.03			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.8	0.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.8	0.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Kensington Road & Hickory Avenue

02/08/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	157	251	35	22	16
Future Volume (Veh/h)	21	157	251	35	22	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	24	178	285	40	25	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		369				
pX, platoon unblocked						
vC, conflicting volume	325				531	305
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	325				531	305
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				95	98
cM capacity (veh/h)	1246				502	740
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	24	178	325	43		
Volume Left	24	0	0	25		
Volume Right	0	0	40	18		
cSH	1246	1700	1700	580		
Volume to Capacity	0.02	0.10	0.19	0.07		
Queue Length 95th (ft)	1	0	0	6		
Control Delay (s)	7.9	0.0	0.0	11.7		
Lane LOS	A			B		
Approach Delay (s)	0.9		0.0	11.7		
Approach LOS				B		
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			27.5%		ICU Level of Service	
Analysis Period (min)			15		A	

HCM Unsignalized Intersection Capacity Analysis

3: Hickory Avenue & Miner Street

02/08/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	169	27	7	117	3	31	17	11	5	7	8
Future Volume (Veh/h)	3	169	27	7	117	3	31	17	11	5	7	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	3	197	31	8	136	3	36	20	13	6	8	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	139			228			385	374	212	395	388	138
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	139			228			385	374	212	395	388	138
tC, single (s)	4.1			4.1			7.1	6.6	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.1	3.3	3.5	4.0	3.3
p0 queue free %	100			99			94	96	98	99	99	99
cM capacity (veh/h)	1457			1352			562	546	833	541	546	916
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	231	147	69	23								
Volume Left	3	8	36	6								
Volume Right	31	3	13	9								
cSH	1457	1352	593	646								
Volume to Capacity	0.00	0.01	0.12	0.04								
Queue Length 95th (ft)	0	0	10	3								
Control Delay (s)	0.1	0.5	11.9	10.8								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.1	0.5	11.9	10.8								
Approach LOS			B	B								
Intersection Summary												
Average Delay			2.5									
Intersection Capacity Utilization			24.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

4: Hickory Avenue & Wing Street

02/08/2018

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	9	49	5	7	33
Future Volume (Veh/h)	0	9	49	5	7	33
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	10	57	6	8	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	114	60			63	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	114	60			63	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			99	
cM capacity (veh/h)	883	1011			1553	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	10	63	46			
Volume Left	0	0	8			
Volume Right	10	6	0			
cSH	1011	1700	1553			
Volume to Capacity	0.01	0.04	0.01			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.6	0.0	1.3			
Lane LOS	A		A			
Approach Delay (s)	8.6	0.0	1.3			
Approach LOS	A					
Intersection Summary						
Average Delay		1.2				
Intersection Capacity Utilization		17.7%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

5: Kensington Road & Proposed Access Drive

02/08/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	172	264	3	6	6
Future Volume (Veh/h)	12	172	264	3	6	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	13	181	278	3	6	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		246				
pX, platoon unblocked						
vC, conflicting volume	281				486	280
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	281				486	280
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1293				538	764
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	194	281	12			
Volume Left	13	0	6			
Volume Right	0	3	6			
cSH	1293	1700	632			
Volume to Capacity	0.01	0.17	0.02			
Queue Length 95th (ft)	1	0	1			
Control Delay (s)	0.6	0.0	10.8			
Lane LOS	A		B			
Approach Delay (s)	0.6	0.0	10.8			
Approach LOS			B			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			28.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: Hickory Avenue & Proposed Access Drive

02/08/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	7	15	41	31	8
Future Volume (Veh/h)	5	7	15	41	31	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	7	16	43	33	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	112	37	41			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	112	37	41			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	99			
cM capacity (veh/h)	881	1041	1581			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	12	59	41			
Volume Left	5	16	0			
Volume Right	7	0	8			
cSH	968	1581	1700			
Volume to Capacity	0.01	0.01	0.02			
Queue Length 95th (ft)	1	1	0			
Control Delay (s)	8.8	2.0	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.8	2.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		2.0				
Intersection Capacity Utilization		19.7%		ICU Level of Service		A
Analysis Period (min)		15				

Parking Ratios at Similar Developments

Table 1
PARKING RATIOS OF APARTMENT DEVELOPMENTS (NEAR PUBLIC TRANSIT)

Development	Location	Units	Parking	Parking Ratio
River 595	Des Plaines	60	104	1.73
Kingston Pointe	Des Plaines	144	228	1.58
Walker & Parker	Clarendon Hills	42	42	1.00
Forest & Gilbert	Downers Grove	89	102	1.15
Adriatic Grove	Downers Grove	48	64	1.33
Residences at the Grove	Downers Grove	294	345	1.17
100 North Addison	Elmhurst	165	199	1.21
1717 Ridge	Evanston	175	205	1.17
AMLI Evanston	Evanston	214	312	1.46
Central Station	Evanston	80	80	1.00
E2	Evanston	356	371	1.04
The Reserve at Evanston	Evanston	195	219	1.12
Midtown Square	Glenview	138	160	1.16
The Reserve at Glenview	Glenview	239	333	1.39
Uptown La Grange	La Grange	254	336	1.32
Ninety7Fifty on the Park	Orland Park	295	300	1.02
Wheaton 121	Wheaton	306	400	1.31
The Residences of Wilmette	Wilmette	75	117	1.56
Average		185	224	1.26

MEMORANDUM TO: Michi Mo
Neri Architects

FROM: Brendan S. May
Consultant

Luay R. Aboona, PE, PTOE
Principal

DATE: June 26, 2018

SUBJECT: Parking Occupancy Surveys
Hickory Avenue
Arlington Heights, Illinois

This memorandum summarizes the results of parking occupancy surveys conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the roadway segment of Hickory Avenue between Kensington Road and Miner Street in Arlington Heights, Illinois. On-street parking is permitted on both sides of Hickory Avenue and no parking restrictions are provided. There are approximately 42 on-street parking spaces provided on the west side of Hickory Avenue and approximately 31 on-street parking spaces provided on the east side of Hickory Avenue. The surveys were conducted on Saturday, June 23, 2018 and on Monday, June 25, 2018 in half-hour intervals from 10:00 A.M. to 8:00 P.M. The results of the surveys are summarized in **Table 1** and indicated the following:

- The peak occupancy on Saturday was 42 vehicles (58 percent occupied) occurring at 8:00 P.M. resulting in a surplus of approximately 31 spaces
- The peak occupancy on Monday was 44 vehicles (60 percent occupied) occurring at 10:30 A.M. and 11:30 A.M. resulting in a surplus of approximately 29 spaces.

As can be seen from the results of the parking occupancy surveys, there are a minimum of 29 parking spaces available along Hickory Avenue. Additionally, three retail parking spaces will be provided as part of the proposed apartment development to be located in the northwest quadrant of the intersection of Kensington Road with Hickory Avenue, resulting in 32 available parking spaces.

Table 1

ON-STREET PARKING SURVEYS

HICKORY AVENUE BETWEEN KENSINGTON ROAD AND MINER STREET

Time	Saturday, June 23, 2018			Monday, June 25, 2018		
	West Side	East Side	Total	West Side	East Side	Total
10:00 AM	8	10	18	24	19	43
10:30 AM	7	9	16	22	22	44
11:00 AM	9	10	19	21	21	42
11:30 AM	8	10	18	23	21	44
12:00 PM	9	8	17	21	18	39
12:30 PM	10	7	17	21	17	38
1:00 PM	7	5	12	22	17	39
1:30 PM	8	4	12	23	16	39
2:00 PM	10	4	14	22	19	41
2:30 PM	8	5	13	22	19	41
3:00 PM	9	5	14	22	17	39
3:30 PM	5	4	9	22	17	39
4:00 PM	5	3	8	20	15	35
4:30 PM	6	2	8	16	14	30
5:00 PM	9	4	13	14	12	26
5:30 PM	12	5	17	12	12	24
6:00 PM	18	8	26	12	12	24
6:30 PM	23	12	35	10	9	19
7:00 PM	22	12	34	10	3	13
7:30 PM	28	13	41	13	2	15
8:00 PM	29	13	42	13	2	15
Inventory	42	31	73	42	31	73



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: 4 N Hickory Ave – PUD, Plat of Subdivision and Parking Variation
PC#: 18-005 – Round 1
Date: March 16, 2018

RECEIVED

MAR 19 2018

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. Per the 2009 International Building Code (I.B.C.), the building will be reviewed as a separated mixed use of A-2, B, S-2, and R-2. As such, the proposed construction of frame/masonry along with the total building area of 92,723 square feet and five stories, the only allowed construction type for this building would be Type I construction. Per IBC Section 504.2, for Group R buildings equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.2, the value specified in Table 503 for maximum building height is increased by 20 feet, and the maximum number of stories is increased by one, but shall not exceed 60 feet or four stories, respectively.
2. All currently adopted codes and Village amendments shall apply.
3. 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.
4. Elevator machine room not shown on plans.
5. The building shall be provided with a stand-by power system.
6. Provide an occupant load calculation based on unit square footage and 200 square feet gross area per occupant, for each type of unit, and for each floor with residential living space.
7. Areas of rescue (refuge) shall be provided with two-way communication and approved signage with directions on operating communication system.

8. Stairways shall be at least 44 inches in width between handrails provided on both sides.
9. Exterior walls shall comply with IBC Table 602.
10. 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.
11. 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.
12. The electrical room shall be properly identified.
13. Dwelling units shall be separated by both fire partitions and horizontal assemblies.
14. Balconies shall be noncombustible.
15. Shaft enclosures for the elevators, stairwells and trash chute shall be 2-hour fire barriers and/or horizontal assemblies or both.
16. The refuse termination room shall be constructed of 1-hour fire barrier and horizontal assembly.
17. The refuse chute access rooms on each floor shall be constructed of a 1-hour fire barrier and horizontal assembly. The door of the access room shall have a minimum fire-resistance rating of 45 minutes, and be self- or automatic closing based on detection of smoke per 715.4.8.3.
18. The refuse chute shall be sprinklered per IBC 903.2.11.2.



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

Fire Safety Division



Date: 3/9/2018

P.C. Number: 18-005

Project Name: Hickory/Kensington Apartments

Project Location: 4 N. Hickory

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. Proposed plan shows the structure to be five stories with a total building area of 92,723 square feet and the type of construction to be frame/masonry. For the size of the proposed building only Type I construction is approved per the Building Code even with the sprinkler exception for Group R that states that buildings equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.2, the value specified in Table 503 for maximum building heights increased by 20 feet and the maximum number of stories is increased by one, but shall not exceed 60 feet or four stories, respectively.
2. All currently adopted codes shall apply.
3. Fire department connections shall be fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant.
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.
14. 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.
15. Exit signs shall be illuminated at all times and have emergency power backup.
16. In order to be considered part of an accessible means of egress, an elevator shall comply with the emergency operation and signaling device requirements.
17. 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.
18. 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.
19. 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.
20. 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.
21. 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.
22. Buildings shall have approved address numbers.
23. Fire department connections shall be installed in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved.
24. Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved a visible Location.
25. 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.

26. 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.
27. A minimum of one elevator is required for all new buildings three or more stories in height, above grade; provided, however, that no elevator shall be required in buildings of three stories when the elevator would service no more than two dwelling units per floor.
28. 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.
29. 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.
30. **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.
31. 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 03-09-18

Reviewed By: 
Fire Safety Supervisor

RECEIVED
MAR 09 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

**Village of Arlington Heights
Public Works Department**

Memorandum

To: Sam Hubbard, Planning and Development
From: Cris Papierniak, Assistant Director of Public Works
Date: April 2, 2018
Subject: 4 N Hickory Ave., P.C. #18-005 Round 1



With regard to the proposed Plat of Subdivision, I have the following comments:

- 1) What size is the proposed water main for the proposed pressure connection?
- 2) The proposed pressure connection must be encompassed within a 60" vault.
- 3) The proposed sanitary connection to Hickory is acceptable.
- 4) Reroute the storm discharge to Kensington.
- 5) Maintain proper separation between proposed and existing water main and proposed sanitary and storm sewer. Utilize approved methods of construction should conflict occur.
- 6) Verify the condition of the sidewalk fronting the property after the construction. If damage has occurred as a result of the demolition, or drainage is not adequate (ponding), permittee must replace the affected squares.
- 7) Provide a complete detail of the proposed underground detention structure and outlet control structure.
- 8) Provide a maintenance plan for the underground control structure.
- 9) Until plumbing plans have been submitted, I cannot provide meter and RPZ sizing comments.
- 10) Who will be responsible for the maintenance and snow removal of the proposed parking bump-outs on Hickory?
- 11) Public Works is not in favor of tinted or colored concrete as it will be hard to match with future repairs.
- 12) Public Works has the following light throughout the Village and prefers uniformity for cost savings and parts inventory:

Sternberg Model #C27504.

13)The word "previously" is misspelled on the Title survey.

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

C. file

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>18-005</u>	P.I.N.# <u>03-29-408-003-0000</u>
Petitioner: <u>Neri Architects pc</u>	Location: <u>4 N Hickory</u>
<u>Guido C Neri</u>	Rezoning: _____ Current: <u>B-2</u> Proposed: _____
	Subdivision: _____
	# of Lots: _____ Current: _____ Proposed: _____
Owner: <u>H&H Enterprises</u>	PUD: _____ For: _____
<u>Daniel Hidding</u>	Special Use: _____ For: _____
	Land Use Variation: <u>✓</u> For: _____
Contact Person: <u>Guido Neri</u>	
Address: <u>444 N Northwest Hwy</u>	Land Use: _____ Current: <u>vacant</u>
<u>Park Ridge IL 60068</u>	Proposed: <u>mixed-use</u>
Phone #: <u>847-825-9400</u>	Site Gross Area: <u>41,176 s.f.</u>
Fax #: _____	# of Units Total: <u>76 d.u. (see site plan for unit types)</u>
E-Mail: <u>gneri@neriarchitects.com</u>	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. PUBLIC IMPROVEMENTS

REQUIRED: _____ YES NO COMMENTS

a. Underground Utilities

Water _____ X _____ TO BE VERIFIED

Sanitary Sewer _____

Storm Sewer _____ X _____

b. Surface Improvement

Pavement _____ X _____Curb & Gutter _____ X _____Sidewalks _____ X _____Street Lighting _____ X _____

c. Easements

Utility & Drainage _____ X _____Access _____ X _____ PUBLIC SIDEWALK EASEMENT AT KENSINGTON RD

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC X b. IDOT _____

c. ARMY CORP _____ d. IEPA _____

e. CCHD _____

3. R.O.W. DEDICATIONS? _____

4. SITE PLAN ACCEPTABLE? _____

5. PRELIMINARY PLAT ACCEPTABLE? _____

6. TRAFFIC STUDY ACCEPTABLE? _____

7. STORM WATER DETENTION REQUIRED? _____

8. CONTRIBUTION ORDINANCE EXISTING? _____

9. FLOOD PLAIN OR FLOODWAY EXISTING? _____

10. WETLAND EXISTING? _____

YES NO COMMENTS

<u>X</u>	_____	 MAR 26 2018 PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT
_____	<u>X</u>	
_____	<u>X</u>	
_____	<u>X</u>	
<u>X</u>	_____	
_____	<u>X</u>	
_____	<u>X</u>	
_____	<u>X</u>	
_____	<u>X</u>	
_____	<u>X</u>	

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: SPACECO, INC.DATE OF PLANS: 3-1-18

John F. Malt 3/23/18
Director Date

PLAN COMMISSION PC #18-005
4 North Resubdivision (Hickory/Kensington Apartments)
4 N. Hickory Ave.
PUD, Plat of Subdivision, Parking Variation
Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
12. Since a subdivision is being proposed the plans must meet all subdivision requirements. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. A separate Engineers estimate of construction cost for public improvements is also required to complete the calculation for the required public improvement guarantee deposit. The public improvements for this development would include all public improvements in the new Campbell Street ROW, as well as the streetscape along Hickory Ave. These estimates should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.
13. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
Prime Meridian:	Greenwich
Angular Unit:	Degree

14. The Final Plat of Subdivision must be reviewed and approved by 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 facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Deputy Director of Engineering for an editable version of the OUMA.

16. Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use $C=0.50$ for pervious areas, $C=0.95$ for impervious areas. Use Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin.
17. Normally, the developer of a subdivision is required to provide stormwater detention for the entire subdivision. Since no development is currently planned for the northern Lot 1, the proposed project only has to provide stormwater detention for the proposed development on Lot 2, notwithstanding any MWRD regulations. Any future development on Lot 1 must provide stormwater detention per Village requirements.
18. 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.
19. The exhibits showing the turning paths of the Fire Department's responding vehicle are acceptable. Add an exhibit showing turning movements of design vehicles (trucks, fire) for re-designed NW corner at Hickory and Kensington.
20. 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.
21. The public sidewalk through the driveways takes precedence over the curbs. Stop the curbs and driveway pavement on either side of the public sidewalk.
22. Public sidewalk, located one foot (1') off the property line, shall be included for the south side of the new Campbell Street ROW. No sidewalk will be required for the north side until that side is developed.
23. The Village will determine if water main will be required within the Campbell Street ROW for future loop.
24. According to the Village's Thoroughfare and Transportation Policy Plan, the new Campbell Street will be designated as a local street. Per the Policy, based on the zoning of B-2 (high density) and the area being built-up by definition, the pavement width for Campbell Street will be 35-feet B-B.
25. The existing right-of-way of Hickory Avenue is currently only 60 ft. wide. The project should dedicate the additional 3 ft. for the requisite 33 ft. dimension for the west half of the R-O-W.
26. The Kensington Road right-of-way is shown on the plans to be 75' wide, with the south ROW line well behind the sidewalk and through existing buildings. How was this determined? IDOT plans prepared 20 years ago show the south ROW at the back of the sidewalk, a ROW about 60' wide. Consideration should be given to the dedication of additional ROW along the north side of Kensington Road, currently only 25'.
27. The existing back to back dimension of the Hickory Avenue pavement is approximately 38 ft. Assuming the street cross section will ultimately be symmetrical, provide 10.5' wide through lanes, and the remaining 8.5' in width to the back of curb at the parking lanes. The 10.5' dimension for the through lanes shall be for pavement, with the back of curb at the bump-outs 12' from the centerline.

28. The proposed curb bump-out on Hickory Avenue at its intersection with Kensington Road must utilize the 35' curb radius currently existing at the northwest corner. Hickory Avenue still has truck traffic and emergency vehicles that must be accounted for in the proposed street design. The intersection design should consider a possible future lane addition to the north leg of the intersection to provide separate lanes for right and left turns to accommodate the ultimate redevelopment of the area.
29. The proposed on-site lighting diagram is satisfactory; however, the manufacturer's catalog cuts must be provided with final engineering plans. The consideration for required subdivision public improvements including street lighting must be provided for. Since the existing Commonwealth Edison power lines prohibit placement of streetlights along the east side of Hickory Avenue, placement of streetlight along the west side of the street is required.
30. Parking lot stalls are required to be 9' wide, unless it can be shown the stalls will not be utilized for high turnover parking. If the parking stalls are assigned to tenants, 8.5' wide stalls can be specified. Also, the length of the parking stalls could be reduced to 16.5 ft to the face of curb with a 1.5 ft. overhang to provide less pavement area.
31. What is the geometry, operation, and proposed pavement slopes for the parking garage ramps into and out of the underground parking garage? Is the west garage door only servicing the basement level, and the north garage door only serving the first floor?
32. There are a couple utility anomalies on the plans:
 - a.) There is an 8-inch valve with no cover shown on Parcel #1 that needs to be identified and properly secured.
 - b.) The flow for the 12-inch combination sewer in Hickory Avenue shows flowing from south to north in our utility atlas, and terminates north of Kensington Road. There are no connections to the south indicated.
33. The traffic report mentions that the traffic signal at Kensington Road and Northwest Highway is the Village jurisdiction. It is under IDOT jurisdiction.
34. The description of vehicle queue lengths for Kensington Road and stacking back to the proposed driveway 11 times in the 60-minute evening peak hour suggests that eastbound Kensington Road traffic wanting to turn left into this driveway may be an issue. Based upon the position of cars waiting to try this turn, in the beginning of the dedicated left turn taper, they may block drivers behind them. Access into this driveway may be an issue, and the Village reserves the right to limit turns if this becomes a safety problem.
35. Any on-street parking stalls should not be included in the available parking capacity counts for the discretionary use solely by this development.
36. Site development management, construction staging, materials delivery, parking, and overall building construction plan needs to address the following:
 - a.) Pedestrian crossing Kensington Road at the railroad spur is not acceptable.
 - b.) The construction entrance off of Kensington Road is not understood. All traffic into and out of the site should be from Hickory Avenue.
 - c.) Construction fencing should only be moved to the street as necessary for construction operations on an as needed basis. No construction fencing into Kensington Road or adjacent to the street is allowed. Kensington Road traffic should not be closed down or rerouted. No fencing can impede motorist sight distance at the corner of Hickory and Kensington.

Preliminary Plat of Subdivision:

37. The plat was reviewed against the attached Preliminary Plat of Subdivision Checklist. The following items need to be addressed:
- a. Item #7: Is there an existing easement for the railroad spur? If not, shouldn't one be created?
 - b. Item #11: At a minimum, a public sidewalk easement is needed for the sidewalk along Kensington Road. Consideration should be given to dedicating additional ROW along the north side of Kensington Road.
 - c. Item #13: Provide the names and last known addresses of the owners of the lands immediately adjoining the land proposed to be subdivided.
38. For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist. The elementary school district is Consolidated Community School District #25, Township High School District #214, Harper Community College District #512. Add the utility signature blocks.

 3/23/18
James J. Massarelli, P.E. Date
Director of Engineering

Attachments:

- Preliminary Plat of Subdivision Checklist (1 page)
- Final Plat of Subdivision Checklist (3 pages)
- Contacts for Plat Signatures (1 page)
- Sample Utility Signature Blocks (1 page)
- Sample Onsite Utility Maintenance Agreement (4 pages)

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. *for railroad spur?*
- ☒ 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@cable.comcast.com

Alternate: Martha Gieras 630/600-6352
Martha_gieras@cable.comcast.net

Ms. Mark Cozzi
ComEd
Three Lincoln Center – 4th Floor
Oakbrook Terrace, IL 60181

630/576-6530
Mark.Cozzi@ComEd.com

Ms. Kim Augustine
NICOR Gas
300 W. Terra Cotta Avenue
Crystal Lake, IL 60014

630/338-2976
kaugust@aglresources.com

Ms. Sue E. Manshum
ROW Engineer
Ameritech
2004 Miner, 1st Floor
Des Plaines, IL 60016

847/759-5603
sm9231@att.com

Mr. Greg Argetsinger
VPGM of Illinois
WOW Internet Cable
1674 Frontenac Road
Naperville, IL 60563-1757

630/536-3121
Tom Gebens
630/536-3153
Brian Herd
630/669-5227

Mr. Jonathan Karabowicz
IDOT Permits
201 W. Center Court
Schaumburg, IL 60196

847/705-4149

Mr. Michael Sterr, P.E.
Permit Office
Cook County Highway Department
69 West Washington Street
23rd Floor, Suite 2354
Chicago, IL 60602

312/603-1670

Sample Signature Blocks

COMMONWEALTH EDISON COMPANY
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

AMERITECH/SBC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

NICOR GAS
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

COMCAST CABLE
EASEMENT APPROVED AND ACCEPTED

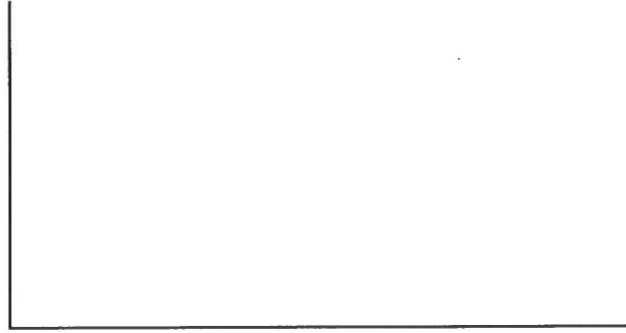
BY: _____ DATE: _____, 20__

TITLE: _____

WIDE OPEN WEST, LLC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____



ONSITE UTILITY MAINTENANCE AGREEMENT

WHEREAS, _____, an (LLC? Corporation?), or its affiliates, ("RESPONSIBLE ENTITY") is the legal title holder of the following described real estate commonly referred to as _____ (*address*), Arlington Heights, Illinois, 6000_, containing _____ acres, more or less, situated in the Village of Arlington Heights, Illinois and legally described as follows: (the "PROPERTY"):

*** *Insert legal description, or attach as Exhibit A* ***

PIN Numbers:

WHEREAS, _____ (*print name*), ("OWNER") desires to develop the PROPERTY; and

WHEREAS, it is necessary to service said parcel with **sanitary sewers, storm sewers and stormwater management facilities, domestic water mains**; and

WHEREAS, the **sanitary sewers, storm sewers and stormwater management facilities, and domestic water mains** servicing the property are not located within public rights-of-way or dedicated easements; and

WHEREAS, the Village of Arlington Heights ("VILLAGE") does not maintain **sanitary sewers, storm sewers and stormwater management facilities, or domestic water mains** on privately owned property; therefore

1. It is hereby AGREED by the RESPONSIBLE ENTITY, its successors and assigns that at no expense to the VILLAGE, the RESPONSIBLE ENTITY, its successors and assigns shall:

- a. Maintain all sanitary sewers and appurtenances thereunto appertaining located upon said premises, all as shown on the Final Engineering Plans prepared by _____ (Engineering Firm) dated _____, and approved by the VILLAGE, or any amended plans as agreed to and approved by both parties, copies which are on file with the Engineering Department of the VILLAGE.
- b. Maintain all water mains and appurtenances located upon said premises from the master meter vaults.
- c. Maintain all storm sewers and appurtenances, including detention vault, located upon said premises.
- d. Maintain the utilities as itemized above in accordance with the latest edition of the Village of Arlington Heights Municipal Code.
- e. Maintain all private roadways, parking areas, and pavement lighting facilities located on said premises as shown on said Final Engineering Plans in accordance with the latest edition of the Village of Arlington Heights Municipal Code.

2. It is further AGREED that should the RESPONSIBLE ENTITY not properly maintain the aforementioned **sanitary sewers, storm sewers and stormwater management facilities, or domestic water mains** in accordance with the requirements of the VILLAGE, or should they allow a public nuisance to exist, written notification shall be given to the RESPONSIBLE ENTITY advising that after ten (10) days if the RESPONSIBLE ENTITY is not in compliance with the applicable requirements, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property until such time that the VILLAGE has been fully reimbursed for its expenses in correcting these deficiencies; and

3. It is further AGREED that, barring a need for immediate action, should the RESPONSIBLE ENTITY not begin corrective action within four (4) hours of notification of an emergency situation where property damage is occurring or is in imminent danger of occurring as a result of dysfunction of the **sanitary sewers, storm sewers and stormwater management facilities, or domestic water mains**, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property until such time that the VILLAGE has been fully reimbursed for its expenses in correcting these deficiencies; and

4. It is further AGREED that the RESPONSIBLE ENTITY shall save the VILLAGE harmless from any and all claims for damages resulting from the VILLAGE interrupting service to the property due to the failure of the RESPONSIBLE ENTITY to perpetually maintain the systems as described above and any other claims or damages arising out of this Agreement and the ownership of the facilities described herein.

5. This Agreement shall be binding between all successors and assigns and shall be a covenant running with the land as here and before legally described.

6. This Agreement shall be recorded in Cook County, Illinois.

This Agreement is entered into the _____ day of _____, 20__.

For: _____

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State

aforesaid, CERTIFY that _____ personally known to me to be the same person whose name is subscribed on the foregoing instrument appeared before me this day in person and acknowledged that (s)he signed, sealed, and delivered said instrument as their free and voluntary act, and as the voluntary act of

_____, an (LLC? Corporation?), for the uses and purposes therein set forth.

GIVEN under my hand and Notarial seal this _____ day of _____, 20__.

Notary Public

For: Village of Arlington Heights,
an Illinois municipal corporation

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State

aforesaid, CERTIFY that _____ personally known to me to be the same person whose name is subscribed on the foregoing instrument appeared before me this day in person and acknowledged that (s)he signed, sealed, and delivered said instrument as their free and voluntary act, and as the voluntary act of the **Village of Arlington Heights, an Illinois municipal corporation**, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial seal this _____ day of _____, 20__.

Notary Public



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 18-005

Project Name

Hickory/Kensington Apartments

Project Location

4 North Hickory Avenue

Planning Department Contact Sam Hubbard

General Comments

Round 1

General Comments:

- 1) Building is to be sprinkled per code.
- 2) The Fire Department Connection shall be located at the main front entrance of the building, be fully visible and accessible, and located within 100 feet of the nearest fire hydrant. From the drawings it appears that it would be located off of Hickory Avenue.
- 3) A Knox Box containing keys to access all areas of the building shall be mounted on the main front entrance of the building. A second Knox Box is to be located near the parking area entrance at the rear of the building.
- 4) A fully operational annunciator panel or alarm panel shall be located at the main front entrance of the building.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date March 19, 2018

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Four North Apartments
4 N. Hickory Ave.
PC#18-005

RECEIVED
MAR 23 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Round 1 Review Comments

03/22/2017

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 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.

The area around the garage entrance/exit should be clear of obstructions. Vehicle traffic entering and exiting the available covered parking must be able to view other vehicles and pedestrians. Street parking adjacent to the entrances/exits should be prohibited. Warning lights/audible signals could be used to signal that vehicles are exiting.

6. General comments:

-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.

-If commercial retail occupants plan on having seating: chairs and tables left outside should be chained down or together to prevent theft; or brought inside when not in use to deter theft and/or damage. Outdoor seating can become an attractive nuisance during overnight hours. Other valuables should be brought inside or necessary precautions against theft should be taken.

-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.

-Parking could become an issue if a larger percentage of residents than expected have vehicles.

-Emergency telephones and video surveillance should be installed in the parking area for added safety

-The storage area and parking garage should be secure and accessible only to residents. There should be signage to encourage users to lock their vehicles and storage lockers and video surveillance of the area to deter theft and help identify potential offenders.

FR #252

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

OH #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>18-005</u>	P.I.N.# <u>03-29-408-003-0000</u>
Petitioner: <u>Neri Architects pc</u>	Location: <u>4 N Hickory</u>
<u>Guido C Neri</u>	Rezoning: <u> </u> Current: <u>B-2</u> Proposed: <u> </u>
	Subdivision: <u> </u>
	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
Owner: <u>H&H Enterprises</u>	PUD: <u> </u> For: <u> </u>
<u>Daniel Hidding</u>	Special Use: <u> </u> For: <u> </u>
	Land Use Variation: <u>✓</u> For: <u> </u>
Contact Person: <u>Guido Neri</u>	
Address: <u>444 N Northwest Hwy</u>	Land Use: <u> </u> Current: <u>vacant</u>
<u>Park Ridge II 60068</u>	Proposed: <u>mixed-use</u>
Phone #: <u>847-825-9400</u>	Site Gross Area: <u>41,176 s.f.</u>
Fax #: <u> </u>	# of Units Total: <u>76 d.u. (see site plan for unit types)</u>
E-Mail: <u>gneri@neriarchitects.com</u>	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </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.
- See the attached accessibility comments.

RECEIVED

MAR 21 2018

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENTSean Freres, LEHP AA 3/21/18

Environmental Health Officer

Date

James McCalister JM 3/21/18

tor

Direc
Date

RECEIVED

MAR 21 2018

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Plan Review for Accessibility

Address: Hickory/Kensington Apartments
4 N. Hickory Avenue

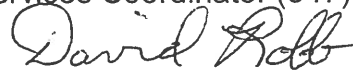
PUD, Plat of Subdivision, Parking Variation

P.C. #18-005 Round 1

Submitted to: Sam Hubbard, Planning & Community Development

Submitted by: David Robb, Disability Services Coordinator (847) 368-5793

Date: March 20, 2018



Re: Illinois Accessibility Code (IAC):
<https://www2.illinois.gov/cdb/business/codes/Pages/IllinoisAccessibilityCode.aspx>

Fair Housing Amendments Act, (42 U.S.C. §3601 et seq)

Fair Housing First:

<http://www.fairhousingfirst.org/fairhousing/requirements.html>

-
1. Illinois Accessibility Code, Subpart D: Multistory Housing, New Construction Sections 400.350, 400.360 and 400.310 apply.
 2. IAC Section 400.Illustration B., Figures 5 and 6 apply to all public and common use areas including mail boxes, trash receptacles, etc.
 3. Petitioner shall supply a unit listing of 20% Adaptable/Accessible dwelling units in a variety of sizes and locations as required by IAC Section 400.350(d).
 4. An accessible route per IAC Section 400.310(a)(1-12) shall be provided into and within all private patios, terraces, balconies of Accessible/Adaptable dwelling units..." per IAC Section 400.350(e)(3).
 5. In U-Shaped Kitchens a minimum of 60-inches is required between opposing base cabinets, countertops, appliances or walls per IAC Section 400.360(d)(1).
 6. Kitchens in Accessible/Adaptable units require an accessible "Work Surface" per IAC Section 400.350(d)(4)(A through E) and Illustration B., Fig. 50.
 7. **Important note:** The Federal Fair Housing Accessibility Guidelines apply to all public and common use areas and to 100% of dwelling units in elevator buildings. (See Fair Housing Amendments Act, 42 U.S.C. §3601 et seq.)

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>18-005</u>	P.I.N.# <u>03-29-408-003-0000</u>
Petitioner: <u>Neri Architects pc</u>	Location: <u>4 N Hickory</u>
<u>Guido C Neri</u>	Rezoning: _____ Current: <u>B-2</u> Proposed: _____
	Subdivision: _____
	# of Lots: _____ Current: _____ Proposed: _____
Owner: <u>H&H Enterprises</u>	PUD: _____ For: _____
<u>Daniel Hidding</u>	Special Use: _____ For: _____
	Land Use Variation: <u>✓</u> For: _____
Contact Person: <u>Guido Neri</u>	
Address: <u>444 N Northwest Hwy</u>	Land Use: _____ Current: <u>vacant</u>
<u>Park Ridge II 60068</u>	Proposed: <u>mixed-use</u>
Phone #: <u>847-825-9400</u>	Site Gross Area: <u>41,176 sf</u>
Fax #: _____	# of Units Total: <u>76 du (see site plan for unit types)</u>
E-Mail: <u>gneri@neriarchitects.com</u>	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

YES NO

1. X _____ COMPLIES WITH COMPREHENSIVE PLAN?
2. X _____ COMPLIES WITH THOROUGHFARE PLAN?
3. X _____ VARIATIONS NEEDED FROM ZONING REGULATIONS?
(See below.)
4. _____ X VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
(See below.)
5. X _____ SUBDIVISION REQUIRED?
6. X _____ SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
(See below.)

Comments:

PLEASE SEE ATTACHED COMMENTS.



4-2-18

Date

Planning & Community Development Dept. Review

March 30, 2018



REVIEW ROUND 1

Project: 4 N. Hickory Ave.
Hickory Kensington Mixed Use Development

Case Number: PC 18-005

General:

7. The Plan Commission must review and approve the following action:
 - a) Planned Unit Development to allow a 5-story mixed use development with ground floor commercial space and 76 residential units above.
 - b) Preliminary Plat of Subdivision.
 - c) A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 125 to 117 spaces.
 - d) A variation to Chapter 28,
8. 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.
9. Will the building or site feature any sustainable/green design elements? Please update the project narrative to include information on any sustainable/green design elements.
10. Impact Fee's will be required for the residential portion of the development, in accordance with Village Policy.
11. The Wheeling Township Assessor's office has been provided with information on the proposed development and has compiled a list of all PIN #'s of property within 250' of the subject property. Please obtain the list from the Assessor's office, and prior to looking up the addresses associated with each PIN, please provide the list to me so that I can double check to ensure that all necessary PIN's have been included on the list. In addition, please note that when the mailing is sent out, it must go to the **taxpayer of record of each PIN**, and not to the actual property address of the PIN. The Plan Commission hearing is tentatively scheduled for May 23rd.

Site Plan/Landscaping:

12. Please calculate the size of the exterior surface parking lot and add note on Site Plan. Section 5.1-23.1(h) requires that the surface of exterior parking lots cover no more than 33% of any development.
13. Please make the entire southern parking row on the exterior parking lot, consisting of 1 accessible space and 9 standard spaces, to be all 9' wide parking spaces (accessible space can stay at 16' wide).
14. The length of the parallel parking spaces (both street and interior parking lot) can be reduced from 22' wide to 21' wide.
15. The engineering plans, architectural site plans, and landscape plans must all show the boundaries of the Union Pacific Railroad easement along the western property line. Please revise the plans accordingly.
16. It appears certain portions of the parking areas overlap into the path of the rail car. How wide from the edge of the rail does a railcar extend? What is the size of the easement along the western property line? Will there be wheel stops for the cars?

17. The landscaping along the western edge of the property is not feasible given the rocks and clearance lanes for trains. A condition of approval will be added that will require the property owner to install landscaping along the western property line, within 90 days upon request of the Village, once the rail spur is no longer in use and can be removed.
18. Please indicate the location of any proposed transformer, generator, and any ground mounted utility equipment (HVAC equipment, utility pedestals/meters, etc.) on the site plan where applicable.
19. Overhead utilities along the north side Kensington between Hickory and Douglas must be buried as part of this development, unless the utility companies or the Village deems it not feasible. All costs associated with the utility burial shall be the developers responsibility. Please add a note to the engineering site plan indicating the location of the required utility burial.
20. Please expand the street width of the Campbell Street extension by an additional 3.5' on both sides. This will result in a 35' wide street. On the north side of the street, please incorporate street parking.
21. As indicated in the Engineering Dept. review, the bump out at the northwest corner of the Hickory/Kensington intersection is not viable since it restricts the ability for trucks to make a westbound right turn from Hickory onto Kensington. Please reduce the radius to 35' and run truck turning radius templates to determine if trucks can now make a right turn.
22. A 5' sidewalk should be added to the south side of Campbell Street adjacent to the development. The sidewalk should be 6' setback from the curb line to create a 6' wide parkway between the sidewalk and street. Please adjust the plantings on the landscape plan accordingly. The plantings in the ROW here are required for parking lot screening and foundation screening for the proposed development, and therefore maintenance of these plantings will be the responsibility of the property owner.
23. Where will the building mounted electric and gas meters be located? Please indicate these locations on the site plan and landscape plan and adjust landscaping to screen these elements as needed.

Floor Plans/Elevation:

24. Is the proposed 54' height measured from grade on southern elevation to the top of the proposed flat roof?
The elevations and building section appear to show the dimension to the base of the flat roof.
25. Please revise the basement and first floor plans to include the drive aisle width of the ramp and the area at the base of the ramp where the drive aisle turns to enter into the basement floor. All drive aisle widths shall be measured from exterior columns, were applicable, not from the striping of parking spaces since columns in certain locations reduce the width of the 24' wide drive aisles. In these instances, a variation will be required. Please provide the necessary justification for this variation, as per the three hardship criteria. Staff is supportive of any interior drive aisle variations.

Parking and Traffic:

26. Based on the Engineering Dept. comments, the following conditions of approval will be recommended:
 - a) The driveway entrance onto Kensington may need to be modified to a right-in/right-out only access point in the future. Staff will monitor operations at this intersection, and if determined that it creates a traffic problem, at the discretion of the Village, the property owner will be required to make this a right-in/right-out intersection only.
 - b) If requested by the Village, the property owner must extend Campbell Street to the western edge of the dedicated area as indicated on the Plat of Subdivision.
27. Per Section 11.7 of the zoning code, one on-site loading space is required. It does not appear that the site has incorporated a loading space. How will loading for the commercial uses function? How will resident move-in/move-out function? Please explain where trucks will park in these instances and how these operations will function.

28. Per Section 11.8 of the zoning code, 8 bicycle parking spaces are required for the residential uses on the site. Please confirm how many bicycle parking spaces will be available within the interior bike storage room.
29. Two bicycle parking spaces are required for the commercial uses .Please add a bicycle parking pole to the area near the commercial uses. See below example for style:



30. How will on-site parking be shared between the two users (i.e. residential and commercial)? Will parking be assigned? Will patrons of the commercial uses be able to park in the surface parking lot? Will these spaces be shared between the two uses? Where will guest of the residential building park? Will they be allowed in the surface parking lot? Please clarify how parking is intended to function.

PUD/Construction Phasing:

31. Please revise the construction staging plan to indicate where construction worker parking will be located.
32. Will any lane on Hickory be required? No lane closures on Kensington will be allowed.
33. Please note that the subdivision will be for the entire lot (Lot 1, Lot 2, area of dedication), however, the PUD will apply to just Lot 2.
34. Are they any proposed Covenants, Conditions, or Restrictions for the subdivision or PUD?

Plat of Subdivision:

35. Final Plat of Subdivision approval must come at a future Plan Commission meeting, to be determined when final engineering and final plat documents have been provided.
36. A public easement for pedestrian access shall be required for the 10' of sidewalk along Kensington. Please add this to the Plat. The property owner will be responsible for maintenance of this area, including snow shoveling, maintenance of paving, and maintenance of landscaping.
37. Please show any easement relative to the Union Pacific Railroad tracks on the Plat of Subdivision.
38. The dedicated area should be crosshatched and should not be part of lot 1 or lot 2.
39. Please provide separate legal descriptions for the following areas of the Plat: Lot 1, Lot 2, Area to be Dedicated.

Prepared by:

SAM J. LUBARZ

Hickory/Kensington Apartments

4 N. Hickory

PC 18-005

April 2, 2018

Landscaping

- 1) The selection of the plant material must be evaluated and revised. The proposed trees are not suitable for the landscape islands. In addition, it is recommended that additional height be provided for the foundation plantings in areas where there is large spans of wall. Incorporating plant material with additional height will soften the base of the building. The plantings adjacent to the parking area must be drought and salt tolerant.
- 2) For the parkway trees along Hickory, within the tree grates, provide a mix of Honeylocust, Ginkgo and Kentucky Coffee trees in place of the proposed Zelkova and Oak trees. Along the north and south ends of the building within the parkway, provide a mix of Elm, Linden, Hackberry or Maple. The species will be evaluated and the Village may have additional comments regarding the proposed parkway trees.
- 3) On the north end of the building provide a 5 foot wide sidewalk that runs east/west between the parking area and Hickory. The sidewalk should be 6 feet from the back of curb. As proposed, the trees will need to be relocated and coordinated with the sidewalk. An easement will be necessary for the landscaping on the north elevation of the building since it is within the right of way.
- 4) On the north end of the parking lot, provide a 3 foot high wall on each side of the drive aisle. The wall must match the building. In addition, provide low shrubs and perennials within the island.
- 5) In the southwest corner it is recommended that one 9'x18' space be eliminated to allow for additional landscaping. Incorporate a 3 foot high screen wall within the landscape island. The wall should match the building materials. Relocate the proposed parkway tree so that it is within the landscape island on private property. Provide a variety of shrubs and perennials within the island.
- 6) Incorporate a 10' wide decorative crosswalk along Hickory to the north of the building. The crosswalk will run north/south. The crosswalk should be tinted concrete with scored control joints that are 30 - inches apart.
- 7) Please identify the railroad spur on the landscape plan. The proposed landscaping will conflict with the spur. Reduce the depth of the parking stalls from 18.5 to 16.5 and incorporate low groundcover and perennials such as daylilies. In the future, if the spur line goes away, additional landscaping must be provided.
- 8) Reduce the depth of the parking spaces to 16.5 feet on the east side to allow for additional green space.
- 9) Please see the attached package of site furnishings and incorporate within the plans. The Village is evaluating the proposed site furnishings and may have additional comments or modifications. The site furnishings should be as follows:

Dumor Bench 120 – Charcoal
Sternburg – Solana SL660
Concrete – Pewter
Planter Millennium Series - Black

- 10) Incorporate two pedestrian light fixtures along Kensington in front of the building along the sidewalk. Place the fixtures on the sidewalk 1 foot north of the sidewalk.
- 11) Provide details of the proposed pavement patterns. Please provide a California finish with tooled joints for the walk between the bump outs. Within the bump outs include tinted concrete with a saw cut grid pattern that is approximately 24 - inches apart.
- 12) Along Kensington, it is recommended that large freestanding raised planters be incorporated at the base of the building to soften the large span of concrete and near the entrance off of Hickory.
- 13) Any utilities must be fully screened with landscaping.
- 14) As more detailed plans are provided additional comments may be forthcoming.



Sunburst Tree Grate

The Sunburst tree grate uses a traditional pattern that has been a staple of urban streetscapes for many years. It works well with a wide variety of architectural styles.



PrevNext





SOLANA® SL660

The Solana® SL660 Post-Top Luminaire's modern geometric design complements a diverse assortment of contemporary architectural settings. It's urbanesque yoke design offers not only aesthetic beauty, durability and optical efficiency, but takes street, area, and medium mount lighting to another level. The Solana® SL660 is well suited for all roadway, site and pedestrian environments.



SternbergLighting

ESTABLISHED 1923 / EMPLOYEE OWNED

PROJECT:

TYPE:

ORDERING EXAMPLE: PT-SL660-CA-84L45T5-MDH05-MOT1-HSS-FHD / UGMT

	SL660												
MOUNT- ING CONFIG.	SERIES	LENS	NO. OF LEDS	COLOR TEMP K	DISTRIBUTION TYPE	DRIVER	CONTROL RECEPTACLE	CONTROL	MOTION SENSOR	HOUSE SIDE SHIELD	DUAL FUSE & HOLDER	COLOR	
PT	Medium Area Post Top	CA	84L	27(00) K	T2	MDL03	O P T I O N S					UGMT	UGM
1W		FG	56L ¹	35(00) K	T3	MDL05	R	PE	MOT1 ²	HSS	FHD	UBT	UB
1A		SA	42L ¹	45(00) K	T3R	MDH03	R5	PE3	MOT2 ²			ULBT	ULB
2A		FFG			T4	MDH05	R7	PE4				USLT	USL
2A90		SV1*			T5			SC				UWHT	UWH
1AM		SV2**						PEC				UCHS	
2AM		SV1SA*						PEC4				BKT	
		SV2SA**	¹ Not available in 05 driver										

A = Arm Mount AM = Arm Mid-Mount W = Wall Mount (*Designate 1WCB if surface mount box required)

Product Specs

Optical

- IP65 rated optic module with BUG rating of U-1.
- Available in IES Type 2, 3, 3R, 4 and 5 distribution.
- Utilizes high output, high brightness LEDs.
- Typical CRI of 70, CCT 2700, 3500 and 4500K. Call factory for custom CCT.
- LM-79 and LM-80 tests in accordance with IESNA standards.
- Lumen depreciation rating L₇₀ > 100,000 hrs. projected per TM-21 guideline using 525mA drive at 25°C ambient.
- RoHS Compliant.

Electrical

- 120-277 volt and 347-480 volt available.
- Minimum drivers power factor: >0.9.
- Electrical surge protection in accordance with IEEE/ANSI C62.41.2 guidelines.
- UL or ETL listed in U.S. and Canada.

Mechanical

- Cast aluminum heat sink, arms, lens cover, housing top cover and housing/fitter.
- Spun aluminum heat sink cover.
- Fitter installs on standard 3 in tenon.
- Tool-less driver access and removable driver tray.
- AAD™ "Advanced Air-flow Dynamics" maximizes heat sink expulsion.

Controls

- Supplied with dimmable driver.
- Optional Roto-lock photocell receptacle only R, R5, R7.
- Optional Roto-lock photo cell PE, PE3, PE4, SC.
- Optional electronic button photocell: PEC (120-277V), PEC4 (480V).

Finish

- Durable, color retentive powder coat finish.

Warranty & Standards

LED Systems and Drivers - 7 years. All fixtures shall be free from all defects in materials and workmanship for a period of 7 years from the date of manufacture. The luminaire manufacturer shall warrant the LED boards/system, during the stated warranty period, against failure defined as more than 10 percent of non-operating LEDs.

Motion Sensors:

- MOT1²:** 360° lens, maximum coverage 40' diameter from 20' height
- MOT2²:** 360° lens, maximum coverage 70' diameter from 20' height

²Note: Requires acrylic flat lens (CA, SV1 or SV2)

Drivers:

- MDL03:** 350mA, 120-277V
- MDL05:** 525mA, 120-277V
- MDH03:** 350mA, 347-480V
- MDH05:** 525mA, 347-480V

Lens:

- CA** - Clear Flat Acrylic
- FG** - Clear Flat Glass
- SA** - Clear Sag Acrylic
- FFG** - Frosted Flat Glass

Soft Vue:

- SV1*** - Flat Soft Vue Medium Diffused Acrylic
- SV2**** - Flat Soft Vue Heavy Diffused Acrylic
- SV1SA*** - Sag Soft Vue Medium Diffused Acrylic
- SV2SA**** - Sag Soft Vue Heavy Diffused Acrylic

*Provides moderate reduction in Brightness while only a minimal reduction in lumen output. **Provides maximum reduction in Brightness while only a nominal reduction in lumen output. Consult photometric files for exact lumen performance as percentages noted are averages.

Colors:

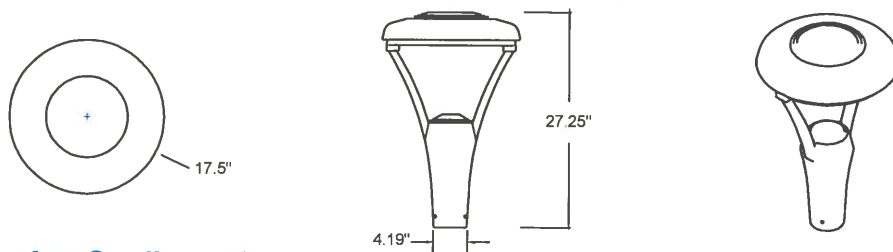
- UGMT** - Urban Gun Metal Textured
- UBT** - Urban Bronze Textured
- ULBT** - Urban Light Bronze Textured
- USLT** - Urban Silver Textured
- UWHT** - Urban White Textured
- UCHS** - Urban Champagne Satin Smooth
- BKT** - Black Textured
- UGM** - Urban Gun Metal Matte
- UB** - Urban Bronze Matte
- ULB** - Urban Light Bronze Matte
- USL** - Urban Silver Matte
- UWH** - Urban White Matte

Performance (Based on FG Lens)

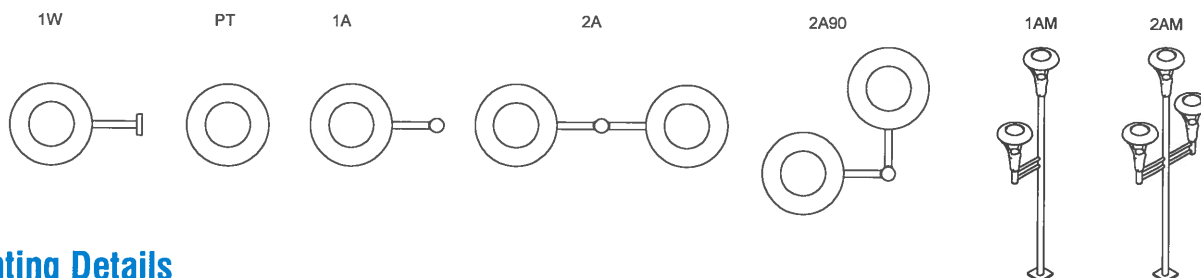
MODEL #	T2 DELIVERED LUMENS	EFFICACY (LPW)	T3 DELIVERED LUMENS	EFFICACY (LPW)	T3R DELIVERED LUMENS	EFFICACY (LPW)	T4 DELIVERED LUMENS	EFFICACY (LPW)	T5 DELIVERED LUMENS	EFFICACY (LPW)	WATTAGE
84L27T_-MD_05	9180	65.6	8990	64.2	9070	64.8	9050	64.6	9240	66.0	140
84L35T_-MD_05	10475	74.8	10260	73.3	10345	73.9	10330	73.8	10540	75.3	140
84L45T_-MD_05	11770	84.1	11525	82.3	11625	83.0	11605	82.9	11845	84.6	140
84L27T_-MD_03	6575	71.5	6425	69.8	6485	70.5	6505	70.7	6605	71.8	92
84L35T_-MD_03	7505	81.6	7335	79.7	7400	80.4	7425	80.7	7535	81.9	92
84L45T_-MD_03	8430	91.6	8240	89.6	8315	90.4	8340	90.7	8470	92.1	92
56L27T_-MD_03	4435	69.3	4355	68.0	4395	68.7	4430	69.2	4510	70.5	64
56L35T_-MD_03	5065	79.1	4970	77.7	5015	78.4	5055	79.0	5145	80.4	64
56L45T_-MD_03	5690	88.9	5585	87.3	5635	88.0	5680	88.8	5780	90.3	64
42L27T_-MD_03	3355	69.9	4195	68.2	3305	68.9	3320	69.2	3420	71.3	48
42L35T_-MD_03	3825	79.7	3735	77.8	3775	78.6	3790	79.0	3905	81.4	48
42L45T_-MD_03	4300	89.6	3275	87.4	4240	88.3	4260	88.8	4385	91.4	48

Product Dimensions and Features

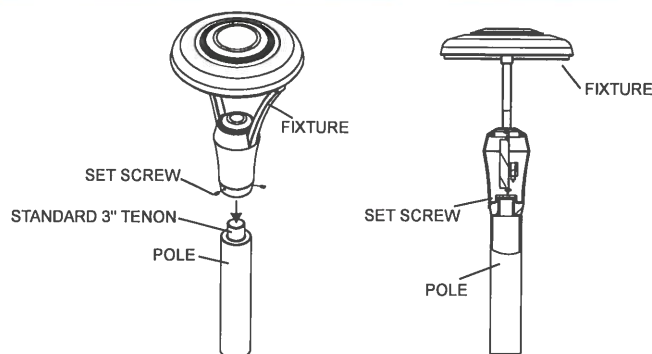
EPA: 0.9 SQUARE FT
WEIGHT: 29 LBS



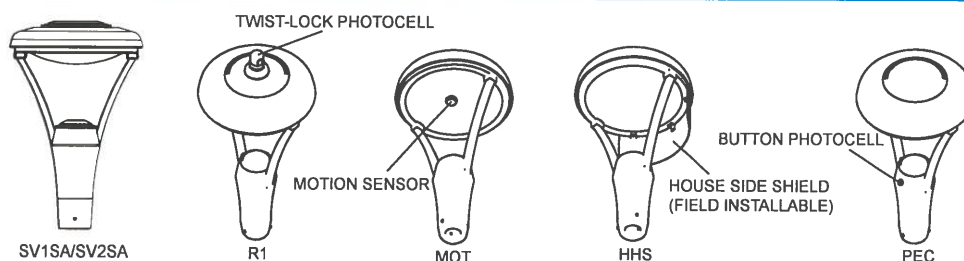
Mounting Configurations



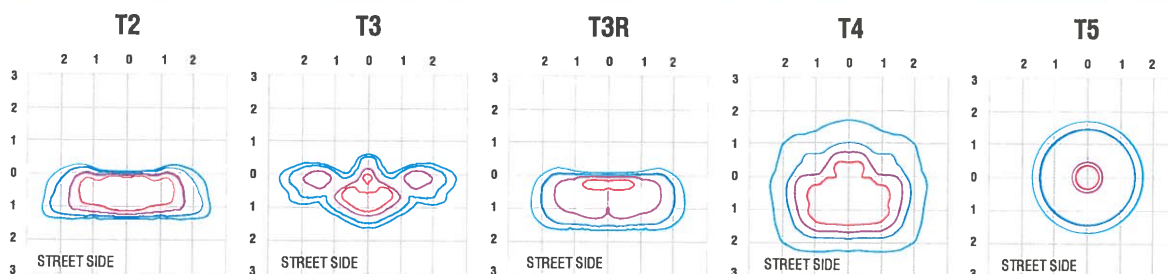
Mounting Details



Other Options



ISO Footcandle Plots



All published luminaire photometric testing performed to IESNA LM-79 standards by NVLAP, certified laboratory. ISO footcandle plots above demonstrate the SOLANA'S light patterns only. Not for total fixture output. For complete specifications and IES files, see website.

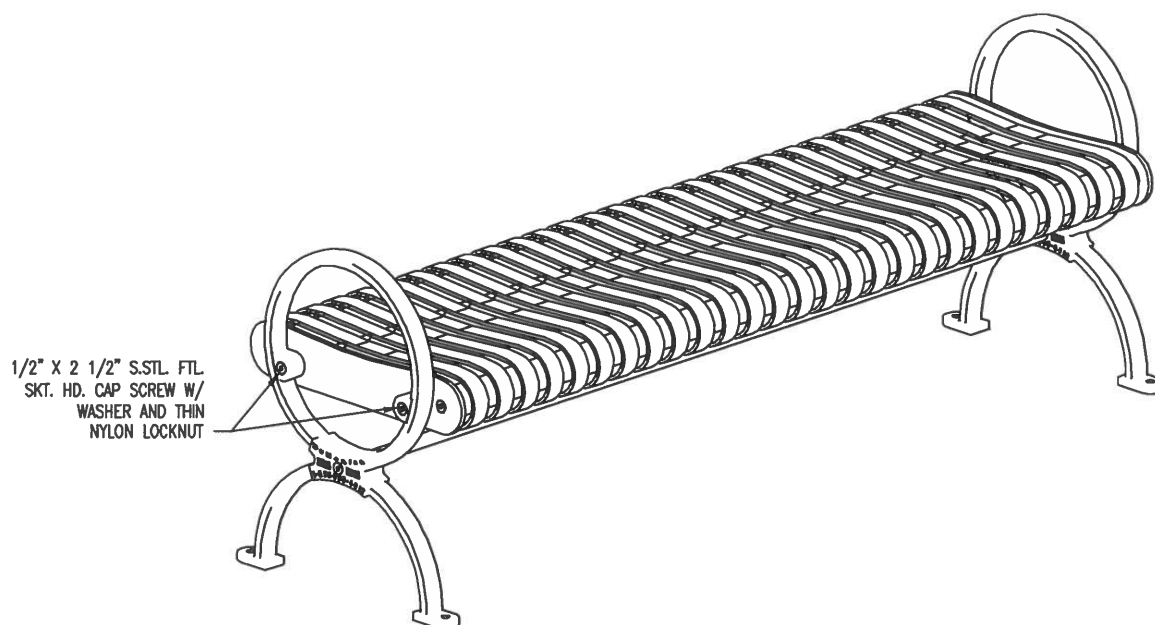
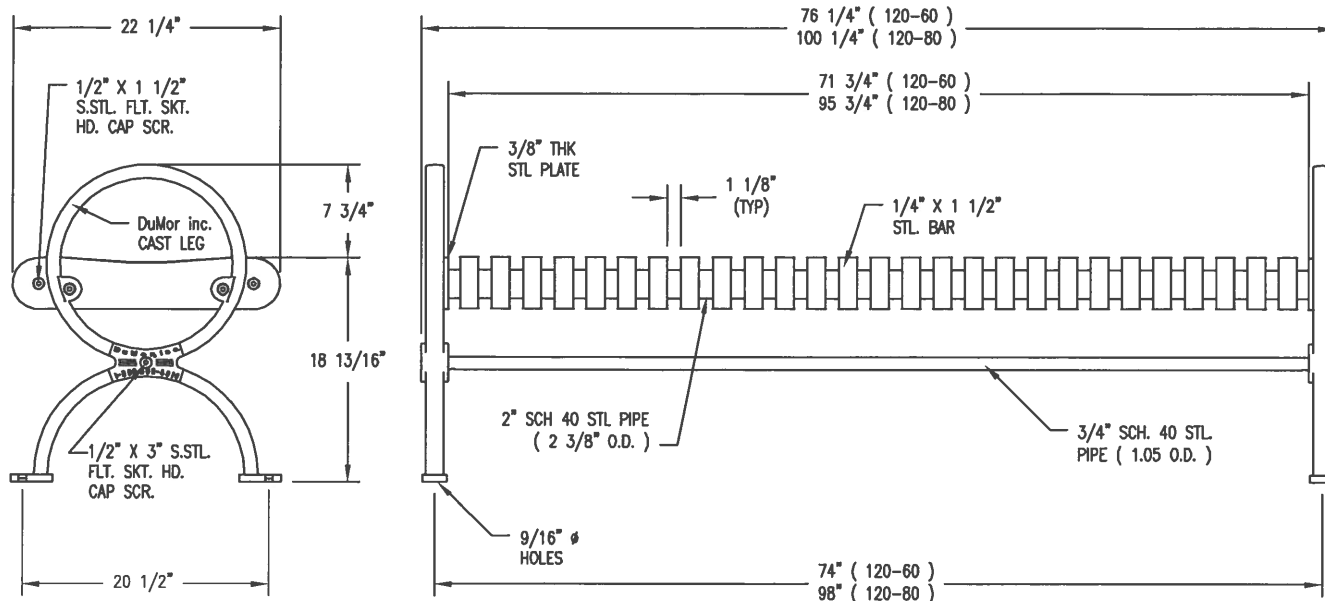


SternbergLighting

ESTABLISHED 1923 / EMPLOYEE OWNED

800-621-3376
555 Lawrence Ave., Roselle, IL 60172
info@sternberglighting.com
www.sternberglighting.com

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NOTES:

- 1.) ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
- 2.) $\frac{1}{2}" \times 3 \frac{3}{4}"$ EXPANSION ANCHOR BOLTS PROVIDED.

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- ☐ 6' BENCH
- ☐ 8' BENCH

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SCALE : NONE
DATE DRAWN : 9/30/97
DRAWN BY : AH
DATE REV. : 12/19/06
REV. BY : AWH

TITLE :

BENCH

REV.

D

DRAWING
NUMBER

120 SERIES

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1 OF 2

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Adobe 61078	Autumn Gold 5844	Baja Red 160	Bayou 6130
Cliffside Brown 6804	Cobblestone 860	Cocoa 6130	Dark Gray (Carbon) *8084
Euroblue (Cobalt)	Flagstone Brown	Granite Red 1395	Graphite (Carbon)

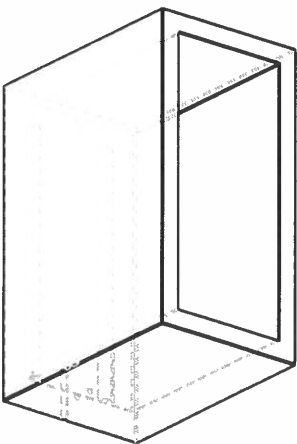
(Carbon) 418	Brown 641	1395	(Carbon) *8084
Jet Black (Carbon) *8084	Jet Black (Iron Oxide) 860	Kailua 677	Lakeside Bro 6804
Mesquite 677	Miami Buff 5447	Mocha 6058	Omaha Tan 5084
Pebble 641	Pewter 860	Plum 1395	Pueblo Brow 61078
San Diego Buff 5237	Sandstone 5237	Sangria 1117	Santa Fe 1117
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Willow Green 5376	Western Gold 5844	Yosemite Brown 641	

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XI	PRELIMINARY			

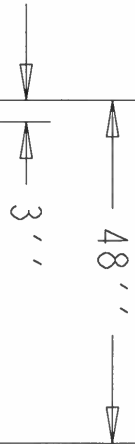


top



SPECS AT A GLANCE

24''



3''

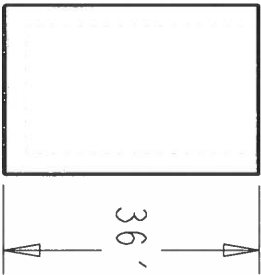
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WIDTH: 24''

HEIGHT: 36''

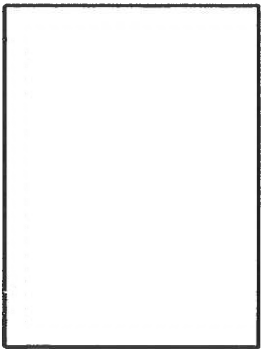
left

WEIGHT: 108 LBS

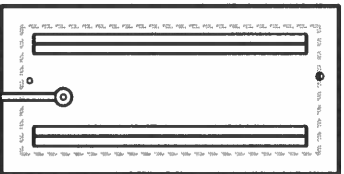


36''

front



bottom



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June 7, 2018

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

RECEIVED
JUN 08 2018
**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

Re: 4 N Hickory, Plan Commission submittal response

Below are enumerated responses (in red) to the Village Departmental review of the Plan Commission submittal for the above referenced development. Please do not hesitate to contact us should you have any questions

General Comments:

COMMENT 1: Per the 2009 International Building Code (I.B.C.), the building will be reviewed as a separated mixed use of A-2, B, S-2, and R-2. As such, the proposed construction of frame/masonry along with the total building area of 92,723 square feet and five stories, the only allowed construction type for this building would be Type I construction. Per IBC Section 504.2, for Group R buildings equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.2, the value specified in Table 503 for maximum building height is increased by 20 feet, and the maximum number of stories is increased by one, but shall not exceed 60 feet or four stories, respectively.

The building is to be sprinklered and separations will be as allowed under section 508 and 509 of the IBC. As per the IBC, the ground floor and basement will be of Type I construction, including a 4 hour horizontal separation at the 2nd floor. The 4 residential floors above will be type IV construction as allowed by code.

COMMENT 2: All currently adopted codes and Village amendments shall apply.

Permit documents will be submitted accordingly

COMMENT 3: 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.

Elevators have been designed and specified accordingly

COMMENT 4: Elevator machine room not shown on plans.

Specified elevators do not require a machine room

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- COMMENT 5:** The building shall be provided with a stand-by power system.
Permit and construction documents will be specified accordingly
- COMMENT 6:** Provide an occupant load calculation based on unit square footage and 200 square feet gross area per occupant, for each type of unit, and for each floor with residential living space.
Occupant load calculations will be submitted as part of the permit review submittal
- COMMENT 7:** Areas of rescue (refuge) shall be provided with two-way communication and approved signage with directions on operating communication system.
Permit and construction documents will be specified accordingly
- COMMENT 8:** Stairways shall be at least 44 inches in width between handrails provided on both sides.
Building has been designed accordingly
- COMMENT 9:** Exterior walls shall comply with IBC Table 602.
Building has been designed accordingly
- COMMENT 10:** 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.
Permit and construction documents will be specified accordingly
- COMMENT 11:** 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.
Permit and construction documents will be specified accordingly
- COMMENT 12:** The electrical room shall be properly identified.
Permit and construction documents will be specified accordingly
- COMMENT 13:** Dwelling units shall be separated by both fire partitions and horizontal assemblies.
Permit and construction documents will be specified accordingly
- COMMENT 14:** Balconies shall be noncombustible.
Permit and construction documents will be specified accordingly

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COMMENT 15: Shaft enclosures for the elevators, stairwells and trash chute shall be 2-hour fire barriers and/or horizontal assemblies or both.

Permit and construction documents will be specified accordingly

COMMENT 16: The refuse termination room shall be constructed of 1-hour fire barrier and horizontal assembly.

Permit and construction documents will be specified accordingly

COMMENT 17: The refuse chute access rooms on each floor shall be constructed of a 1-hour fire barrier and horizontal assembly. The door of the access room shall have a minimum fire- resistance rating of 45 minutes, and be self- or automatic closing based on detection of smoke per 715.4.8.3.

Permit and construction documents will be specified accordingly

COMMENT 18: The refuse chute shall be sprinklered per IBC 903.2.11.2.

Permit and construction documents will be specified accordingly

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Fire Safety Division Letter dated 3/9/18

General Comments

- COMMENT 1:** Proposed plan shows the structure to be five stories with a total building area of 92,723 square feet and the type of construction to be frame/masonry. For the size of the proposed building only Type 1 construction is approved per the Building Code even with the sprinkler exception for Group R that states that buildings equipped throughout with an approved automatic sprinkler system in accordance with section 903.3.1.2, the value specified in table 503 for maximum building heights increased by 20 feet and the maximum number of stories is increased by one, but shall not exceed 60 feet or four stories, respectively.
- The building is to be sprinklered and separations will be as allowed under section 508 and 509 of the IBC. As per the IBC, the ground floor and basement will be of Type I construction, including a 4 hour horizontal separation at the 2nd floor. The 4 residential floors above will be type IV construction as allowed by code.
- COMMENT 2:** All currently adopted codes shall apply
- Noted
- COMMENT 3:** Fire department connections shall be fully visible and location at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant.
- A fire department connection has been added to the building on the east side along Hickory Avenue at the main entrance. The location is within 100 feet of a fire hydrant. See Preliminary Engineering Plans.
- COMMENT 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
- Noted.
- COMMENT 5:** An approved water supply capable of supplying the required fire flow for fire protection shall be provided.
- Noted. To be addressed as part of permit submittal
- COMMENT 6:** Fire protection equipment and service rooms shall be identified in an approved manner.
- Noted. To be addressed on permit submittal
- COMMENT 7:** Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment
- Noted. To be addressed on permit submittal

- COMMENT 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
Noted. To be addressed on permit submittal
- COMMENT 9:** In buildings and structures where standby power is required or furnished to operate an elevator the operation shall comply with current code requirements.
Noted. To be addressed on permit submittal
- COMMENT 10:** A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.
Noted. To be addressed on permit submittal
- COMMENT 11:** Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation
Noted. To be addressed on permit submittal
- COMMENT 12:** Visible alarm notification appliances shall be provided in public areas. A visible exterior weatherproof alarm notification devise shall be located within closest proximity to the front main entrance of the building or tenant.
Noted. To be addressed on permit submittal
- COMMENT 13:** A zoning indicator panel and the associated controls, or, fire alarm control panels shall be located within the closest proximity to the front main entrance.
Noted. To be addressed on permit submittal
- COMMENT 14:** A key box (Knox Box) shall be provided and contain keys to gain necessary access as required by the fire code official
Noted. To be addressed on permit submittal
- COMMENT 14:** 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
Noted. To be addressed on permit submittal
- COMMENT 15:** Exit signs shall be illuminated at all times and have emergency power back up
Noted. To be addressed on permit submittal

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- COMMENT 16:** In order to be considered part of an accessible means of egress, an elevator shall comply with the emergency operation and signaling device requirements
Noted. To be addressed on permit submittal
- COMMENT 17:** 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
Elevator(s) have been provided accordingly
- COMMENT 18:** 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
South stair has been extended to roof level see sht. PC6-1.0
- COMMENT 19:** 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.
The drive aisle along the west side of the building allows for fire trucks to travel through the site. See enclosed fire truck turning exhibits.
- COMMENT 20:** 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.
Based on email correspondence with the Village, the minimum width of a fire lane is to be 20'. The drive aisle along the west side of the building allows for fire trucks to travel through the site. See enclosed fire truck turning exhibits.
- COMMENT 21:** 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.
Noted. See drive aisle on west side of building on the enclosed preliminary plans.
- COMMENT 22:** Buildings shall have approved address numbers
Noted
- COMMENT 23:** Fire department connections shall be installed in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved
Noted. Fire department connection has been added to drawings

COMMENT 24:

Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved a visible location.

A fire department connection has been added to the building on the east side along Hickory Avenue at the main entrance. See Preliminary Engineering Plans.

COMMENT 25:

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.

As applicable, signs stating "NO PARKING – FIRE LANE" will be added to the plan at final engineering.

COMMENT 26:

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 the 6 feet above grade.

Noted.

COMMENT 27:

A minimum of one elevator is required for all new buildings three or more stories in height, above grade; provide, however that no elevator shall be required in buildings of three stories when the elevator would service no more than two dwelling units per floor

Noted: 2 elevators are to be provided

COMMENT 28:

All new elevators shall be equipped with emergency key opening devised at all landings. The location and specific type of devise shall be approved by the Fire Department

Noted. To be addressed on permit submittal

COMMENT 29:

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 box

Noted.

COMMENT 30:

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.

Noted.

COMMENT 31

At least one elevator shall be provided for fire department emergency access to all floors. The elevator 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 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.

Noted. Elevators have been designed and specified accordingly.

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Public Works Department Memorandum dated 4/2/18

Plat of Subdivision

- COMMENT 1:** What size is the proposed water main for the proposed pressure connection?
An 8" water service is proposed. The water service is proposed to connect to an existing 8" watermain located in Kensington Road. See Preliminary Engineering Plans.
- COMMENT 2:** The proposed pressure connection must be encompassed within a 60" vault.
The pressure connection is shown in a 60" vault on the enclosed Preliminary Engineering Plans.
- COMMENT 3:** The proposed sanitary connection to Hickory is acceptable.
Noted.
- COMMENT 4:** Reroute the storm discharge to Kensington.
The storm discharge from the site has been rerouted to Kensington Road. See Preliminary Engineering Plans.
- COMMENT 5:** Maintain proper separation between proposed and existing water main and proposed sanitary and storm sewer. Utilize approved methods of construction should conflict occur.
Noted. Proper separation between water mains and sewers (or approved methods of construction at conflicts) will be designed at final engineering.
- COMMENT 6:** Verify the condition of the sidewalk fronting the property after the construction. If damage has occurred as a result of the demolition, or drainage is not adequate (ponding), permittee must replace the affected squares.
Noted. The sidewalk fronting the property is being removed and replaced with new materials as part of the development.
- COMMENT 7:** Provide a complete detail of the proposed underground detention structure and outlet control structure.
A complete detail of the proposed underground detention structure and outlet control structure will be provided at final engineering.
- COMMENT 8:** Provide a maintenance plan for the underground control structure.
A maintenance plan for the underground control structure will be provided at final engineering.

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- COMMENT 9:** Until plumbing plans have been submitted, I cannot provide meter and RPZ sizing comment.
Plumbing plans to be submitted as part of permit submittal for review and comment
- COMMENT 10:** Who will be responsible for the maintenance and snow removal of the proposed parking bump-outs on Hickory.
The Village of Arlington Heights
- COMMENT 11:** Public Works is not in favor of tinted or colored concrete as it will be hard to match with future repairs.
As per discussion with the Village representatives brick pavers will be used in lieu of tinted concrete
- COMMENT 12:** Public Works has the following light throughout the Village and prefers uniformity for cost savings and parts inventory:
Sternberg Model #C27504.
As per Village standards for this overlay district and discussions with Village representatives the light fixtures used will be Sternberg Solana SL660 type
- COMMENT 13:** The word "previously" is misspelled on the Title survey.
The misspelling on the enclosed Title survey has been corrected.

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Engineering Department Letter dated 3/23/18

COMMENT 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.

Noted.

COMMENT 12: Since a subdivision is being proposed the plans must meet all subdivision requirements. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. A separate Engineers estimate of construction cost for public improvements is also required to complete the calculation for the required public improvement guarantee deposit. The public improvements for this development would include all public improvements in the new Campbell Street ROW, as well as the streetscape along Hickory Ave. These estimates should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.

Noted.

COMMENT 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-State Plane-Illinois-EastFIPS-
1201-Feet

Projection: Transverse Mercator

False_Basting: 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

Noted.

COMMENT 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.

Noted.

COMMENT 15:

The proposed detention facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Deputy Director of Engineering for an editable version of the OUMA.

Noted. An Onsite Utility Maintenance Agreement will be executed prior to final engineering approval.

COMMENT 16:

Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use $C=0.50$ for pervious areas, $C=0.95$ for impervious areas. Use Bulletin .70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin.

Enclosed are preliminary detention calculations for Village review. A final stormwater management report will also be prepared at final engineering. The location and size of the restrictor as well as the overland flow routes for the site are shown on the enclosed preliminary engineering plans. Restrictor details will be provided at final engineering.

COMMENT 17:

Normally, the developer of a subdivision is required to provide stormwater detention for the entire subdivision. Since no development is currently planned for the northern Lot 1, the proposed project only has to provide stormwater detention for the proposed development on Lot 2, notwithstanding any MWRD regulations. Any future development on Lot 1 must provide stormwater detention per Village requirements.

Noted.

COMMENT 18:

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.

Photometrics have been provided (see attached). Fixture specifications will be of type as mentioned above and will be submitted upon selection and final engineering submittal.

COMMENT 19:

The exhibits showing the turning paths of the Fire Department's responding vehicle are acceptable. Add an exhibit showing turning movements of design vehicles (trucks, fire) for re-designed NW corner at Hickory and Kensington.

The fire truck turning exhibits have been revised based on the latest site plan. The turning movements for a fire truck and a WB-50 truck have been provided at the re-designed NW corner of Hickory and Kensington.

COMMENT 20:

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.

The pavement section has been added to the engineering plans. See Note 1 on Engineering Sheet GM1.

COMMENT 21:

The public sidewalk through the driveways takes precedence over the curbs. Stop the curbs and driveway pavement on either side of the public sidewalk.

The site plan has been updated accordingly.

COMMENT 22:

Public sidewalk, located one foot (1') off the property line, shall be included for the south side of the new Campbell Street ROW. No sidewalk will be required for the north side until that side is developed.

Sidewalk has been added on the south side of new Campbell Street. The sidewalk has been placed 6' off the curb line per Planning and Community Development Dept. comment 22.

COMMENT 23:

The Village will determine if water main will be required within the Campbell Street ROW for future loop.

Noted. Based on the email from the Engineering Department on May 18th, there is no requirement for a water main extension/connection within the new Campbell Street ROW at this time.

COMMENT 24:

According to the Village's Thoroughfare and Transportation Policy Plan, the new Campbell Street will be designated as a local street. Per the Policy, based on the zoning of B-2 (high density) and the area being built-up by definition, the pavement width for Campbell Street will be 35-feet B-B.

Campbell Street has been redesigned to provide 35-feet B-B. See Preliminary Engineering Plans.

COMMENT 25:

The existing right-of-way of Hickory Avenue is currently only 60 ft. wide. The project should dedicate the additional 3 ft. for the requisite 33 ft. dimension for the west half of the R-0-W.

Based on email correspondence from the Planning Department on April 2nd, no dedication of ROW on Hickory will be required.

COMMENT 26:

The Kensington Road right-of-way is shown on the plans to be 75' wide, with the south ROW line well behind the sidewalk and through existing buildings. How was this determined? IDOT plans prepared 20 years ago show the south ROW at the back of the sidewalk, a ROW about 60' wide. Consideration should be given to the dedication of additional ROW along the north side of Kensington Road, currently only 25'.

Based on email correspondence from the Planning Department on April 2nd, no dedication of ROW on Kensington will be required.

The south right of way line has been revised. Based on the provided information by IDOT (unrecorded plat of dedication, plat of highways) and existing improvements, it appears that south right-of-way line is located 35 feet south of the centerline.

One of the sheets included in Plat of Highways - Job No. R-90-012-96 - dated 10/17/1996 shows the conflicting information of the south right of way line being located 50 feet south of the centerline. The current tax map (not being recognized by this surveyor as a legal document) also shows south right of way line located 50 feet south of the centerline. No information has been provided or found to resolve said discrepancies.

COMMENT 27:

The existing back to back dimension of the Hickory Avenue pavement is approximately 38 ft. assuming the street cross section will ultimately be symmetrical, provide 10.5' wide through lanes, and the remaining 8.5' in width to the back of curb at the parking lanes. The 10.5' dimension for the through lanes shall be for pavement, with the back of curb at the bump-outs 12' from the centerline.

The street cross section of Hickory Avenue has been updated accordingly. See Preliminary Engineering Plans.

COMMENT 28:

The proposed curb bump-out on Hickory Avenue at its intersection with Kensington Road must utilize the 35' curb radius currently existing at the northwest corner. Hickory Avenue still has truck traffic and emergency vehicles that must be accounted for in the proposed street design. The intersection design should consider a possible future lane addition to the north leg of the intersection to provide separate lanes for right and left turns to accommodate the ultimate redevelopment of the area.

The plans have been revised to provide a 35' curb radius at the intersection of Hickory Avenue and Kensington Road.

COMMENT 29:

The proposed on-site lighting diagram is satisfactory; however, the manufacturer's catalog cuts must be provided with final engineering plans. The consideration for required subdivision public improvements including street lighting must be provided for. Since the exiting Commonwealth Edison power lines prohibit placement of streetlights along the east side of Hickory Avenue, placement of streetlight along the west side of the street is required.

Fixture specifications will be of type as mentioned above and will be submitted for review and comment upon selection and final engineering submittal.

COMMENT 30:

Parking lot stalls are required to be 9' wide, unless it can be shown the stalls will not be utilized for high turnover parking. If the parking stalls are assigned to tenants, 8.5' wide stalls can be specified. Also, the length of the parking stalls could be reduced to 16.5 ft to the face of curb with a 1.5 ft. overhang to provide less pavement area.

The 8.5' stalls located on-site will not be utilized for high turnover parking and are for the use of the tenants. The length of the parking stalls has been reduced to 16.5'.

COMMENT 31:

What is the geometry, operation, and proposed pavement slopes for the parking garage ramps into and out of the underground parking garage?

The ramp is intended to be at a slope of approximately 15% with grade breaks as needed. Operation of the garage door will be by automatic opener.

Is the west garage door only servicing the basement level, and the north garage door only serving the first floor?

The north garage door accesses the ground floor parking level and the west garage door accesses the basement level garage

There are a couple utility anomalies on the plans:

COMMENT 32a:

There is an 8-inch valve with no cover shown on Parcel #1 that needs to be identified and properly secured.

The plans have been revised to add a lid for the existing structure. See Engineering Plan Sheet OVSP.

COMMENT 32b:

The flow for the 12-inch combination sewer in Hickory Avenue shows flowing from south to north in our utility atlas, and terminates north of Kensington Road. There are no connections to the south indicated.

The existing conditions have been updated accordingly.

COMMENT 33:

The traffic report mentions that the traffic signal at Kensington Road and Northwest Highway is the Village jurisdiction. It is under IDOT jurisdiction.

Noted

COMMENT 34:

The description of vehicle queue lengths for Kensington Road and stacking back to the proposed driveway 11 times in the 60-minute evening peak hour suggests that eastbound Kensington Road traffic wanting to turn left into this driveway may be an issue. Based upon the position of cars waiting to try this turn, in the beginning of the dedicated left turn taper, they may block drivers behind them. Access into this driveway may be an issue, and the Village reserves the right to limit turns if this becomes a safety problem.

Noted

COMMENT 35: Any on-street parking stalls should not be included in the available parking capacity counts for the discretionary use solely by this development.

See revised zoning information matrix sheet PC1-1.0

COMMENT 36: Site development management, construction staging, materials delivery, parking, and overall building construction plan needs to address the following:

- a.) Pedestrian crossing Kensington Road at the railroad spur is not acceptable.
- b.) The construction entrance off of Kensington Road is not understood. All traffic into and out of the site should be from Hickory Avenue.
- c.) Construction fencing should only be moved to the street as necessary for construction operations on an as needed basis. No construction fencing into Kensington Road or adjacent to the street is allowed. Kensington Road traffic should not be closed down or rerouted. No fencing can impede motorist sight distance at the corner of Hickory and Kensington.

See revised/updated construction management plan

The plat was reviewed against the attached Preliminary Plat of Subdivision Checklist. The

Following items need to be addressed:

COMMENT 37a: Item #7: Is there an existing easement for the railroad spur? If not, shouldn't one be created?

Unable to show the easement relative to Union Pacific Railroad. Some of the reviewed documents are illegible or unavailable due to damaged film. Also some of the documents relative to Union Pacific Railroad describes the rights and restrictions but don't include specific location of the easement/ rights. We are requesting more information from the Title Company regarding the easement.

COMMENT 37b: Item #11: At a minimum, a public sidewalk easement is needed for the sidewalk along Kensington Road. Consideration should be given to dedicating additional ROW along the north side of Kensington Road.

A public sidewalk easement has been added along Kensington Road. Based on email correspondence from the Planning Department on April 2nd, no dedication of ROW on Kensington will be required.

COMMENT 37c: Item #13: Provide the names and last known addresses of the owners of the lands immediately adjoining the land proposed to be subdivided.

The information has been added to the plat.

COMMENT 38: For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist. The elementary school district is Consolidated Community School District #25, Township High School District #214, Harper Community College District #512. Add the utility signature blocks.

School Districts information will be added to the Final Plat of Subdivision.

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Fire Department Review

COMMENT 1: Building is to be sprinkled per code

Noted. Fire suppression permit submittal to be submitted at time of permit submittal

COMMENT 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. From the drawings it appears that it would be located off of Hickory Avenue

Noted approximate location of fire department connection has been indicated on sheet 5 of engineering drawings

COMMENT 3: a Knox Box containing keys to access to all areas of the building shall be mounted on the main front entrance of the building. A second Knox box is to be located near the parking area entrance at the rear of the building

Noted. Shall be noted as part of permit submittal

COMMENT 4: A fully operational annunciator panel or alarm panel shall be located at the main front entrance of the building

Noted. Shall be noted as part of permit submittal

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Community Services Bureau

COMMENT 1: Character of use: The character of use is consistent with the area.

Noted

COMMENT 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 theft, trespassing, vandalism, and other criminal activity.

Noted.

COMMENT 3: Present traffic problems? There are no traffic problems at this location.

Noted.

COMMENT 4: Traffic accidents at particular location? This is not a problem area in relation to traffic accidents.

Noted.

COMMENT 5: Traffic problems that may be created by the development. The area around the garage entrance/exit should be clear of obstructions. Vehicle traffic entering and exiting the available covered parking must be able to view other vehicles and pedestrians. Street parking adjacent to the entrances/exits should be prohibited. Warning lights/audible signals could be used to signal that vehicles are exiting.

Permit and construction documents will note a signaling system, for example a strobe adjacent to the garage door

COMMENT 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.

Noted

If commercial retail occupants plan on having seating: chairs and tables left outside should be chained down or together to prevent theft; or brought inside when not in use to deter theft and/or damage. Outdoor seating can become an attractive nuisance during overnight hours. Other valuables should be brought inside or necessary precautions against theft should be taken.

No outdoor seating is proposed at this time for the commercial retail use

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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.

Noted

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

Noted

Parking could become an issue if a larger percentage of residents than expected have vehicles.

Noted

Emergency telephones and video surveillance should be installed in the parking area for added safety

Comment will be taken under consideration

The storage area and parking garage should be secure and accessible only to residents. There should be signage to encourage users to lock their vehicles and storage lockers and video surveillance of the area to deter theft and help identify potential offenders.

Noted.

Health Services**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.

Noted

See the attached accessibility comments.

Building design will comply with the below and compliance will be indicated on permit submittal

- COMMENT 1:** Illinois Accessibility Code, Subpart D: Multistory Housing, New Construction Sections 400.350, 400.360 and 400.310 apply.
- COMMENT 2:** IAC Section 400.111ustration 8., Figures 5 and 6 apply to all public and common use areas including mail boxes, trash receptacles, etc.
- COMMENT 3:** Petitioner shall supply a unit listing of 20% Adaptable/Accessible dwelling units in a variety of sizes and locations as required by IAC Section 400.350(d).
- COMMENT 4:** An accessible route per IAC Section 400.310(a)(1-12) shall be provided into and within all private patios, terraces, balconies of Accessible/Adaptable dwelling units..." per IAC Section 400.350(e)(3).
- COMMENT 5:** In U-Shaped Kitchens a minimum of 60-inches is required between opposing base cabinets, countertops, appliances or walls per IAC Section 400.360(d)(1).
- COMMENT 6:** Kitchens in Accessible/Adaptable units require an accessible "Work Surface" per IAC Section 400.350(d)(4)(A through E) and Illustration B., Fig. 50.
- COMMENT 7:** **Important note:** The Federal Fair Housing Accessibility Guidelines apply to all public and common use areas and to 100% of dwelling units in elevator buildings. (See Fair Housing Amendments Act, 42 U.S.C. §3601 et seq.)

Planning & Community Development Dept. Review dated 3/30/18General

- COMMENT 7:** The plan commission must review and approve the following action:
- A Planned unit Development to allow a 5-story mixed use development with ground floor commercial space and 76 residential units above
 - B preliminary Plat of Subdivision
 - C A variation from chapter 28, Section 11.4, Schedule of Required Parking to allow a reduction to the minimum number of required parking stalls from 125 to 117 spaces
 - D A variation to Chapter 28
- Noted
- COMMENT 8:** 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
- Revisions to the plans have been bubbled and dated on the re-submittal drawings
- COMMENT 9:** Will the building or site feature any sustainable green design elements? Please update the project narrative to include information on any sustainable/green design elements
- The development will make use of LED lighting throughout, as well as automated lighting controls where feasible. We also intend on using as many locally sourced building materials as possible.
- COMMENT 10:** Impact fees will be required for the residential portion of the development, in accordance with Village Policy.
- Noted
- COMMENT 11:** The Wheeling Township Assessors office has been provided with information on the proposed development and has compiled a list of all PIN #s of property within 250' of the subject property. Please obtain the list from the Assessor's office and prior to looking up the addresses associated with each PIN, please provide the list to me so that I can double check to ensure that all necessary PINs have been included on the list. In addition, please note that when the mailing is sent out, it must go the taxpayer of record of each PIN and not to the actual property address of the PIN. The Plan Commission hearing is tentatively scheduled for May 23rd.
- Noted

Site Plan/Landscaping:

COMMENT 12: Please calculate the size of the exterior surface parking lot and add note on Site Plan. Section 5.1-23.1(h) requires that the surface of exterior parking lots cover no more than 33% of any development.

Area of exterior surface parking lot is 13,038.7 s.f. as noted on sheet PC1-1.1 and PC1-1.2

COMMENT 13: Please make the entire southern parking row on the exterior parking lot, consisting of 1 accessible space and 9 standards, to be all 9' wide parking spaces (accessible space can stay at 16' wide).

As per previous discussions and agreement with Village staff; and as per Engineering comment #30 - The 8.5' stalls located on-site will not be utilized for high turnover parking and will be assigned for the use of the tenants.

COMMENT 14: The length of the parallel parking spaces (both street and interior parking lot) can be reduced from 22' wide to 21' wide.

The parallel parking stalls have been revised along Hickory as well as onsite to be 21' in length. See Preliminary Engineering Plans.

COMMENT 15: The engineering plans, architectural site plans, and landscape plans must all show the boundaries of the Union Pacific Railroad easement along the western property line. Please revise the plans accordingly.

Unable to show the easement relative to Union Pacific Railroad. Some of the reviewed documents are illegible or unavailable due to damaged film. Also some of the documents relative to Union Pacific Railroad describes the rights and restrictions but don't include specific location of the easement/ rights. We are requesting more information from the Title Company regarding the easement.

COMMENT 16: It appears certain portions of the parking areas overlap into the path of the rail car. How wide from the edge of the rail does a railcar extend?

Our research shows that railcars tend to be approximately 10.5' wide and therefore would only extend past the rails about a 1'0".

What is the size of the easement along the western property line?

Our information indicates that the easement extends 6'0" from the rails.

Will there be wheel stops for the cars?

The curb of the 16.5' stalls (reduce from 18'0" as indicated above) will act as the wheel stop

COMMENT 17: The landscaping along the western edge of the property is not feasible given the rocks and clearance lanes for trains. A condition of the approval will be added that will required the property owner to install landscaping along the western property line, within 90 days upon request of the Village, once the rail spur is no longer in use and can be removed.

Noted

- COMMENT 18:** Please indicate the location of any proposed transformer, generator, and any ground mounted utility equipment (HVAC equipment, utility pedestals/meters, etc) on the site plan where applicable.
- Sheet PC1-1.1 and PC1-1.2 have been revised to show the location of the transformer
- COMMENT 19:** Overhead utilities along the north side Kensington between Hickory and Douglas must be buried as part of this development, unless the utility companies or the Village deems it not feasible. All cost associated with the utility burial shall be the developers responsibility. Please add a note to the engineering site plan indicating the location of the required utility burial
- A note has been added to bury the existing utility lines between Hickory and Douglas. See Preliminary Engineering Plans.
- COMMENT 20:** Please expand the street width of the Campbell Street extension by an additional 3.5' on both sides. This will result in a 35' wide street. On the north side of the street, please incorporate street parking.
- Campbell Street has been redesigned to provide 35-foot B-B. Parking stalls have also been added to the north side of Campbell Street. See Preliminary Engineering Plans.
- COMMENT 21:** As indicated in the Engineering Dept. review, the bump out at the northwest corner of the Hickory/Kensington intersection is not viable since it restricts the ability for trucks to make a westbound right turn from Hickory onto Kensington. Please reduce the radius to 35' and run truck turning radius templates to determine if trucks can now make a right turn.
- The radius at Hickory/Kensington has been revised to 35'. The enclosed turning exhibits show a WB-50 truck making a westbound right turn.
- COMMENT 22:** A 5' sidewalk should be added to the south side of Campbell adjacent to the development. The sidewalk should be 6' setback from the curb line to create a 6' wide parkway between the sidewalk and street.
- A sidewalk along the south side of Campbell Street has been added to the plans. A 6' wide parkway between the sidewalk and street is provided.
- Please adjust the plantings on the landscape plan accordingly. The plantings in the ROW here are required for parking lot screening and foundation screening for the proposed development, and therefore maintenance of these plantings will be the responsibility of the property owner.
- Plantings have been adjusted. See landscaping on sheet PC1-1.2. An easement or maintenance agreement will be provided for the maintenance of said landscaping
- COMMENT 23:** Where will the building mounted electric and gas meters be located? Please indicate these locations on the site plan and landscape plan and adjust landscaping to screen these elements as needed.
- Gas and electrical meters will be located along the west wall along the drive. See sheet PC1-1.1 and PC1-1.2.

Floor Plans/Elevations:

COMMENT 24: is the proposed 54' height measured from grade on southern elevation to the top of the proposed flat roof? The elevations and building section appear to show the dimension to the base of the flat roof.

The 54' height is measured to the top of the roof. The section on sheet PC6-1.0 has been revised accordingly

COMMENT 25: Please revise the basement and first floor plans to include the drive aisle width of the ramp and the area at the base of the ramp where the drive aisle turns to enter into the basement floor. All drive aisle widths shall be measured from exterior columns, where applicable, not from the striping of parking spaces since columns in certain locations reduce the width of the 24' wide drive aisles. In these instances, a variation will be required. Please provide the necessary justification for this variation, as per the three hardship criteria. Staff is supportive of any interior drive aisle variations.

Dimensions of the ramp have been included on sheet(s) PC2-1.0 and PC2-1.1. The reduced at these areas does not impact the ability of a driver to back out of a parking space.

Parking and Traffic:

COMMENT 26: based on the Engineering Dept. comments, the following conditions of approval will be recommended:

- a) The driveway entrance onto Kensington may need to be modified to a right-in/right-out only access point in the future. Staff will monitor operations at this intersection, and if determined that it creates a traffic problem, at the discretion of the Village, the property owner will be required to make this a right-in/right-out intersection only.
- b) If requested by the Village, the property owner must extend Campbell Street to the western edge of the dedicated area as indicated on the Plat of Subdivision.

Noted

COMMENT 27: Per Section 11.7 of the zoning code, one on-site loading space is required. It does not appear that the site has incorporated a loading space.

A variance for the loading zone will be requested.

How will loading for the commercial uses function?

Commercial tenants will be required to accept deliveries during non-peak traffic and usage times

How will resident move-in/move-out function? Please explain where trucks will park in these instances and how these operations will function

Due to the grade elevation from Kensington St to the north entrance drive; the North garage door will be designed as a taller door which offers Residents the ability to enter through the north garage door, park along the lobby wall in order to access the elevator lobby for move in/out purposes.

COMMENT 28: Per Section 11.8 of the zoning code, 8 parking spaces are required for the residential uses on the site. Please confirm how many bicycle parking spaces will be available within the interior bike storage room.

The bike room has been designed to accommodate 72 bicycles on 6 racks of 12 bikes (double stacked).

COMMENT 29: Two bicycle parking spaces are required for the commercial uses. Please add a bicycle parking pole to the area near the commercial uses. See below example of style

2 bicycle parking spaces have been added to the site as per the requested specification. See sheet PC1-1.2

COMMENT 30: How will on-site parking be shared between the two users (ie residential and commercial)? Will parking be assigned?

Spaces designated to residential use will be assigned to tenants on an as needed basis.

Will patrons of the commercial uses be able to park in the surface parking lot? Will these spaces be shared between the two uses?

Based on the required number of parking spaces for the residential use (114) there are 3 spaces in the surface lot that will be designated/assigned to commercial use. In addition to the 3 on-site parking spaces, there will be 8 parallel on-street spaces adjacent to the development that will be created as part of the development.

Where will guest of the residential building park? Will they be allowed in the surface parking lot? Please try to clarify how parking is intended to function.

Guest will be allowed to park in the parking lot in non-assigned spaces, any commercial space not assigned or in use, as well as 'off site' on-street parking spaces.

Our research indicates that for a building such as this with proximity to public transportation and public amenities (shopping, parks etc) only 99 of the 114 spaces required for residents will be utilized by tenants. The remaining spaces will

Plat of Subdivision:

COMMENT 31: Please revise the construction staging plan to indicate where construction worker parking will be located.

See revised/updated construction staging plan

COMMENT 32: Will any lane on Hickory be required?

No lane closures along hickory are anticipated at this time, however temporary curbside barricades may be necessary during craning operations

No lane closures on Kensington will be allowed.

Noted

COMMENT 33: Please note that the subdivision will be for the entire lot (Lot 1, Lot 2, area of dedication, however the PUD will apply to just Lot 2

Noted

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COMMENT 34: Are there any proposed Covenants, Conditions, or Restrictions for the subdivision or PUD?

No Covenants, Conditions, or Restrictions are proposed at this time

Plat of Subdivision:

COMMENT 35: Final Plat of Subdivision approval must come at a future Plan Commission meeting, to be determined when final engineering and final plat documents have been provided.

Noted

COMMENT 36: A public easement for pedestrian access shall be required for the 10' of sidewalk along Kensington. Please add this to the Plat.

A sidewalk easement has been added to the preliminary Plat.

The property owner will be responsible for maintenance of this area, including snow shoveling, maintenance of paving, and maintenance of landscaping.

Noted

COMMENT 37: Please show any easement relative to the Union Pacific Railroad tracks on the Plat of Subdivision.

Unable to show the easement relative to Union Pacific Railroad. Some of the reviewed documents are illegible or unavailable due to damaged film. Also some of the documents relative to Union Pacific Railroad describes the rights and restrictions but don't include specific location of the easement/ rights. We are requesting more information from the Title Company regarding the easement.

COMMENT 38: The dedicated area should be crosshatched and should not be part of lot 1 or lot 2.

The dedicated area is not a part of lot 1 or lot 2. Hatch has been added to the area to be dedicated.

COMMENT 39: Please provide separate legal descriptions for the following areas of the Plat: Lot 1, Lot 2, Area to be dedicated.

The legal descriptions are enclosed.

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Landscaping:

COMMENT 1: The selection of plant material must be evaluated and revised. The proposed trees are not suitable for the landscape islands. In addition, it is recommended that additional height be provided for the foundation plantings in areas where there is large spans of wall. Incorporating plant material with additional height will soften the base of the building. The plantings adjacent to the parking area must be drought and salt tolerant.

The landscaping plan has been adjusted and revised to accommodate the above. See sheet PC1-1.2

COMMENT 2: For the parkway trees along Hickory, within the tree grates, provide a mix of Honeylocust, Ginko and Kentucky Coffee trees in place of the proposed Zelkova and Oak trees. Along the north and south ends of the building within the parkway provide a mix of Elm, Linden, Hackberry or Maple. The species will be evaluated and the Village may have additional comments regarding the proposed parkway trees.

The landscaping plan has been adjusted and revised to accommodate the above. See sheet PC1-1.2

COMMENT 3: On the north end of the building provide a 5-foot-wide sidewalk that runs east/west between the parking area and Hickory. The sidewalk should be 6 feet from the back of curb. As proposed, the trees will need to be relocated and coordinated with the sidewalk.

A sidewalk along the south side of Campbell Street has been added to the plans. A 6' wide parkway between the sidewalk and street is provided. See Preliminary Engineering Plans.

An easement will be necessary for the landscaping on the north elevation of the building since it is within the right of way.

Noted.

COMMENT 4: On the North end of the parking lot, provide a 3 foot high wall on each side of the drive aisle. The wall must match the building. In addition, provide low shrubs and perennials within the right of way.

A 3 foot decorative wall has been added on either side of the drive on the north end of the lot. See sheet PC1-1.2

COMMENT 5: In the southwest corner it is recommended that one 9'x18' space be eliminated to allow for additional landscaping. Incorporate a 3 foot high screen wall within the landscape island. The wall should match the building materials. Relocate the proposed parkway tree so that it is within the landscape island on private property. Provide a variety of shrubs and perennials within the island.

A 3 foot decorative wall has been added on either side of the drive on the north end of the lot. See sheet PC1-1.2

- COMMENT 6:** Incorporate a 10' wide decorative crosswalk along Hickory to the north of the building. The crosswalk will run north/south. The crosswalk should be tinted concrete with scored control joints that are 30 - inches apart.
- A 10' wide decorative crosswalk has been added along Hickory at the intersection between Hickory and Campbell. See Preliminary Engineering Plans. In lieu of tinted concrete it has been recommended by the Public Works Department to use brick paver. See comment Public Works comment #11
- COMMENT 7:** Please identify the railroad spur on the landscape plan. The proposed landscaping will conflict with the spur. Reduce the depth of the parking stalls from 18.5 to 16.5 and incorporate low groundcover and perennials such as daylilies. In the future, if the spur line goes away, additional landscaping must be provided.
- The railroad spur has been indicated on the landscape plan and the depth of the parking spaces has been reduced to 16.5 feet. Low groundcover and perennials have replaced the previously designed larger plantings. See sheet PC6-1.0
- COMMENT 8:** Reduce the depth of the parking spaces to 16.5 feet on the east side to allow for additional green space.
- The depth of the parking spaces has been reduced to 16.5 feet on the east side to allow for additional green space.
- COMMENT 9:** Please see the attached package of site furnishings and incorporate within the plans. The Village is evaluating the proposed site furnishings and may have additional comments or modifications. The site furnishings should be as follows:
- Dumor Bench 120 – Charcoal
 - Sternburg – Solana SL660
 - Concrete – Pewter
 - Planter Millennium Series – Black
- Noted. Site furnishings will be specified as mentioned above
- COMMENT 10:** Incorporate two pedestrian light fixtures along Kensington in front of the building along the sidewalk. Place the fixtures on the sidewalk 1 foot north of the sidewalk.
- (2) light fixtures have been added along the walk on Kensington. See sheet PC1-1.2
- COMMENT 11:** Provide details of the proposed pavement patterns. Please provide a California finish with tooled joints for the walk between the bump outs. Within the bump outs include tinted concrete with a saw cut grid pattern that is approximately 24 - inches apart.
- As per previous comments the bump-outs will be finished with brick paver in lieu of tinted concrete. The finish of the concrete between the bump-outs will be specified to be a California Finish with tooled joints.

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COMMENT 12: Along Kensington, it is recommended that large freestanding raised planters be incorporated at the base of the building to soften the large span of concrete and near the entrance off of Hickory.

Planters have been added to landscape plan. See sheet PC1-1.2

COMMENT 13: Any utilities must be fully screened with landscaping.

Noted

COMMENT 14: As more detailed plans are provided additional comments may be forthcoming.

Noted

Sincerely



Michi Mho

Director of Architecture
Neri Architects
mmho@neriarchitects.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: 4 N Hickory Ave – PUD, Plat of Subdivision and Parking Variation
PC#: 18-005 – Round 2
Date: June 19, 2018

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. Response indicated Type IV (Heavy Timber) for the construction of the 4 stories of residential units. Is this accurate?



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

Fire Safety Division

Date: 6/13/2018

P.C. Number: 18-005 Round 2

Project Name: Hickory/Kensington Apartments

Project Location: 4 N. Hickory

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

The following information is provided for informational purposes. No response is required at this time. This review is conceptual only and subject to a formal plan review.

1. If a fire pump is required for the fire sprinkler system the design of the fire pump room shall meet the requirements of NFPA 20 to include, but not be limited to the following:

Indoor fire pump rooms in non-high-rise buildings or in separate fire pump buildings shall be physically separated or protected by fire-rated construction.

The pump room or pump house shall be sized to fit all of the components necessary for the operation of the fire pump and to accommodate the following:

Clearance between components for installation and maintenance
Clearance between a component and the wall for installation and maintenance

2. Fire pump rooms not directly accessible from the outside shall be accessible through an enclosed passageway from an enclosed stairway or exterior exit.
3. The enclosed passageway shall have a fire-resistance rating not less than the fire-resistance rating of the fire pump room.

No further comments.

Date 06-13-18

Reviewed By: 

Fire Safety Supervisor

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**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: June 19, 2018
Subject: 4 N Hickory Ave., P.C. #18-005 Round 2

With regard to the proposed Plat of Subdivision, I have the following comments:

- 1) Comments regarding the proposed underground detention structure and outlet control structure will be submitted when further details are submitted for review.
- 2) Comments regarding the proposed maintenance plan for the underground control structure will be submitted when further details are submitted for review.
- 3) Comments regarding the proposed plumbing plans with water meter and RPZ sizing comments will be submitted when further details are submitted for review.
- 4) The Village of Arlington Heights Public Works will not be responsible for the maintenance and snow removal of the proposed parking bump-outs on Hickory. This must be included within a maintenance agreement.
- 5) Comments regarding brick paver cross section will be submitted when further details are submitted for review.
- 6) Comments regarding tree grates will be submitted when further details are submitted for review.
- 7) All proposed trees shall be shown in DBH.

VAHPW has no further comments at this time. If you have any questions, please feel free to contact me.

C. file

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JUN 13 2018

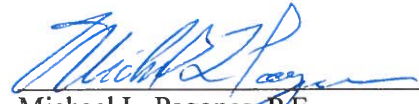
**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

**PLAN COMMISSION PC #18-005
4 North Resubdivision (Hickory/Kensington Apartments)
4 N. Hickory Ave.
PUD, Plat of Subdivision, Parking Variation
Round 2**

39. The response by the petitioner to comments #11-15, 17, 19, 21, 23, 24, 27, 29, 30-35 & 38 are acceptable.
40. The response provided by the petitioner to Comment #16 is noted. The preliminary detention calculations showing a required volume of 0.296 ac-ft with a 1.6" restrictor and a provided volume of 0.257 ac-ft with the minimum required 2" restrictor are acceptable. The difference (0.039 ac-ft) will be paid for as fee-in-lieu of detention at the rate of \$1.00/cu.ft., which comes to \$1,700.00. The final number will vary depending on the actual provided volume in the detention vault. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. This must be clear on the permit cut sheet for the detention vault.
41. The response provided by the petitioner to Comment #18 is noted. Provide photometric exhibit for the proposed Sternberg Solana sl660 fixture and pole selected for public streetscape lighting. Coordinate this selection with Public Works.
42. The response provided by the petitioner to Comment #20 is noted. On the final engineering plans, hatch the fire lanes to clearly delineate heavy-duty pavement section.
43. As a Local Street, the asphalt pavement section for Campbell Street shall consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase.
44. The response provided by the petitioner to Comment #22 is not acceptable. Code requires the public sidewalk to be located one foot (1') off the property line.
45. The response provided by the petitioner to Comment #25 is not acceptable. This is the first corner to be redeveloped in the Hickory-Kensington area. If the full ROW is not obtained at this corner, it sets a precedence for the entire block, although, it does not preclude the dedication of ROW for future development along Hickory Avenue. The existing right-of-way of Hickory Avenue is currently only 60 ft. wide. The project should dedicate the additional 3 ft. for the requisite 33 ft. dimension for the west half of the R-O-W. The Thoroughfare Plan calls out these requirements.
46. The response provided by the petitioner to Comment #26 is noted. The existing Kensington Road right-of-way limits the lane configuration to the current 3-lane cross section. If additional lanes are contemplated in the future, additional ROW would be needed. The Thoroughfare Plan calls out Kensington Road as a secondary arterial, requiring an 80' ROW width.
47. The response provided by the petitioner to comment #28 is noted. The marked crosswalk across Hickory Avenue must be straight east-west so the stop bar can be shifted south away from the building which encumbers driver's sight distance
48. The response provided by the petitioner to Comment #36 is noted. A detailed construction staging plan and schedule will be required at permit. Show typical fencing and staging, as shown in the preliminary plan provided, and show signage, detours, etc. for additional closures due to crane operations, etc.

Preliminary Plat of Subdivision:

49. The response provided by the petitioner to Comment #37a is noted. Provide information on the railroad spur easement when available.
50. The response provided by the petitioner to Comment #37b is noted. See also Comment #46.

 6/13/18
Michael L. Pagones, P.E. Date
Interim Director of Engineering

Needed at Final Engineering:
Estimates of Cost
OUMA
Lighting cut sheets

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

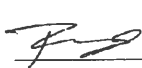
DEPARTMENT PLAN REVIEW SUMMARY

Four North Apartments
4 N. Hickory Ave.
PC#18-005

Round 2 Review Comments

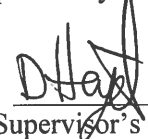
06/12/2018

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.

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

 #537
Supervisor's Signature

RECEIVED
JUN 13 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

Date: June 18, 2018

Re: PC# 18-005. Hickory/Kensington Apartments, 4 N. Hickory Ave. Round 2

-
- No comments from Health Department.

Planning & Community Development Dept. Review

March 30, 2018



REVIEW ROUND 1

Project: 4 N. Hickory Ave.
Hickory Kensington Mixed Use Development

Case Number: PC 18-005

40. The responses to comments #8-#12, #14, #17, #19, #20, #24, #26, #28, and #31-#38 are acceptable.

41. The response to comment #7 is noted. Based on the revised plans, the following approvals are needed:

- a) Planned Unit Development to allow a 5-story mixed use development with ground floor commercial space and 76 residential units above.
- b) Preliminary Plat of Subdivision.
- c) A variation from Chapter 28, Section 10.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 125 to 117 spaces.
- d) A variation from Chapter 28, Section 10.7, Schedule of Loading Requirements, to waive the requirements for one loading space.
- e) A variation from Chapter 28, Section 10.2-8, to reduce the required width of certain drive aisles in the garage from 24' in width to no less than 18' in width.
- f) A variation from Chapter 28, Section 6.15-1.2(b), to waive the requirement for a landscape island at the end of the northernmost parking stall.
- g) A variation from Chapter 29, Section 29-304(l), to waive the requirement for a 66' wide ROW for a local street.
- h) A variation from Chapter 29, Section 29-501(a), to allow a sidewalk that is non-compliant with the standards set forth in Section 20-109 of the Municipal Code.

For each required variation, please provide a response to each of the criteria for Variation approval as summarized below (justification for variation "c" above has already been provided).

- *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.*

Site Plan/Landscaping:

42. The response to comment #13 is not acceptable. Please shorten the island with the transformer to 9' in width, which will allow you to have all stalls in the southern parking at 9' in width. Additionally, please push the two parallel parking stalls 3' north to expand the 9' wide island at the south of those parallel spaces. Move the location of the transformer to this island. A masonry enclosure shall be added to the north, west, and southern sides of this transformer, unless it is deemed unfeasible by ComEd.

43. The response to comment #16 is noted. A 4' tall decorative wrought iron style fence will be required along the western edge of the western parking rows, where feasible. Please provide a detail for said fence on future drawings. It is suggested that the fence be 2' setback from the back of the curb to allow for vehicle overhang. The landscaping in this area may also need to be adjusted.

44. The response to comment #18 is noted. A masonry wall to match the brick on the building shall be added around the transformer for screening.
45. The response to comment #22 is noted. Please note that a variation is required for the sidewalk, as it is required to be setback only 1' from the property line. Although Engineering Dept. comments have noted this is non-compliant, staff is supportive of the aforementioned variation. Additionally, the Engineering Dept. has requested for 3' of ROW along Hickory Avenue. Staff is supportive of a variation to waive this requirement. Both of these variations are outlined in comment #41.
46. The response to comment #23 is noted. There was no note on PC1-1.1 indicating the location of the utility meters. The location of these meters is be required to be screened with dense landscaping, which is not reflected on the landscape plans.
47. Please note that the "Project Data" table indicates that the lot size is 41,176 sq. ft., however, the Plat of Subdivision indicates that the lot is 41,142 sq. ft. Please correct this in future plans.
48. Please clarify how the exterior landscape areas will be irrigated.
49. How far is the northern 3' decorative wall away from the nearest rail?
50. The landscape, civil, and architectural plans show certain inconsistencies (such as the location of sidewalks, the striping of handicap stalls, etc.). Please ensure that all future submissions have consistent information among all plans.
51. A portion of the façade projects outward and encroaches over the ROW along Hickory. An indemnification agreement will need to be signed with the Village.
52. Please continue to ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.

Floor Plans/Elevation:

40. The response to comment #25 is noted. A variation is required for the driveway width at 18' within the garage. Please extend the striping within the spaces inside the garage so that they are no less than 18' deep. While this will make a portion of the interior drive aisle less than the required 24' in width, the aforementioned variation will cover this scenario.

Parking and Traffic:

53. The response to #27 is noted. A variation is required for the on-site loading space will be required. Where will delivery trucks park for the commercial tenants? It is assumed that they will pull up alongside the building, blocking travel at the entrance to the site. Loading shall be prohibited in this area and signage outlining this restriction must be included. Where will UPS and package delivery trucks for the residential tenants park? Please clarify the height of the garage door on the north side of the building. Current plans show this garage door as being a standard height, and future plans must show this door as being large enough to accommodate a moving truck.
54. The response to comment #29 is noted. However, no detail on the style of the bike rack was provided. Please provide said detail as part of Final Plat approval.
55. The response to comment #30 is noted. Please see comment #42 for further details needed. Will parking spaces be numbered so they can be assigned/identified for residential tenants? How will guests know they can park in numbered spaces? Will guests be allowed to parking with the garage or only in exterior spaces? Additional details on this must be provided. Please note that overnight parking is prohibited on public streets and so overnight guests cannot park on Hickory or Campbell. Per my email on 6/12/18, please survey the available street parking on Hickory over two days (one week day and one weekend day), and include an exhibit showing which areas were surveyed and how many spaces are located in the surveyed area. This should be provided ASAP.

Plat of Subdivision:

56. The response to #37 is noted. Please continue to work toward providing clarity on this issue.

Prepared by: 

Hickory/Kensington Apartments

4 N. Hickory

PC 18-005

June 14, 2018

Landscaping

- 1) The selection of the plant material must be evaluated and revised. The proposed trees are not suitable for the landscape islands. In addition, it is recommended that additional height be provided for the foundation plantings in areas where there is large spans of wall. Incorporating plant material with additional height will soften the base of the building. The plantings adjacent to the parking area must be drought and salt tolerant.
The proposed species and quantities must be evaluated. The proposed plant material at mature height is low and will not be substantial against the first floor wall where there are no windows. Increase the height of the landscaping on the east, west and north elevation by incorporating different species such as Viburnum, Chokeberry, upright evergreens, In addition incorporate perennials so that the landscaping is dense and layered.
- 2) For the parkway trees along Hickory, within the tree grates, provide a mix of Honeylocust, Ginko and Kentucky Coffee trees in place of the proposed Zelkova and Oak trees. Along the north and south ends of the building within the parkway, provide a mix of Elm, Linden, Hackberry or Maple. The species will be evaluated and the Village may have additional comments regarding the proposed parkway trees.
The revisions are noted; however, please increase the size of the parkway trees from 8 feet to 2.5 inch caliper.
- 3) On the north end of the building provide a 5 foot wide sidewalk that runs east/west between the parking area and Hickory. The sidewalk should be 6 feet from the back of curb. As proposed, the trees will need to be relocated and coordinated with the sidewalk. An easement will be necessary for the landscaping on the north elevation of the building since it is within the right of way.
The sidewalk is shown correctly on the geometric plan but incorrectly on the landscape plan and PC1-1.1. Please revise so that the plans are consistent.
- 4) On the north end of the parking lot, provide a 3 foot high wall on each side of the drive aisle. The wall must match the building. In addition, provide low shrubs and perennials within the island.
Please provide low shrubs with a mix of perennials throughout the island. The landscaping should include a variety of color at the entrance to the parking area.
- 5) In the southwest corner it is recommended that one 9'x18' space be eliminated to allow for additional landscaping. Incorporate a 3 foot high screen wall within the landscape island. The wall should match the building materials. Relocate the proposed parkway tree so that it is within the landscape island on private property. Provide a variety of shrubs and perennials within the island.
Please provide low shrubs with a mix of perennials throughout the island. The landscaping should include a variety of color at the entrance to the parking area.
- 6) Incorporate a 10' wide decorative crosswalk along Hickory to the north of the building. The crosswalk will run north/south. The crosswalk should be tinted concrete with scored control joints that are 30 - inches apart.
The crosswalk is shown correctly on the geometric plan but incorrectly on the landscape plan and PC1-1.1. Please revise so that the plans are consistent.

- 7) Please identify the railroad spur on the landscape plan. The proposed landscaping will conflict with the spur. Reduce the depth of the parking stalls from 18.5 to 16.5 and incorporate low groundcover and perennials such as daylilies. In the future, if the spur line goes away, additional landscaping must be provided.

Please evaluate the quantities of the landscaping. 13 daylilies across 75 lineal feet is inadequate. Please increase the quantities. In addition please incorporate more variety such as clusters of ornamental grasses (Karl Forester) and grow low sumac in this area.

- 8) Reduce the depth of the parking spaces to 16.5 feet on the east side to allow for additional green space.

The response to comment #8 is acceptable.

- 9) Please see the attached package of site furnishings and incorporate within the plans. The Village is evaluating the proposed site furnishings and may have additional comments or modifications. The site furnishings should be as follows:

Dumor Bench 120 – Charcoal

Sternburg – Solana SL660

Unilock, Senzo paver in a Nuvolo color Enduracolor premium finish

Terracast Contemporary Planter – Black

Tree grate – Neenah R-8811 Boulevard Collection

Please see the attached package of site furnishings and incorporate within the plans.

- 10) Incorporate two pedestrian light fixtures along Kensington in front of the building along the sidewalk. Place the fixtures on the sidewalk 1 foot north of the sidewalk.

The response to comment #10 is acceptable.

- 11) Provide details of the proposed pavement patterns. Please provide a California finish with tooled joints for the walk between the bump outs. Within the bump outs include tinted concrete with a saw cut grid pattern that is approximately 24 - inches apart.

For the brick paver please call out Unilock, Senzo paver in a Nuvolo color Enduracolor premium finish.

- 12) Along Kensington, it is recommended that large freestanding raised planters be incorporated at the base of the building to soften the large span of concrete and near the entrance off of Hickory.

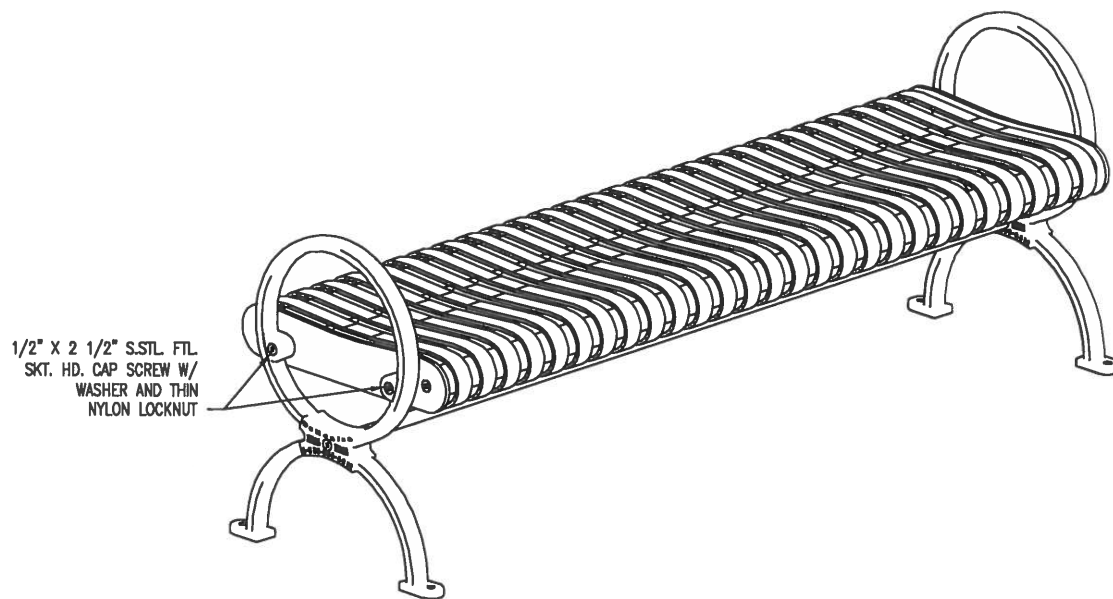
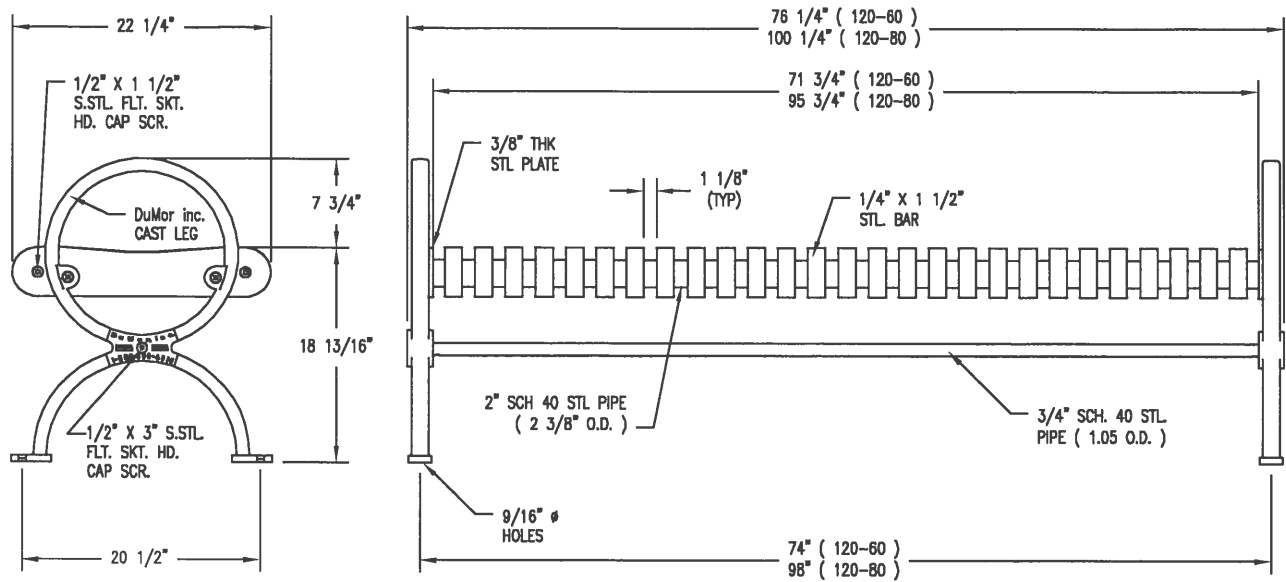
Please incorporate 6 or 9 round planters with varying sizes (23" – 48" diameter). See attached sheet.

- 13) Any utilities must be fully screened with landscaping.

Please include landscaping in front of the meters and adjacent to the transformer in order to buffer/screen the mechanical units.

- 14) **Increase the size of the trees. The trees at the ends of the parking rows must be a minimum of 4 inch caliper. The trees within the tree grates should be 2.5 inch caliper.**

- 15) As more detailed plans are provided additional comments may be forthcoming.



NOTES:

- 1.) ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
- 2.) 1/2" x 3 3/4" EXPANSION ANCHOR BOLTS PROVIDED.

LENGTH OPTIONS

- ☐ 6' BENCH
- ☐ 8' BENCH

DuMor, inc.
P.O. Box 142 Mifflintown, PA 17059-0142

SCALE : NONE

DATE DRAWN : 9/30/97

DRAWN BY : AH

DATE REV. : 12/19/06

REV. BY : AWH

TITLE :

BENCH

REV.

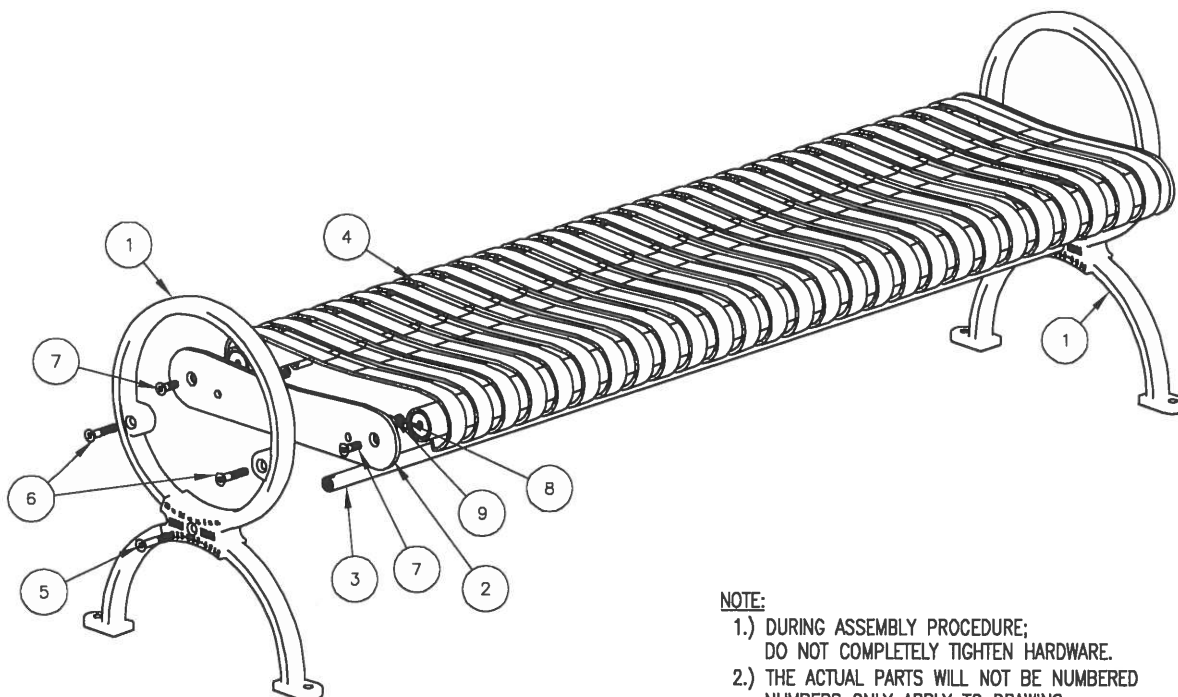
D

DRAWING
NUMBER

120 SERIES

SHEET

1 OF 2



NOTE:

- 1.) DURING ASSEMBLY PROCEDURE;
DO NOT COMPLETELY TIGHTEN HARDWARE.
- 2.) THE ACTUAL PARTS WILL NOT BE NUMBERED
NUMBERS ONLY APPLY TO DRAWING.

STEP 1:

- USE 1 - PC. 6' SEAT ASSEMBLY (4)
 2 - PCS. END PLATE (2)
 4 - PCS. 1/2" X 1 1/2" FLT. SKT. HD. CAP (7)
 ATTACH END PLATES (2) TO 6' SEAT ASSEMBLY (4)
 USING HARDWARE (7). TIGHTEN TO SNUG FIT.

STEP 2:

- USE 2 - PCS. CAST IRON END SUPPORT (1)
 4 - PCS. 1/2" X 2 1/2" FLT. SKT. HD. CAP SCR. (6)
 4 - PCS. 1/2" SS. THIN NYLON LOCKNUT (8)
 4 - PCS. 1/2" SS. FLAT WASHER (9)
 ATTACH CAST IRON END SUPPORTS (1) TO STEP 1 ASSEMBLY
 USING HARDWARE (6, 8, & 9). TIGHTEN TO SNUG FIT.

STEP 3:

- USE 1 - PC. 71 3/4" PIPE BRACE (3)
 2 - PCS. 1/2" X 3" FLT. SKT. HD. CAP SCR. (5)
 ATTACH 71 3/4" PIPE BRACE (3) TO STEP 2 ASSEMBLY
 USING HARDWARE (5). TIGHTEN TO SNUG FIT.

STEP 4:

UPON COMPLETION OF BENCH ASSEMBLY SQUARE
 ALL COMPONENTS THEN TIGHTEN ALL HARDWARE.

STEP 5:

MOUNT AND ANCHOR AS SPECIFIED.

ITEM	QTY	PART NO	DESCRIPTION
1	2	0-119-00-01	CAST IRON SUPPORT
2	2	0-120-00-02	END PLATE
3	1	0-57-60-04	71 3/4" PIPE BRACE
4	1	0-92-60-01	6' STL SEAT
5	2	1-12-037	1/2" X 3" SS FLT SKT HD CAP SCR
6	4	1-12-065	1/2" X 2 1/2" FLT SKT HD CAP SCR
7	4	1-12-074	1/2" X 1 1/2" SS FLT SKT HD CAP
8	4	1-20-018	1/2" SS THIN NYLON LOCKNUT
9	4	1-22-015	1/2" SS FLAT WASHER

DuMor, inc.
 P.O. Box 142 Mifflintown, PA 17059-0142

SCALE : NONE
 DATE DRAWN : 9/30/97
 DRAWN BY : AH
 DATE REV. : 12/19/06
 REV. BY : AWH

TITLE :

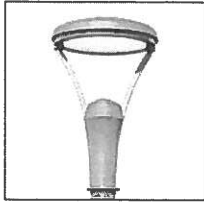
BENCH ASSEMBLY

REV.
D

DRAWING
NUMBER

120 SERIES

SHEET
2 OF 2



SOLANA® SL660

The Solana® SL660 Post-Top Luminaire's modern geometric design complements a diverse assortment of contemporary architectural settings. It's urbanesque yoke design offers not only aesthetic beauty, durability and optical efficiency, but takes street, area, and medium mount lighting to another level. The Solana® SL660 is well suited for all roadway, site and pedestrian environments.



SternbergLighting

ESTABLISHED 1923 / EMPLOYEE OWNED

PROJECT: _____

TYPE: _____

ORDERING EXAMPLE: PT-SL660-CA-84L45T5-MDH05-MOT1-HSS-FHD / UGMT

	SL660												
MOUNT- ING CONFIG.	SERIES	LENS	NO. OF LEDS	COLOR TEMP K	DISTRIBUTION TYPE	DRIVER	CONTROL RECEPTACLE	CONTROL	MOTION SENSOR	HOUSE SIDE SHIELD	DUAL FUSE & HOLDER	COLOR	
PT	Medium Area Post Top	CA	84L	27(00) K	T2	MDL03	O P T I O N S					UGMT	UGM
1W		FG	56L ¹	35(00) K	T3	MDL05	R	PE	MOT1 ²	HSS	FHD	UBT	UB
1A		SA	42L ¹	45(00) K	T3R	MDH03	R5	PE3	MOT2 ²			ULBT	ULB
2A		FFG			T4	MDH05	R7	PE4				USLT	USL
2A90		SV1*			T5			SC				UWHT	UWH
1AM		SV2**						PEC				UCHS	
2AM		SV1SA*						PEC4				BKT	
		SV2SA**	¹ Not available in 05 driver										

A = Arm Mount AM = Arm Mid-Mount W = Wall Mount (* Designate 1WCB if surface mount box required)

Product Specs

Optical

- IP65 rated optic module with BUG rating of U-1.
- Available in IES Type 2, 3, 3R, 4 and 5 distribution.
- Utilizes high output, high brightness LEDs.
- Typical CRI of 70, CCT 2700, 3500 and 4500K. Call factory for custom CCT.
- LM-79 and LM-80 tests in accordance with IESNA standards.
- Lumen depreciation rating L70 > 100,000 hrs. projected per TM-21 guideline using 525mA drive at 25°C ambient.
- RoHS Compliant.

Electrical

- 120-277 volt and 347-480 volt available.
- Minimum drivers power factor: > 0.9.
- Electrical surge protection in accordance with IEEE/ANSI C62.41.2 guidelines.
- UL or ETL listed in U.S. and Canada.

Mechanical

- Cast aluminum heat sink, arms, lens cover, housing top cover and housing/fitter.
- Spun aluminum heat sink cover.
- Fitter installs on standard 3 in tenon.
- Tool-less driver access and removable driver tray.
- AAD™ "Advanced Air-flow Dynamics" maximizes heat sink expulsion.

Controls

- Supplied with dimmable driver.
- Optional Roto-lock photocell receptacle only R, R5, R7.
- Optional Roto-lock photo cell PE, PE3, PE4, SC.
- Optional electronic button photocell: PEC (120-277V), PEC4 (480v).

Finish

- Durable, color retentive powder coat finish.

Warranty & Standards

LED Systems and Drivers - 7 years. All fixtures shall be free from all defects in materials and workmanship for a period of 7 years from the date of manufacture. The luminaire manufacturer shall warrant the LED boards/system, during the stated warranty period, against failure defined as more than 10 percent of non-operating LEDs.

Motion Sensors:

- MOT1²: 360° lens, maximum coverage 40' diameter from 20' height
- MOT2²: 360° lens, maximum coverage 70' diameter from 20' height

² Note: Requires acrylic flat lens (CA, SV1 or SV2)

Drivers:

- MDL03: 350mA, 120-277V
- MDL05: 525mA, 120-277V
- MDH03: 350mA, 347-480V
- MDH05: 525mA, 347-480V

Lens:

- CA - Clear Flat Acrylic
- FG - Clear Flat Glass
- SA - Clear Sag Acrylic
- FFG - Frosted Flat Glass

Soft Vue:

- SV1* - Flat Soft Vue Medium Diffused Acrylic
- SV2** - Flat Soft Vue Heavy Diffused Acrylic
- SV1SA* - Sag Soft Vue Medium Diffused Acrylic
- SV2SA** - Sag Soft Vue Heavy Diffused Acrylic

*Provides moderate reduction in Brightness while only a minimal reduction in lumen output. **Provides maximum reduction in Brightness while only a nominal reduction in lumen output. Consult photometric files for exact lumen performance as percentages noted are averages.

Colors:

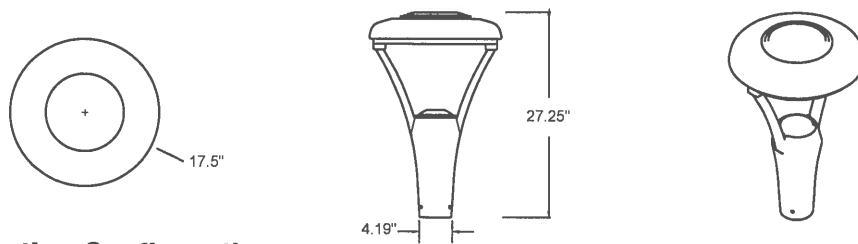
- UGMT - Urban Gun Metal Textured
- UBT - Urban Bronze Textured
- ULBT - Urban Light Bronze Textured
- USLT - Urban Silver Textured
- UWHT - Urban White Textured
- UCHS - Urban Champagne Satin Smooth
- BKT - Black Textured
- UGM - Urban Gun Metal Matte
- UB - Urban Bronze Matte
- ULB - Urban Light Bronze Matte
- USL - Urban Silver Matte
- UWH - Urban White Matte

Performance (Based on FG Lens)

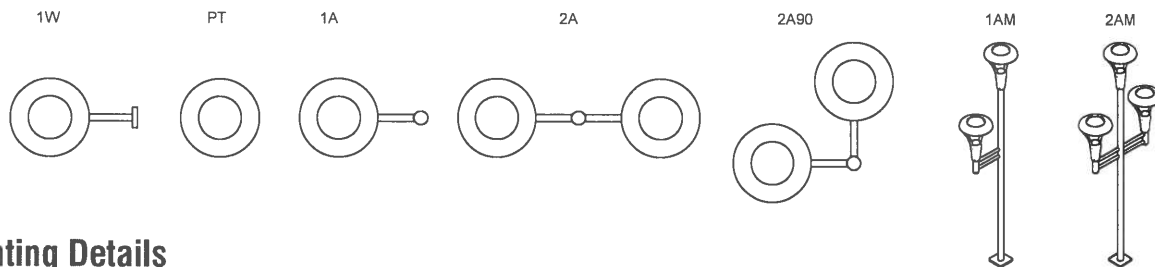
MODEL #	T2 DELIVERED LUMENS	EFFICACY (LPW)	T3 DELIVERED LUMENS	EFFICACY (LPW)	T3R DELIVERED LUMENS	EFFICACY (LPW)	T4 DELIVERED LUMENS	EFFICACY (LPW)	T5 DELIVERED LUMENS	EFFICACY (LPW)	WATTAGE
84L27T_-MD_05	9180	65.6	8990	64.2	9070	64.8	9050	64.6	9240	66.0	140
84L35T_-MD_05	10475	74.8	10260	73.3	10345	73.9	10330	73.8	10540	75.3	140
84L45T_-MD_05	11770	84.1	11525	82.3	11625	83.0	11605	82.9	11845	84.6	140
84L27T_-MD_03	6575	71.5	6425	69.8	6485	70.5	6505	70.7	6605	71.8	92
84L35T_-MD_03	7505	81.6	7335	79.7	7400	80.4	7425	80.7	7535	81.9	92
84L45T_-MD_03	8430	91.6	8240	89.6	8315	90.4	8340	90.7	8470	92.1	92
56L27T_-MD_03	4435	69.3	4355	68.0	4395	68.7	4430	69.2	4510	70.5	64
56L35T_-MD_03	5065	79.1	4970	77.7	5015	78.4	5055	79.0	5145	80.4	64
56L45T_-MD_03	5690	88.9	5585	87.3	5635	88.0	5680	88.8	5780	90.3	64
42L27T_-MD_03	3355	69.9	4195	68.2	3305	68.9	3320	69.2	3420	71.3	48
42L35T_-MD_03	3825	79.7	3735	77.8	3775	78.6	3790	79.0	3905	81.4	48
42L45T_-MD_03	4300	89.6	3275	87.4	4240	88.3	4260	88.8	4385	91.4	48

Product Dimensions and Features

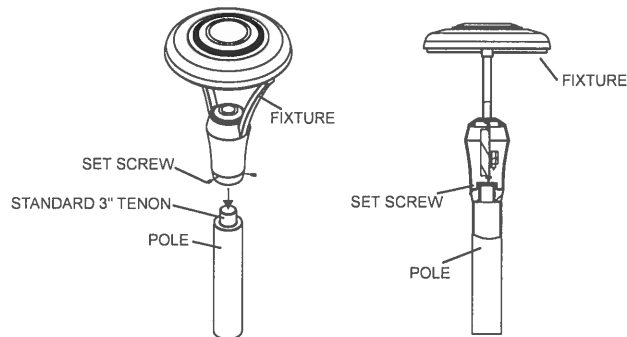
EPA: 0.9 SQUARE FT
WEIGHT: 29 LBS



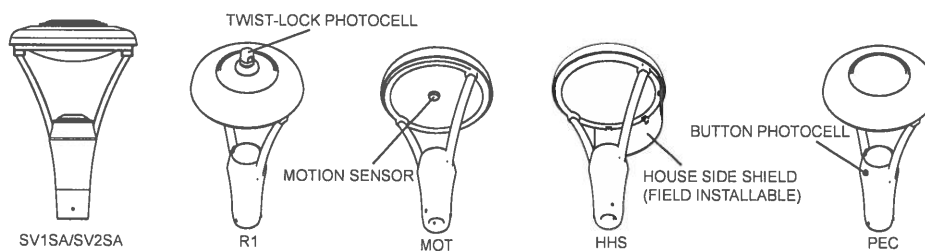
Mounting Configurations



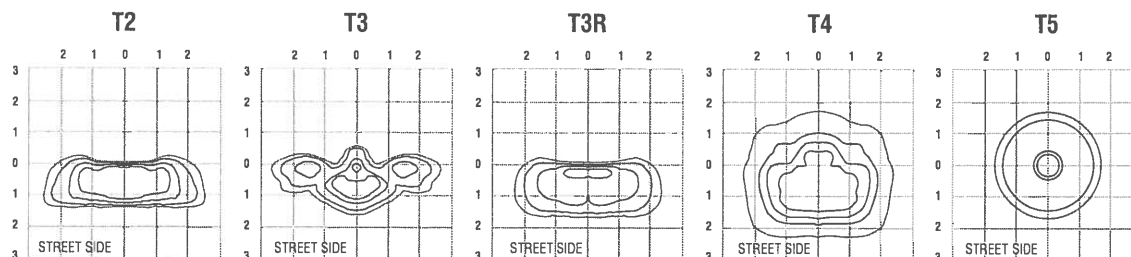
Mounting Details



Other Options



ISO Footcandle Plots



All published luminaire photometric testing performed to IESNA LM-79 standards by NVLAP, certified laboratory. ISO footcandle plots above demonstrate the SOLANA'S light patterns only. Not for total fixture output. For complete specifications and IES files, see website.



Contemporary Planter

- Great for decorative plants to small trees depending on size.
- Available in 20 color/texture variations
- Round, cylindrical design
- Lightweight
- High durability
- Low – No Maintenance
- Graffiti Resistant”

(<http://www.terracastproducts.com/wp-content/uploads/2016/02/TerraCast-Color-Chart-2016.pdf>)

Click Here To See Our Color Options (<http://www.terracastproducts.com/wp-content/uploads/2016/02/TerraCast-Color-Chart-2016-1.pdf>)

PRODUCT SPECIFICATIONS (<http://www.terracastproducts.com/architects-planters-downloads/>)

Color	Charcoal ▼
Size	48” Diameter X 30” Height (Item: TCN-48) ▼
Clear selection	

Product Info

Description

Reviews (0)

Dimension

Description

[Download Spec-Sheet](#)

Product Description

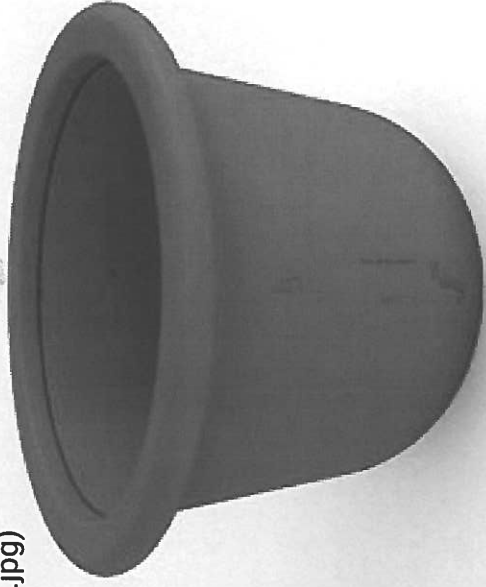
The Contemporary Line is made to fit into today’s world in any installation as its simple rolled rim is non-descript and matches many styles of planters currently in the market. The Contemporary line also features our Contemporary Bench and trash cans. As with any of our products, the Contemporary Line can be manufactured in any color and comes in eight sizes.

Related Products

Contemporary Planter

Home (<http://www.terracastrproducts.com>) / Modern Planters (<http://www.terracastrproducts.com/product-category/modern-planters/>) / Contemporary Planter

(<http://www.terracastrproducts.com/wp-content/uploads/2017/03/Contemporary-Charcoal.jpg>)
Side.jpg)



BOULEVARD COLLECTION TREE GRATES

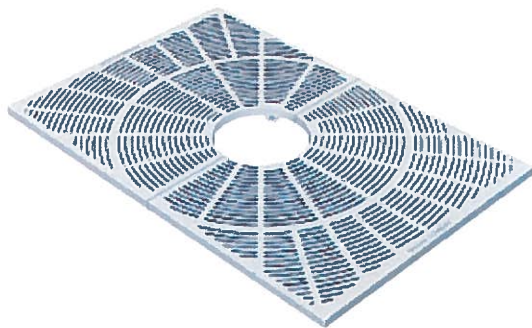
The radial pattern of the Boulevard tree grate collection combines a clean look with narrow slot openings to create a very versatile grate. Contact us for any special requirements and allow us to work with you in meeting your needs.

R-8708	+
R-8711	+
R-8713	+
R-8716	+
R-8811	-

R-8811

Boulevard Collection Tree Grate

48" x 72"



16" diameter expandable tree opening. Available with cast 12" tree opening. .375" slot openings. 394 pounds per set. Available with 22" tree opening.

Order as R-8811-LA for Los Angeles approved grate.

R-8811	+
R-8814-A	+
R-8832-A	+
R-8838-A	+
Back to Top	

[Home](#) > **Circle Bike Rack**

Circle Bike Rack

Parent SKU: 7ZT7092



★★★★★ 2
Reviews

~~\$186.85~~
Sale Price
\$148.85

**See Quantity Pricing
Below**

**Buy 6 for \$135.85
each and **save 9%****

★ REVIEWS



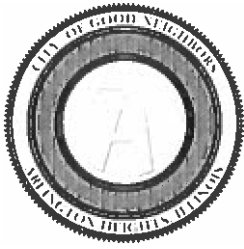
Surfa
Mour
Hard
Kit
(6)
\$10.0

Usually Ships In 1 Week

DESCRIPTION

SPECIFICATIONS

REVIEWS



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: 4 N Hickory Ave- PUD, Plat of Subdivision and Parking Variation
PC#: 18-005 – Round 2
Date: June 19, 2018

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. Response indicated Type IV (Heavy Timber) for the construction of the 4 stories of residential units. Is this accurate? **The construction type will be solid masonry and precast concrete planks for the ground floor and up to the second floor line. The upper 4 floors will be wood frame construction.**



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

Fire Safety Division

Date: 6/13/2018

P.C. Number: 18-005 Round 2

Project Name: Hickory/Kensington Apartments

Project Location: 4 N. Hickory

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

The following information is provided for informational purposes. No response is required at this time. This review is conceptual only and subject to a formal plan review.

1. If a fire pump is required for the fire sprinkler system the design of the fire pump room shall meet the requirements of NFPA 20 to include, but not be limited to the following: **Agreed.**

Indoor fire pump rooms in non-high-rise buildings or in separate fire pump buildings shall be physically separated or protected by fire-rated construction. **Agreed**

The pump room or fire room shall be sized to fit all of the components necessary for the operation of the fire pump and to accommodate the following: **Agreed**

Clearance between components for installation and maintenance

Clearance between a component and the wall for installation and maintenance **Agreed**

2. Fire pump rooms not directly accessible from the outside shall be accessible through an enclosed passageway from an enclosed stairway or exterior exit. **Agreed**
3. The enclosed passageway shall have a fire-resistance rating not less than the fire-resistance rating of the fire pump room. **Agreed**

No further comments.

Date 06-13-18

Reviewed By:

Fire Safety Supervisor

RECEIVED

JUN 13 2018

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: June 19, 2018
Subject: 4 N Hickory Ave., P.C. #18-005 Round 2

With regard to the proposed Plat of Subdivision, I have the following comments:

- 1) Comments regarding the proposed underground detention structure and outlet control structure will be submitted when further details are submitted for review. **Noted**
- 2) Comments regarding the proposed maintenance plan for the underground control structure will be submitted when further details are submitted for review. **Noted**
- 3) Comments regarding the proposed plumbing plans with water meter and RPZ sizing comments will be submitted when further details are submitted for review. **Noted**
- 4) The Village of Arlington Heights Public Works will not be responsible for the maintenance and snow removal of the proposed parking bump-outs on Hickory. This must be included within a maintenance agreement. **We will comply if necessary. However, the bump outs will be part of the public street and we are not sure why Public Works would not be responsible for the maintenance and snow removal. This area is not part of the private property, but rather public ROW. We don't feel it should be our responsibility to maintain.**
- 5) Comments regarding brick paver cross section will be submitted when further details are submitted for review. **Noted**
- 6) Comments regarding tree grates will be submitted when further details are submitted for review. **Noted**
- 7) All proposed trees shall be shown in DBH. **Noted**

VAHPW has no further comments at this time. If you have any questions, please feel free to contact me.

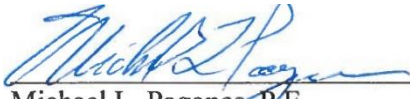
PLAN COMMISSION PC #18-005
4 North Resubdivision (Hickory/Kensington Apartments)

4 N. Hickory Ave.
PUD, Plat of Subdivision, Parking Variation
Round 2

39. The response by the petitioner to comments #11-15, 17, 19, 21, 23, 24, 27, 29, 30-35 & 38 are acceptable.
40. The response provided by the petitioner to Comment #16 is noted. The preliminary detention calculations showing a required volume of 0.296 ac-ft with a 1.6" restrictor and a provided volume of 0.257 ac-ft with the minimum required 2" restrictor are acceptable. The difference (0.039 ac-ft) will be paid for as fee-in-lieu of detention at the rate of \$1.00/cu.ft., which comes to \$1,700.00. The final number will vary depending on the actual provided volume in the detention vault. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. This must be clear on the permit cut sheet for the detention vault. **Agreed**
41. The response provided by the petitioner to Comment #18 is noted. Provide photometric exhibit for the proposed Sternberg Solana sl660 fixture and pole selected for public streetscape lighting. Coordinate this selection with Public Works. **Noted**
42. The response provided by the petitioner to Comment #20 is noted. On the final engineering plans, hatch the fire lanes to clearly delineate heavy-duty pavement section. **Noted**
43. As a Local Street, the asphalt pavement section for Campbell Street shall consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. **Agreed**
44. The response provided by the petitioner to Comment #22 is not acceptable. Code requires the public sidewalk to be located one foot (1') off the property line. **We are seeking a variance for this requirement due to the site restrictions.**
45. The response provided by the petitioner to Comment #25 is not acceptable. This is the first corner to be redeveloped in the Hickory-Kensington area. If the full ROW is not obtained at this corner, it sets a precedence for the entire block, although, it does not preclude the dedication of ROW for future development along Hickory Avenue. The existing right-of-way of Hickory Avenue is currently only 60 ft. wide. The project should dedicate the additional 3 ft. for the requisite 33 ft. dimension for the west half of the R-O-W. The Thoroughfare Plan calls out these requirements. **We are seeking a variance for this requirement due to the site restrictions.**
46. The response provided by the petitioner to Comment #26 is noted. The existing Kensington Road right-of-way limits the lane configuration to the current 3-lane cross section. If additional lanes are contemplated in the future, additional ROW would be needed. The Thoroughfare Plan calls out Kensington Road as a secondary arterial, requiring an 80' ROW width. **Noted**
47. The response provided by the petitioner to comment #28 is noted. The marked crosswalk across Hickory Avenue must be straight east-west so the stop bar can be shifted south away from the building which encumbers driver's sight distance. **Noted**
48. The response provided by the petitioner to Comment #36 is noted. A detailed construction staging plan and schedule will be required at permit. Show typical fencing and staging, as shown in the preliminary plan provided, and show signage, detours, etc. for additional closures due to crane operations, etc. **Noted**

Preliminary Plat of Subdivision:

49. The response provided by the petitioner to Comment #37a is noted. Provide information on the railroad spur easement when available. **Noted**
50. The response provided by the petitioner to Comment #37b is noted. See also Comment #46. **Noted**

 6/13/18
Michael L. Pagones, P.E. Date
Interim Director of Engineering

Needed at Final Engineering:
Estimates of Cost
OUMA
Lighting cut sheets

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

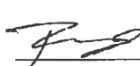
DEPARTMENT PLAN REVIEW SUMMARY

Four North Apartments
4 N. Hickory Ave.
PC#18-005

Round 2 Review Comments

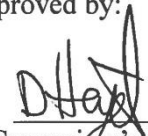
06/12/2018

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.

 #202

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

 #537

Supervisor's Signature

RECEIVED
JUN 13 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

Date: June 18, 2018

Re: PC# 18-005. Hickory/Kensington Apartments, 4 N. Hickory Ave. Round 2

No comments from Health Department.

Planning & Community Development Dept. Review

March 30, 2018



REVIEW ROUND 1

Project: 4 N. Hickory Ave.
Hickory Kensington Mixed Use Development

Case Number: PC 18-005

40. The responses to comments #8-#12, #14, #17, #19, #20, #24, #26, #28, and #31-#38 are acceptable.

41. The response to comment #7 is noted. Based on the revise plans, the following approvals are needed:

- a) Planned Unit Development to allow a 5-story mixed use development with ground floor commercial space and 76 residential units above. **Noted**
- b) Preliminary Plat of Subdivision. **Noted**
- c) A variation from Chapter 28, Section 10.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 125 to 117 spaces. **A request letter and description has already been submitted.**
- d) A variation from Chapter 28, Section 10.7, Schedule of Loading Requirements, to waive the requirements for one loading space. **We are requesting a variation for this requirement. We do not have the exterior space to accommodate a loading space due to the site restrictions. Specifically, we are losing a substantial amount of usable space due to the rail spur at the west end of the site. We are providing an area for delivery loading and unloading inside the ground floor parking level. This space will be located directly adjacent to the first floor lobby entrance for easy access. It will only obstruct a few parking spaces during the loading and unloading. This area will be monitored during such activities for safety and convenience.**
- e) A variation from Chapter 28, Section 10.2-8, to reduce the required width of certain drive aisles in the garage from 24' in width to no less than 18' in width. **This condition only occurs in a few locations and is due to the structural requirements. For the most part, we are providing a 27'-0" wide drive aisle. The pinch points only occur at the drive aisle by the ramp. This is not uncommon and our experience in constructing this type of structure has shown that does not cause a safety issue.**
- f) A variation from Chapter 28, Section 6.15-1.2(b), to waive the requirement for a landscape island at the end of the northernmost parking stall. **We will make the change to our site plan to comply. We have already done so in our design commission submittal and will revise the plan commission submittal before the Village Board hearing.**
- g) A variation from Chapter 29, Section 29-304(l), to waive the requirement for a 66' wide ROW for a local street. **The site is restricted due to the rail spur line at the west end on the site. We do not have the room to move the building towards the west because of that restriction. This requirement would require the building footprint to be reduced, which would compromise the interior parking layout and result in a loss of density.**
- h) A variation from Chapter 29, Section 29-501(a), to allow a sidewalk that is non-compliant with the standards set forth in Section 20-109 of the Municipal Code. **This requirement has been discussed with Village staff and we are in agreement on how to place the public walk. The walk as proposed would allow for additional landscaping between the sidewalk and the building. We feel this would enhance the exterior appearance of the project. This is also because of the site restrictions. Moving the walk would result in reducing the building footprint and lose density as well as indoor parking spaces.**

For each required variation, please provide a response to each of the criteria for Variation approval as summarized below (justification for variation "c" above has already been provided).

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.

Site Plan/Landscaping:

42. The response to comment #13 is not acceptable. Please shorten the island with the transformer to 9' in width, which will allow you to have all stalls in the southern parking at 9' in width. Additionally, please push the two parallel parking stalls 3' north to expand the 9' wide island at the south of those parallel spaces. Move the location of the transformer to this island. A masonry enclosure shall be added to the north, west, and southern sides of this transformer, unless it is deemed unfeasible by ComEd. **We will be submitting a revised landscape plan prior to the Village Board hearing.**
43. The response to comment #16 is noted. A 4' tall decorative wrought iron style fence will be required along the western edge of the western parking rows, where feasible. Please provide a detail for said fence on future drawings. It is suggested that the fence be 2' setback from the back of the curb to allow for vehicle overhang. The landscaping in this area may also need to be adjusted. **Noted**
44. The response to comment #18 is noted. A masonry wall to match the brick on the building shall be added around the transformer for screening. **Noted**
45. The response to comment #22 is noted. Please note that a variation is required for the sidewalk, as it is required to be setback only 1' from the property line. Although Engineering Dept. comments have noted this is non-compliant, staff is supportive of the aforementioned variation. Additionally, the Engineering Dept. has requested for 3' of ROW along Hickory Avenue. Staff is supportive of a variation to waive this requirement. Both of these variations are outlined in comment #41. **Noted**
46. The response to comment #23 is noted. There was no note on PC1-1.1 indicating the location of the utility meters. The location of these meters is be required to screened with dense landscaping, which is not reflected on the landscape plans. **Noted**
47. Please note that the "Project Data" table indicates that the lot size is 41,176 sq. ft., however, the Plat of Subdivision indicates that the lot is 41,142 sq. ft. Please correct this in future plans. **We will correct on future submittals.**
48. Please clarify how the exterior landscape areas will be irrigated. **There will be an irrigation system installed for all landscape areas which will be connected to the building water supply.**
49. How far is the northern 3' decorative wall away from the nearest rail? **The wall is outside of the required easement which is 7'-0" from the rail line.**
50. The landscape, civil, and architectural plans show certain inconsistencies (such as the location of sidewalks, the striping of handicap stalls, etc.). Please ensure that all future submissions have consistent information among all plans. **We will correct on future submittals.**
51. A portion of the façade projects outward and encroaches over the ROW along Hickory. An indemnification agreement will need to be signed with the Village. **Agreed.**
52. Please continue to ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date. **Agreed.**

Floor Plans/Elevation:

40. The response to comment #25 is noted. A variation is required for the driveway width at 18' within the garage. Please extend the striping within the spaces inside the garage so that they are no less than 18' deep. While this will make a portion of the interior drive aisle less than the required 24' in width, the aforementioned variation will cover this scenario. **Noted**

Parking and Traffic:

53. The response to #27 is noted. A variation is required for the on-site loading space will be required. Where will delivery trucks park for the commercial tenants? It is assumed that they will pull up alongside the building, blocking travel at the entrance to the site. Loading shall be prohibited in this area and signage outlining this restriction must be included. Where will UPS and package delivery trucks for the residential tenants park? Please clarify the height of the garage door on the north side of the building. Current plans show this garage door as being a standard height, and future plans must show this door as being large enough to accommodate a moving truck. **Noted.**
54. The response to comment #29 is noted. However, no detail on the style of the bike rack was provided. Please provide said detail as part of Final Plat approval. **We will provide final details prior to Village Board hearing.**
55. The response to comment #30 is noted. Please see comment #42 for further details needed. Will parking spaces be numbered so they can be assigned/identified for residential tenants? How will guests know they can park in numbered spaces? Will guests be allowed to parking with the garage or only in exterior spaces? Additional details on this must be provided. Please note that overnight parking is prohibited on public streets and so overnight guests cannot park on Hickory or Campbell. Per my email on 6/12/18, please survey the available street parking on Hickory over two days (one week day and one weekend day), and include an exhibit showing which areas were surveyed and how many spaces are located in the surveyed area. This should be provided ASAP. **Guests will not be able to park inside the building. We will provide a detailed description prior to the Village Board hearing. KLOA will be performing a parking survey this week and we will submit the results no later than Tuesday, June 26.**

Plat of Subdivision:

56. The response to #37 is noted. Please continue to work toward providing clarity on this issue. **Noted.**

Prepared by:

Hickory/Kensington Apartments

4 N. Hickory

PC 18-005

June 14, 2018

Landscaping

- 1) The selection of the plant material must be evaluated and revised. The proposed trees are not suitable for the landscape islands. In addition, it is recommended that additional height be provided for the foundation plantings in areas where there is large spans of wall. Incorporating plant material with additional height will soften the base of the building. The plantings adjacent to the parking area must be drought and salt tolerant.
The proposed species and quantities must be evaluated. The proposed plant material at mature height is low and will not be substantial against the first floor wall where there are no windows. Increase the height of the landscaping on the east, west and north elevation by incorporating different species such as Viburnum, Chokeberry, upright evergreens, In addition incorporate perennials so that the landscaping is dense and layered. **We will provide revised landscape plan prior to the Village board hearing.**
- 2) For the parkway trees along Hickory, within the tree grates, provide a mix of Honeylocust, Ginko and Kentucky Coffee trees in place of the proposed Zelkova and Oak trees. Along the north and south ends of the building within the parkway, provide a mix of Elm, Linden, Hackberry or Maple. The species will be evaluated and the Village may have additional comments regarding the proposed parkway trees.
The revisions are noted; however, please increase the size of the parkway trees from 8 feet to 2.5 inch caliper.
Same as above.
- 3) On the north end of the building provide a 5 foot wide sidewalk that runs east/west between the parking area and Hickory. The sidewalk should be 6 feet from the back of curb. As proposed, the trees will need to be relocated and coordinated with the sidewalk. An easement will be necessary for the landscaping on the north elevation of the building since it is within the right of way. The sidewalk is shown correctly on the geometric plan but incorrectly on the landscape plan and PC1-1.1. Please revise so that the plans are consistent.
Same as above.
- 4) On the north end of the parking lot, provide a 3 foot high wall on each side of the drive aisle. The wall must match the building. In addition, provide low shrubs and perennials within the island. Please provide low shrubs with a mix of perennials throughout the island. The landscaping should include a variety of color at the entrance to the parking area. **Same as above.**
- 5) In the southwest corner it is recommended that one 9'x18' space be eliminated to allow for additional landscaping. Incorporate a 3 foot high screen wall within the landscape island. The wall should match the building materials. Relocate the proposed parkway tree so that it is within the landscape island on private property. Provide a variety of shrubs and perennials within the island. Please provide low shrubs with a mix of perennials throughout the island. The landscaping should include a variety of color at the entrance to the parking area. **Same as above.**
- 6) Incorporate a 10' wide decorative crosswalk along Hickory to the north of the building. The crosswalk will run north/south. The crosswalk should be tinted concrete with scored control joints that are 30 - inches apart.
The crosswalk is shown correctly on the geometric plan but incorrectly on the landscape plan and PC1-1.1. Please revise so that the plans are consistent.
Same as above.

- 7) Please identify the railroad spur on the landscape plan. The proposed landscaping will conflict with the spur. Reduce the depth of the parking stalls from 18.5 to 16.5 and incorporate low groundcover and perennials such as daylilies. In the future, if the spur line goes away, additional landscaping must be provided.
Please evaluate the quantities of the landscaping. 13 daylilies across 75 lineal feet is inadequate. Please increase the quantities. In addition please incorporate more variety such as clusters of ornamental grasses (Karl Forester) and grow low sumac in this area. **Same as above**
- 8) Reduce the depth of the parking spaces to 16.5 feet on the east side to allow for additional green space. **Same as above**
The response to comment #8 is acceptable.
- 9) Please see the attached package of site furnishings and incorporate within the plans. The Village is evaluating the proposed site furnishings and may have additional comments or modifications. The site furnishings should be as follows:
 - Dumor Bench 120 – Charcoal
 - Sternburg – Solana SL660
 - Unilock, Senzo paver in a Nuvolo color Enduracolor premium finish
 - Terracast Contemporary Planter- Black
 - Tree grate- Neenah R-8811 Boulevard CollectionPlease see the attached package of site furnishings and incorporate within the plans. **Same as above**
- 10) Incorporate two pedestrian light fixtures along Kensington in front of the building along the sidewalk. Place the fixtures on the sidewalk 1 foot north of the sidewalk.
The response to comment #10 is acceptable. **Same as above**
- 11) Provide details of the proposed pavement patterns. Please provide a California finish with tooled joints for the walk between the bump outs. Within the bump outs include tinted concrete with a saw cut grid pattern that is approximately 24 - inches apart.
For the brick paver please call out Unilock, Senzo paver in a Nuvolo color Enduracolor premium finish. **Same as above.**
- 12) Along Kensington, it is recommended that large freestanding raised planters be incorporated at the base of the building to soften the large span of concrete and near the entrance off of Hickory. Please incorporate 6 or 9 round planters with varying sizes (23" – 48" diameter). See attached sheet. **Agreed.**
- 13) Any utilities must be fully screened with landscaping.
Please include landscaping in front of the meters and adjacent to the transformer in order to buffer/screen the mechanical units. **Agreed**
- 14) Increase the size of the trees. The trees at the ends of the parking rows must be a minimum of 4 inch caliper. The trees within the tree grates should be 2.5 inch caliper. **Agreed.**
- 15) As more detailed plans are provided additional comments may be forthcoming. **Noted.**



Item: Christian Liberty Subdivision - 502 W. Euclid Ave. - PC#18-011

Department: Planning & Community Development

Requested Action

1. Preliminary and Final Plat of Subdivision

Variations Required

1. Chapter 29, Section 29-307(a)3, to allow residential lot widths of 60.3 feet where code requires a minimum width of 70 feet.
2. Chapter 29, Section 29-307(a)4, to allow residential lot areas of 7,999 square feet where code requires a minimum area of 8,750 square feet.
3. Chapter 28, Section 5.1-3.5, to allow residential lot widths of 60.3 feet where code requires a minimum width of 70 feet.
4. Chapter 28, Section 5.1-3.4, to allow residential lot areas of 7,999 square feet where code requires a minimum area of 8,750 square feet.

Recommendation

The Staff Development Committee recommends approval of PC 18-011, an application for Preliminary and Final Plat of Subdivision, and the following variations:

1. Chapter 29, Section 29-307(a)3, to allow residential lot widths of 60.3 feet where code requires a minimum width of 70 feet.
2. Chapter 29, Section 29-307(a)4, to allow residential lot areas of 7,876 square feet where code requires a minimum area of 8,750 square feet.
3. Chapter 28, Section 5.1-3.5, to allow residential lot widths of 60.3 feet where code requires a minimum width of 70 feet.
4. Chapter 28, Section 5.1-3.4, to allow residential lot areas of 7,876 square feet where code requires a minimum area of 8,750 square feet.

Approval shall be subject to the following conditions:

1. A fee-in-lieu of detention in the amount of \$6,308 shall be required. This fee will be collected on a per lot basis in the amount of \$2,102.66 per lot, due at time of building permit issuance for each lot.
2. A Design Commission application will be required for each new home proposed on the subject property.
3. Prior to building permit issuance, the developer shall work with staff to determine acceptable street trees relative to species, size, and locations. Only five street trees shall be required.
4. School, Park, and Library contributions shall be required per Village Code prior to the issuance of a building permit for each lot.
5. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
Aerial	Exhibits
Conceptual Plan Review Minutes	Minutes
Public Notice	Exhibits
Project Narrative	Correspondence
Plat of Survey	Exhibits
Justification for Special Use, Variations	Correspondence
Final Plat	Exhibits
Final Engineering & Landscape Plans	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



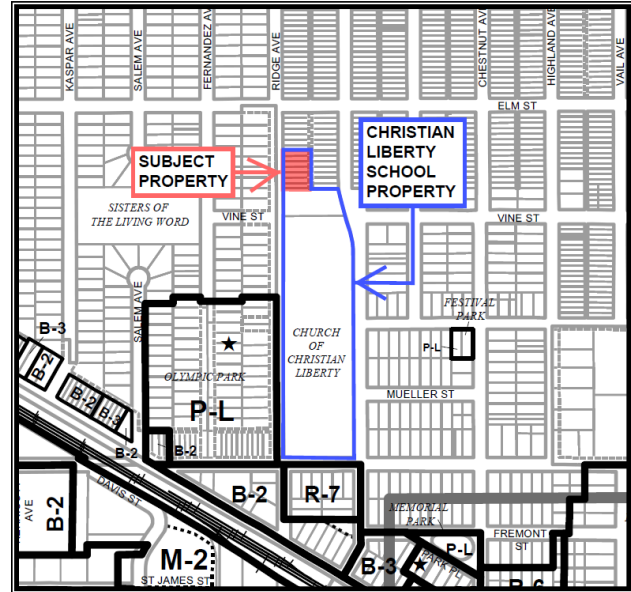
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Project Number: PC 18-011
Project Title: Christian Liberty Subdivision
Address: 502 W. Euclid Ave.
PIN: 03-30-216-005, 03-30-216-023,
 03-30-216-024

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: June 27, 2018
Date Prepared: June 22, 2018

Petitioner: Anthony Ciccone
Address: 903 N. Ridge Ave.
 Arlington Heights, IL 60004

Existing Zoning: R-3: One-Family Dwelling District
Comprehensive Plan: Single-Family Detached



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-3, One-Family Dwelling District	Single-family homes	Single-Family Detached
South	R-3, One-Family Dwelling District	Christian Liberty School	Institutional
East	R-3, One-Family Dwelling District	Single-family homes	Single-Family Detached
West	R-3, One-Family Dwelling District	Single-family homes	Single-Family Detached

Requested Action:

1. Preliminary and Final Plat of Subdivision

Variations Required:

1. Chapter 29, Section 29-307(a)3, to allow residential lot widths of 60.3 feet where code requires a minimum width of 70 feet.
2. Chapter 29, Section 29-307(a)4, to allow residential lot areas of 7,999 square feet where code requires a minimum area of 8,750 square feet.
3. Chapter 28, Section 5.1-3.5, to allow residential lot widths of 60.3 feet where code requires a minimum width of 70 feet.
4. Chapter 28, Section 5.1-3.4, to allow residential lot areas of 7,999 square feet where code requires a minimum area of 8,750 square feet.

Project Background:

The subject property is part of the Christian Liberty School site and is located on the northern edge of the school property. The Christian Liberty school site is approximately 10.25 acres and the subject portion of this site totals 23,999 square feet in size (just over ½ an acre). The subject property consists of seven existing lots of record which were platted in 1876. All of the seven lots are substandard in size and measure approximately 26' x 132 feet. Currently, the subject site is occupied by a portion of the schools' track and field course, as well as an accessory structure that is approximately 1,096 square feet in size and used for storage. Access to the site comes from a singular curb cut on Ridge Avenue, which serves the existing storage building.

Anthony Ciccone, the petitioner, has the site under contract and is proposing the resubdivision of this small portion of the Christian Liberty property in order to create three single-family residential lots. Christian Liberty is supportive of the subdivision and is seeking to sell the property to the petitioner in order to raise funds for the school. The portion of the track and field course that falls within the subject property would be relocated to another area on the school site and the items stored within the accessory structure would be accommodated elsewhere within the school building.

Zoning and Comprehensive Plan

The subject property is zoned R-3, One-Family Dwelling District, and the proposed residential uses are permitted within the R-3 District. The petitioner has submitted the final plat document in order to receive both Preliminary and Final Plat of Subdivision approval by the Plan Commission and Village Board.

Based upon review of the subdivision document, staff notes that the proposed lots do not meet the minimum lot size requirements for the R-3 District and therefore, variations to the minimum required lot area and lot width are necessary. The table below outlines the minimum size requirements relative to the proposed lots:

Zoning Requirements	Minimum Lot Size (SF)	Minimum Lot Width (feet)
Required:		
R-3 Lot	8,750	70' (when lot size is between 8,750 and 10,000 sq. ft.)
Proposed:		
Lot 1	8,001	60.38'
Lot 2	7,999	60.38'
Lot 3	7,999	60.38'

For the required lot width and lot area variations, the petitioner has provided written justification outlining how the requested variations meet the hardship criteria as outlined 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***

Staff has analyzed the proposed lot sizes relative to not only the frontage, but also in comparison to the lot sizes of the homes directly across the street and behind the subject property. **Exhibit I** at the end of this

report illustrates this relationship. These lots are consistent with the lots sizes within the vicinity, although just slightly larger than the average lot size in the vicinity (9% larger). If code compliant lots relative to lot area are required on this site, only two lots would be viable. Two lots on the subject property would result in each lot being approximately 12,000 square feet in size, which would be out of scale compared to the homes in the vicinity. Staff is supportive of the proposed variations since the proposed lot sizes will not alter the essential character of the locality as they are compatible to the existing lot sizes within the vicinity.

The Comprehensive Plan classifies this property as “Single-Family Detached” and the proposed development is consistent with this designation.

It should be noted that in 1985, Christian Liberty was granted a Special Use Permit to allow the private school that currently operates in this location. Condition “c” of the approval ordinance (Ordinance #85-88) states that “No green space shall be converted to other uses without the approval of the Village, nor shall any structure be modified without the approval of the Village.” Approval of the proposed resubdivision shall constitute as “approval of the Village” relative to the governing ordinance and therefore no amendment to the existing Special Use Permit is required.

Building:

The petitioner has not proposed any building plans at this time. Prior to applying for a building permit for construction of any home within the subdivision, a Design Commission application will be required for each proposed home. Impact fees shall be required for each new home, to be collected at time of building permit issuance.

Engineering and Detention:

The petitioner has submitted final engineering plans showing the lot grading and sidewalk construction along Ridge Avenue, where the carriage walk sidewalk that directly abuts the street will be relocated to one-foot off of the property line to create a parkway as required by code. While some method of detention is required for all subdivisions, on subdivisions that are three lots or less, the Village accepts a fee in lieu of onsite detention to accommodate for this stormwater detention within Villages’ stormsewer system (which fee amounts to \$6,308 for this project). However, a direct connection to the stormwater system will not be permitted in this instance. Instead, the stormwater runoff on the subject property is designed to flow from the middle of the lot over-ground and eventually into the street where it will enter the stormwater system (a combined sanitary/stormsewer). At certain points along the back of the property, stormwater will be collected within a private stormsewer, which will direct the stormwater to the front of the site where it will be released above ground and flow overland and into the street. The overland flow of stormwater on the site will help reduce stormwater into the Village’s combined sanitary/stormsewer system.

Landscaping:

Subdivisions of three or more lots are required to submit a tree preservation plan, however, since there are no trees on the subject property, no landscape plan is required. A tree preservation plan has been submitted showing several trees within the ROW that will be removed to accommodate for the driveways, utility infrastructure, and relocated sidewalk. Staff has evaluated these trees and determined that they are in fair to poor condition and preservation of these trees is not warranted. The petitioners’ plans show six new parkway trees to be planted within the ROW, however, staff believes that only five trees will be feasible. The petitioner shall work with staff during the permit process on the locations, size, and species for all five street trees.

Traffic & Parking

According to the Village's Subdivision Ordinance, a traffic study is required for residential developments that have at least 100 dwelling units or more. Since the Petitioner is only proposing a three-lot development, no traffic study was required.

RECOMMENDATION

The Staff Development Committee recommends approval of PC 18-011, an application for Preliminary and Final Plat of Subdivision, and the following variations:

1. Chapter 29, Section 29-307(a)3, to allow residential lot widths of 60.3 feet where code requires a minimum width of 70 feet.
2. Chapter 29, Section 29-307(a)4, to allow residential lot areas of 7,999 square feet where code requires a minimum area of 8,750 square feet.
3. Chapter 28, Section 5.1-3.5, to allow residential lot widths of 60.3 feet where code requires a minimum width of 70 feet.
4. Chapter 28, Section 5.1-3.4, to allow residential lot areas of 7,999 square feet where code requires a minimum area of 8,750 square feet.

Approval shall be subject to the following conditions:

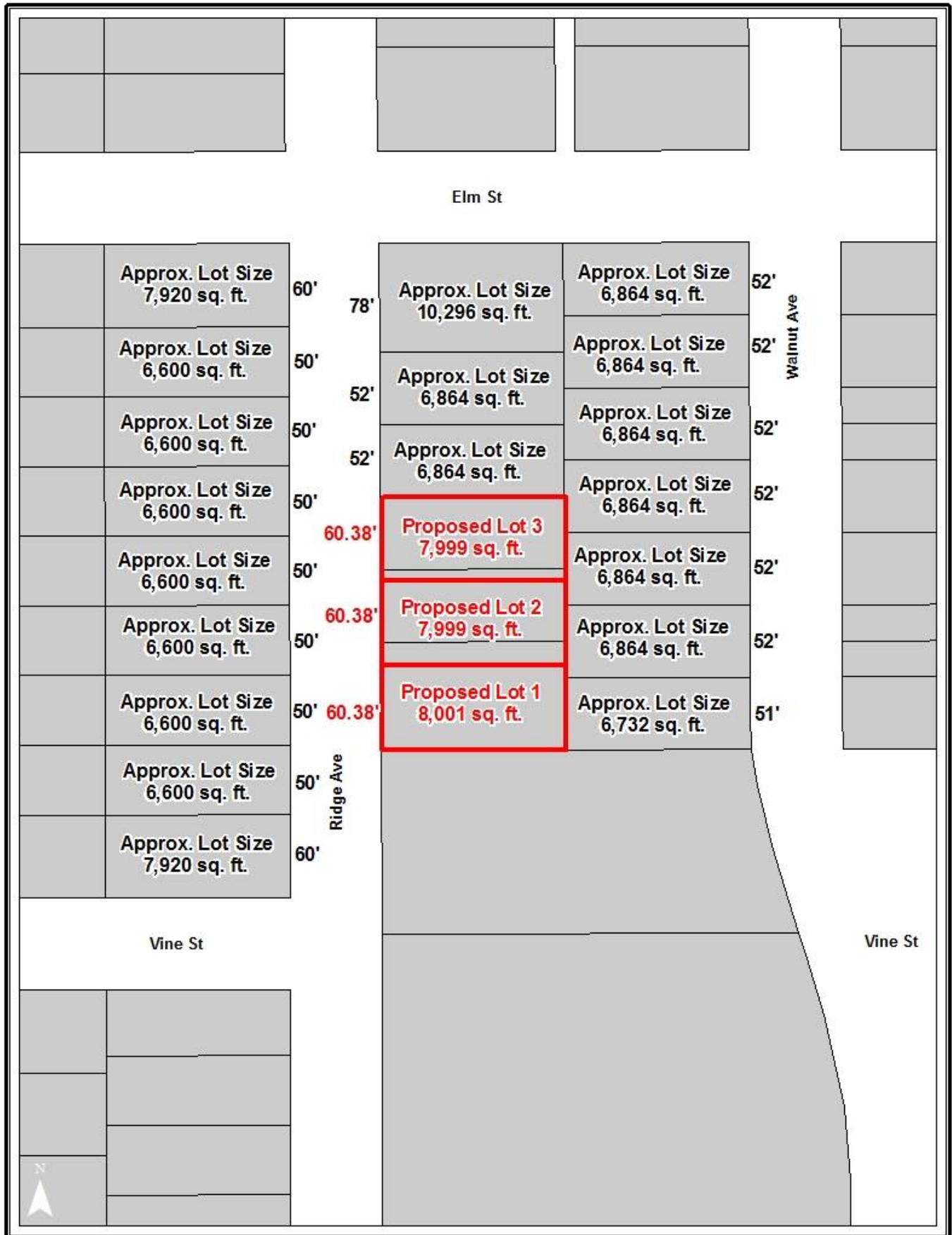
1. A fee-in-lieu of detention in the amount of \$6,308 shall be required. This fee will be collected on a per lot basis in the amount of \$2,102.66 per lot, due at time of building permit issuance for each lot.
2. A Design Commission application will be required for each new home proposed on the subject property.
3. Prior to building permit issuance, the developer shall work with staff to determine acceptable street trees relative to species, size, and locations. Only five street trees shall be required.
4. School, Park, and Library contributions shall be required per Village Code prior to the issuance of a building permit for each lot.
5. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

June 22, 2018

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Exhibit I

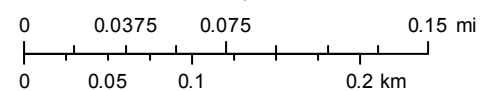


Christian Liberty School Subdivision



February 8, 2018

1:4,514



- Christian Liberty School Property**
- Proposed Subdivision Area**

REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION
HELD AT VILLAGE HALL ON:

February 14, 2018

Project Title: Christian Liberty Subdivision
Address: 502 W. Euclid Ave.
Petitioner: Calvin Lindstrom - Pastor
502 W. Euclid Ave.
Arlington Heights, IL 60004

Requested Action:

1. Plat of Subdivision

Variations Required:

1. Chapter 29, Section 29-307(a)3, to allow residential lot widths of 60.3 feet where code requires a minimum width of 70 feet.
2. Chapter 29, Section 29-307(a)4, to allow residential lot areas of 7,876 square feet where code requires a minimum area of 8,750 square feet.
3. Chapter 28, Section 5.1-3.5, to allow residential lot widths of 60.3 feet where code requires a minimum width of 70 feet.
4. Chapter 28, Section 5.1-3.4, to allow residential lot areas of 7,876 square feet where code requires a minimum area of 8,750 square feet.

Attendees:

Ken Kramer, Christian Liberty
Calvin Lindstrom Wilk, Christian Liberty
Joe Kramer, Christian Liberty
Sam Hubbard, Development Planner
John Sigalos, Plan Commissioner
Jay Cherwin, Plan Commissioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner

Project Summary:

The subject property is part of the Christian Liberty School site and is located on the northern edge of the school property. The Christian Liberty school site is approximately 10.27 acres, and the subject portion of this site totals 23,934 square feet in size (just over ½ an acre). The subject property consists of seven existing lots of record which were platted in 1876. All of the seven lots are substandard in size and measure approximately 26' x 132 feet. Currently, the subject site is occupied by a portion of the schools' track and field course, as well as an accessory structure that is about 1,096 square feet in size and used for storage. Access to the site comes from a singular curb cut on Ridge Avenue, which serves the existing storage building.

The school has proposed the resubdivision of this small portion of their property in order to create three single-family residential lots that would be sold off to a developer to raise funds for the school. The portion of the track and field course that falls within the subject property would be relocated to another area on the school site, and the items stored within the accessory structure could be accommodated elsewhere within the school building.

Meeting Discussion:

Mr. Lindstrom explained that Christian Liberty was looking to sell of the rear portion of their property. Christian Liberty was not looking to develop the property, but wanted to understand what a developer would need to do in order to develop the property. Based on the developer, they may only want to develop the property as two single-family home lots, however, other

developers may want three lots. He was interested in understanding the Village perspective on any potential subdivision, and what obligations that Christian Liberty would have and what obligations that a potential developer would have. He outlined his understanding of the variations that would be required, and the previous approvals that were granted to Christian Liberty Academy. He reiterated that he was looking to understand what Christian Liberty needed to do in order to sell the land.

Mr. Ken Kramer rephrased the question and explained that Christian Liberty was really looking for an understanding as to what the minimum that they needed to do to sell the property. He said that the subdivision process would require certain costs, such as hiring a surveyor and hiring an engineer, and that the school did not have money to do this. So they wanted to know how much of that could be the obligation of the developer.

Commissioner Green explained that the Conceptual Plan Review process would help outline what items need to be done to subdivide the property and what the Village was expecting with the subdivision, and those items could be communicated to a developer who would then be aware of these expectations and undertake them if they decided to move forward with the process.

Mr. Lindstrom asked if it was better for the church to subdivide the property and sell it, or to sell it to a developer who would then subdivide it.

Commissioner Cherwin asked if the Church had talked to any builders, and if they hadn't, is the proposed three-lot configuration something that builders would find attractive for construction given buyer preferences.

Mr. Lindstrom replied that he did not know.

Commissioner Cherwin said that if they were to subdivide the property as three lots, and if that is not the type of lot that is attractive to developers given the market, then they would be stuck with that and would have to go back through the process to change it.

Mr. Lindstrom clarified that he had not talked to any developers and had wanted to meet with the Village first.

Mr. Hubbard clarified that the Village is not party to transactions of land between two private property owners. Christian Liberty has the right to sell a portion of their property to a separate owner, however, the Village would recommend that any contract to sell the land be contingent on the purchaser going through the Village subdivision process. In this regard, the seller, purchaser, and Village can all get on the same page with respect to development of the property, as opposed to selling the land to someone who may not have a clear understanding of what can be done with it. Alternatively, if Christian Liberty wanted to subdivide the land and then sell, that would also be viable.

He said that the property was zoned R-1, so single-family uses were allowed on the property. However, the existing lot sizes do not conform to minimum standards for lot size and lot width, so any developer would need to apply for variations to the lot sizes and lot widths. Staff has preliminarily studied the lots surrounding the subject property and found that the proposed three lot subdivision would yield lots that are right around the size of the existing lots in the vicinity. The Comprehensive Plan of the Village designates these properties as suitable for single-family detached uses, so staff feels that these lots are appropriate for development as single-family homes.

In 1985, Christian Liberty Academy was approved for a special use permit to allow the private school on the subject property. One of the conditions of approval at that time was that no greenspace on the school property would be converted to other uses without prior approval from the Village. The formal subdivision process would constitute this approval by the Village, so no amendment to the existing special use permit would be needed.

Any future developer of the three lots would need to go through the Design Commission approval process to allow for any new construction of homes on each lot. As part of the Plan Commission process to subdivide the property, preliminary engineering plans would be required showing the topography, grading, and utilities.

Mr. Ken Kramer asked if those plans were customary in a subdivision.

Mr. Hubbard replied that preliminary engineering plans were customary in any new subdivision. He mentioned that the existing sidewalk abutting the subdivision site would need to be removed and pushed back to where it was setback approximately 1' outside of the property line. A fee in lieu of detention would also be required as part of the subdivision process. Onsite detention was only required in subdivision of four or more lots, so in lieu of installing onsite detention here, a fee would be required as the Village would need to accommodate for this stormwater in our stormwater system.

Mr. Lindstrom asked how much that fee would be.

Mr. Hubbard replied that it would depend on the stormwater calculations, which would need to be provided as part of the subdivision process. He noted that a landscape and tree preservation plan may be required as part of the Plan Commission application. There was a large tree toward the rear of the site, and it was unclear if that tree was on the subject property or a neighbors property, but a tree preservation plan could confirm this. Parkway trees would be required. These items are all costs that the subdivider would have to bear, so it may affect the price you're able to get for the property. He summarized the staff perspective on this project as generally supportive.

Mr. Lindstrom stated that the items identified in the staff report would be useful for any developer to know.

Mr. Ken Kramer said that, based on his limited knowledge of the development process, the items identified by the Village were things that seemed normal and the Village was not asking for things that were unreasonable. A developer would probably want a contingency in any purchase contract for the land. He asked if anything discussed at the meeting would lock them into doing a three-lot subdivision as opposed to a two-lot subdivision should that be the buyers preference.

Mr. Hubbard replied that the Conceptual Plan Review Committee was just for preliminary discussion purposes only and no action would be taken as a result of this meeting.

Commissioner Green explained the subdivision process would be the same for two lots or for three lots. He said three lots seems to make sense given the existing neighborhood. Although if a developer wanted a two-lot subdivision, he would be OK with that as well. His personal preference was for bigger lots and fewer houses.

Mr. Ken Kramer hypothesized that one lot may be viable as well.

Commissioner Cherwin stated that the number and sizes of the lots would likely be a reflection of the market demand for that product.

Commissioner Sigalos explained that, out of the items listed as necessary to subdivide the property per the staff report, Christian Liberty would not need to do/provide those things if they sold to a buyer who was going to go through the subdivision process.

Mr. Ken Kramer said that based on his reading of the staff report, it didn't appear that the Village would impose many obstacles during the subdivision process.

Commissioner Green replied that the requirements that the Village had for the subdivision process would be the same no matter who was subdividing the property.

Mr. Lindstrom asked if the ordinance that required Village approval of any alteration to the open space on the Christian Liberty property, applied only to the development of the proposed lots and not to the sale of the lots to another entity.

Mr. Hubbard confirmed this to be correct.

Mr. Joe Kramer asked if the variations that the developer would get would satisfy the “Village approval” as per the 1985 ordinance.

Mr. Hubbard replied that the subdivision and variations would constitute for this approval.

Mr. Ken Kramer said he imagined that the developers who work in the Village were likely already familiar with the Village requirements and process.

Commissioner Green replied that it was the same process every time. The subject property may be viable for three lots, but someone purchasing it may want only two lots, and once they had the property under contract, they could apply for a two-lot subdivision if that's what they wanted.

Commissioner Sigalos said that the advantage to the property was that, although the three proposed lots were smaller than what was allowed by code, they were consistent with the lots in the neighborhood. Typically, the more lots you can get out of a property, the more valuable it would be.

Commissioner Jensen said it didn't sound like Christian Liberty was interested in subdividing the property themselves, and therefore they may be better off finding a buyer and having that buyer go through the process. Additionally, if Christian Liberty was to go through the subdivision process and create three lots, but buyers only wanted to develop these lots as two lots, then they've created another layer of approvals that these buyers must go through. Based on what he's heard this evening, and based on the staff report, people were generally supportive of what was being proposed.

Mr. Ken Kramer stated that the information they received at the meeting this evening has answered their questions as to what the minimum was that they needed to do to put the properties up for sale.

Commissioner Cherwin said he had heard some people say that Christian Liberty was only leasing the school property and did not own the property.

Mr. Lindstrom explained that this was a misunderstanding based on information in a newspaper article that had mistakenly said the Village owned the property and the school was just the current tenant. He clarified that they had owned the site since 1985. Asked if the Park District was planning to expand the neighboring Olympic Park facility.

Commissioner Sigalos confirmed that the Park District was planning to expand the Olympic Park facility.

Mr. Hubbard stated that those expansion plans would proceed to the Plan Commission sometime in March.

Commissioner Green thanked the petitioner for coming in and advised them to proceed forward.

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

NOTICE OF PUBLIC HEARING
NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON JUNE 27, 2018, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 18-011, a Preliminary and Final Plat of Subdivision on the subject property, said property located at 502 West Euclid Avenue, Arlington Heights, IL, legally described as:

Lots 15 through 21, both inclusive, in Block 9 together with the West 1/2 of the vacated public alley lying East of and adjoining said Lots 15 through 21, as aforesaid, all in MITCHELL'S ADDITION to ARLINGTON HEIGHTS, a subdivision in the Northeast 1/4 of Section 30, Township 42 North, Range 11 East of the 3rd Principal Meridian according to the plat thereof recorded in the Office of the Recorder of Deeds of Cook County, Illinois on January 18, 1876 as document number 68007.

As part of said petition, the petitioner is requesting the following variations from the Municipal Code:

- Variation to Chapter 28, Section 5.1-3.1, Minimum Lot Size and Minimum Lot Width at Building Line, to reduce the minimum allowable lot size from 8,750 square feet to 7,999 square feet and to reduce the minimum allowable lot width from 70 feet to 60.39 feet.
- Variation to Chapter 29, Section 29-307a.1, Residential Lot Standards, to reduce the minimum allowable lot size from 8,750 square feet to 7,999 square feet.
- Variation to Chapter 29, Section 29-307b.1, Residential Lot Standards, to reduce the minimum allowable lot width from 70 feet to 60.39 feet.

And other variations as determined necessary by the Plan Commission.

All persons desiring to be heard shall be given the opportunity to be heard. Should any individual need auxiliary aid or service, such as a sign language interpreter or materials in alternative formats, please contact the Health Department at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005, (847) 368-5760, TDD# (847) 368-5794.

Terrance Ennes, Chairman

ARLINGTON HEIGHTS PLAN COMMISSION

Published in Daily Herald June 12, 2018 (4502341)

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 June 12, 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 *Daula Baltz*
Authorized Agent

Control # 4502341

RECEIVED
JUN 18 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



PROJECT DESCRIPTION

4-26-18

The Church of Christian Liberty would like to create a Three Lot Subdivision on a portion of their property that is at the northern most point of their track and field grounds. This subject property was platted back in 1876 as seven individual lots each 26' by 132' classified single family detached. The Church in an effort to raise money is proposing to take this property and create a Three Lot Subdivision with each lot 60.38' wide and still 132' deep. If all goes as planned the church is in contract to sell this property as a Three Lot subdivision and the new owner will then have the ability to build three single family homes in place of where this portion of the track and field grounds is currently.

RECEIVED
MAY 01 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

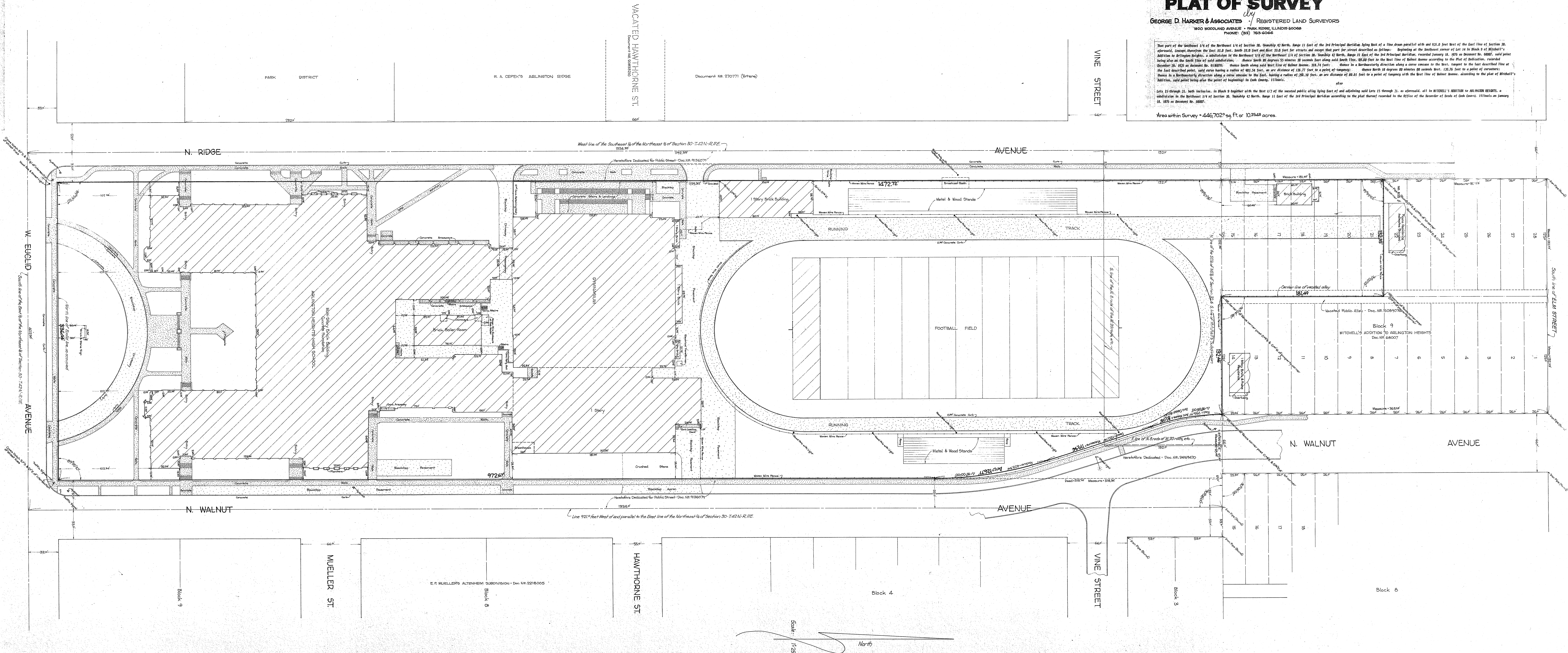
PLAT OF SURVEY

GEORGE D. HARKER & ASSOCIATES, INC. REGISTERED LAND SURVEYORS
1800 WOODLAND AVENUE • MARK RIDGE, ILLINOIS 60068
PHONE: (815) 709-6066

This part of the Southwest 1/4 of the Northeast 1/4 of Section 30, Township 42 North, Range 11 East of the 3rd Principal Meridian lying West of a line drawn parallel with and 521.0 feet West of the East line of Section 30, aforesaid, (except therefrom the East 33.0 feet, South 33.0 feet and West 33.0 feet for street described as follows: Beginning at the Southeast corner of Lot 14 in Block 9 of Mitchell's Addition to Arlington Heights, a subdivision in the Northwest 1/4 of the Northeast 1/4 of Section 30, Township 42 North, Range 11 East of the 3rd Principal Meridian, recorded January 16, 1975 as Document No. 68807, said point being also on the South line of said subdivision; thence South 89 degrees 55 minutes 30 seconds East along said South line 85.08 feet to the West line of Belmont Avenue according to the Plat of Dedication, recorded December 28, 1925 as Document No. 918079; thence South along said West line of Belmont Avenue, 316.74 feet; thence in a Northerly direction along a curve concave to the West, tangent to the last described line at the last described point, said curve having a radius of 463.54 feet, an arc distance of 136.27 feet to a point of tangency; thence in a Northerly direction along a curve concave to the East, having a radius of 250.16 feet, an arc distance of 89.51 feet to a point of tangency with the West line of Belmont Avenue, according to the plat of Mitchell's Addition, said point being also the point of beginning; in Cook County, Illinois.

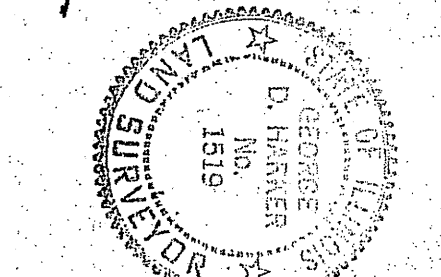
Lots 15 through 21, both inclusive, in Block 9 together with the West 1/2 of the vacant public alley lying East of and adjoining said Lots 15 through 21, as aforesaid, all in MITCHELL'S ADDITION TO ARLINGTON HEIGHTS, a subdivision in the Northwest 1/4 of Section 30, Township 42 North, Range 11 East of the 3rd Principal Meridian according to the plat thereof recorded in the Office of the Recorder of Deeds of Cook County, Illinois on January 16, 1975 as Document No. 68807.

Area within Survey = 446,702 sq. Ft. or 10.2548 acres.



COOK COUNTY, ILLINOIS
TOWNSHIP 42 NORTH, RANGE 11 EAST
SECTION 30, T.42N. R.11E.
BLOCK 9, 8, 3, 4, 6
W. EUCLID AVENUE
VINE STREET
HAWTHORNE ST.
MUELLER ST.
N. WALNUT AVENUE
N. RIDGE AVENUE
FOOTBALL FIELD
BLOCK 9
BLOCK 8
BLOCK 3
BLOCK 4
BLOCK 6

GEORGE D. HARKER & ASSOCIATES, INC. REGISTERED LAND SURVEYORS
1800 WOODLAND AVENUE • MARK RIDGE, ILLINOIS 60068
PHONE: (815) 709-6066
This plat was prepared by George D. Harker & Associates, Inc., a professional corporation organized under the laws of the State of Illinois, and duly licensed to practice as a professional land surveyor in the State of Illinois. The survey was made by George D. Harker & Associates, Inc., and the plat was prepared by George D. Harker & Associates, Inc., and the plat was recorded in the Office of the Recorder of Deeds of Cook County, Illinois on January 16, 1975 as Document No. 68807.





JUSTIFICATION FOR SPECIAL USE, LAND USE VARIATION

4-26-18

We have analyzed the proposed lot sizes relative to not only the frontage, but also in comparison to the lot sizes of the homes directly across the street and behind the subject property. We feel the variation should be supported since the proposed lot sizes are, in general, slightly larger compared to the surrounding residential lots.

The Comprehensive Plan classifies this property as "Single-Family Detached" and the proposed development is consistent with this designation.

It should also be noted that in 1985, Christian Liberty was granted a Special Use Permit to allow the private school that currently operates there. Condition "c" of the approval ordinance (Ordinance#85-88) states that "No green space shall be modified without approval of the village" Approval of the proposed resubdivision shall constitute as "approval of the village" relative to the governing ordinance and therefore no amendment to the existing Special Use Permit would be required.

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MAY 01 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

FINAL PLAT OF SUBDIVISION
CHRISTIAN LIBERTY SUBDIVISION

BEING A RESUBDIVISION OF

LOTS 15, 16, 17, 18, 19, 20 AND 21, IN BLOCK 9 TOGETHER WITH THE WEST HALF OF THE VACATED PUBLIC ALLEY LYING EAST OF AND ADJOINING SAID LOTS 15, 16, 17, 18, 19, 20 AND 21 AS AFORESAID, ALL IN MITCHELL'S ADDITION TO ARLINGTON HEIGHTS, A SUBDIVISION IN THE NORTHEAST QUARTER OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED IN THE OFFICE OF THE RECORDED OF DEEDS OF COOK COUNTY, ILLINOIS ON JANUARY 18, 1876 AS DOCUMENT 68007, IN COOK COUNTY, ILLINOIS.

EASEMENT PROVISIONS

An easement for serving the subdivision and other property with electric and communication service is hereby reserved for and granted to

Commonwealth Edison Company
and
SBC Telephone Company, Grantees,

their respective licensees, successors and assigns jointly and severally, to construct, operate, repair, maintain, modify, reconstruct, replace, supplement, relocate and remove, from time to time, poles, guys, anchors, wires, cables, conduits, manholes, transformers, pedestals, equipment cabinets or other facilities used in connection with overhead and underground transmission and distribution of electricity, communications, sounds and signals in, over, under, across, along and upon the surface of the property shown within the dashed or dotted lines (or similar designation) on the plat and marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E." (or similar designation), the property designated in the Declaration of Condominium and/or on this plat as "Common Elements", and the property designated on the plat as "common area or areas", and the property designated on the plat for streets and alleys, whether public or private, together with the rights to install required service connections over or under the surface of each lot and common area or areas to serve improvements thereon, or on adjacent lots, and common area or areas, the right to cut, trim or remove trees, bushes, roots and saplings and to clear obstructions from the surface and subsurface as may be reasonably required incident to the rights herein given, and the right to enter upon the subdivided property for all such purposes. Obstructions shall not be placed over Grantees' facilities or in, upon or over the property within the dashed or dotted lines (or similar designation) marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E." (or similar designation) without the prior written consent of Grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof.

The term "Common Elements" shall have the meaning set forth for such term in the "Condominium Property Act", Chapter 765 ILCS 605/2(c), as amended from time to time.

The term "common area or areas" is defined as a lot, parcel or area of real property, the beneficial use and enjoyment of which is reserved in whole or as an apportionment to the separately owned lots, parcels or areas within the planned development, even though such be otherwise designated on the plat by terms such as "outlots", "common elements", "open space", "open area", "common ground", "parking" and "common area". The term "common area or areas", and "Common Elements" include real property surfaced with interior driveways and walkways, but excludes real property physically occupied by a building, Service Business District or structures such as a pool, retention pond or mechanical equipment.

Relocation of facilities will be done by Grantees at cost of the Grantor/Lot Owner, upon written request.

PUBLIC UTILITY AND DRAINAGE EASEMENT PROVISIONS

A PUBLIC UTILITY AND DRAINAGE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF ARLINGTON HEIGHTS ("VILLAGE") AND ITS FRANCHISEES, THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, FOR ALL AREAS HEREON PLATED AND DESIGNATED AS "PUBLIC UTILITY AND DRAINAGE EASEMENT" (P.U.D.E.), TO CONSTRUCT, INSTALL, RECONSTRUCT, REPAIR, REMOVE, REPLACE, INSPECT, MAINTAIN, AND OPERATE UTILITY TRANSMISSION AND DISTRIBUTION SYSTEMS AND LINES IN, UNDER, OVER, ACROSS, ALONG, AND UPON THE SURFACE OF SAID EASEMENT, INCLUDING WITHOUT LIMITATION, WATER MAINS, STORMWATER RUNOFF, STORM SEWERS, SANITARY SEWERS, GAS MAINS, TELEPHONE CABLES, ELECTRICAL LINES, AND CABLE TELEVISION. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEE'S FACILITIES OR IN, UPON, OR OVER THE PROPERTY IDENTIFIED ON THIS PLAT AS "PUBLIC UTILITY AND DRAINAGE EASEMENT" WITHOUT THE PRIOR WRITTEN CONSENT OF THE GRANTEES. NO ENCROACHMENT OF ANY KIND SHALL BE ALLOWED WITHIN SAID EASEMENT UNLESS THE VILLAGE DETERMINES THAT SAID ENCROACHMENT SHALL NOT INTERFERE WITH THE PROPER FUNCTIONING OF SUCH UTILITY FACILITIES, INCLUDING STORMWATER RUNOFF, SUCH AS ENCROACHMENT BY NON-INTERFERING GARDENS, SHRUBS, AND OTHER LANDSCAPE MATERIAL. THE VILLAGE AND ITS FRANCHISEES, WITH PERMITS FROM THE VILLAGE MAY ENTER UPON SAID EASEMENT FOR THE USES HEREIN SET FORTH AND HAVE THE RIGHT TO CUT, TRIM, OR REMOVE ANY TREES, SHRUBS, OR OTHER PLANTS WITHIN THE AREAS DESIGNATED "PUBLIC UTILITY AND DRAINAGE EASEMENT" WHICH ENCROACH ON AND INTERFERE WITH THE CONSTRUCTION, INSTALLATION, RECONSTRUCTION, REPAIR, REMOVAL, REPLACEMENT, MAINTENANCE, AND OPERATION OF THE TRANSMISSION AND DISTRIBUTION SYSTEMS AND SUCH FACILITIES APPURTENANT THERETO.

FOLLOWING ANY WORK TO BE PERFORMED BY THE VILLAGE OR BY VILLAGE FRANCHISEES WITH PERMITS FROM THE VILLAGE, IN THE EXERCISE OF THE EASEMENT RIGHTS GRANTED HEREIN, SAID ENTITIES SHALL MAKE SURFACE RESTORATIONS, INCLUDING BUT NOT LIMITED TO THE FOLLOWING: BACKFILLING ANY TRENCH, RESTORE CONCRETE AND ASPHALT SURFACES, TOPSOIL AND SEED, REMOVE EXCESS DEBRIS, MAINTAIN AREA IN A GENERALLY CLEAN AND WORKMANLIKE CONDITION. ALL SAID RESTORATION SHALL BE COMPLETED IN ACCORDANCE WITH VILLAGE STANDARDS.

COMMONWEALTH EDISON COMPANY
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 2018

TITLE: _____

AMERITECH/SBC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 2018

TITLE: _____

NICOR GAS
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 2018

TITLE: _____

COMCAST CABLE
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 2018

TITLE: _____

WIDE OPEN WEST, LLC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 2018

TITLE: _____

DEED OF DEDICATION

We, the undersigned, _____, owners of the real estate shown and described herein, do hereby lay off, plat and subdivide said real estate in accordance with the within plat. This subdivision shall be known and designated as CHRISTIAN LIBERTY SUBDIVISION, 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.

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 _____, 2018.

STATE OF ILLINOIS} S.S.
COUNTY OF COOK}

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 _____, 2018.

Notary Public

Owner's Certificate:

State of Illinois} ss
County of Cook}

This is to certify that the undersigned is the legal owner of the land described on the plat hereon drawn and shown hereon as subdivided, staked and platted as shown hereon, for the purpose of having this plat recorded as provided by law.

Undersigned as owner has determined to the best of my knowledge the school district in which each of the following lots lies.

LOT NUMBER SCHOOL DISTRICTS
LOT 1 TO LOT 3 COMMUNITY SCHOOL DISTRICT #25
TOWNSHIP HIGH SCHOOL DISTRICT #214
HARPER COMMUNITY COLLEGE DISTRICT #512

In Witness whereof hereunder set hand and Seal this ____ day of _____ A.D., 2018.

Owner

SURVEYOR CERTIFICATE

STATE OF ILLINOIS} S.S.
COUNTY OF COOK}

THIS IS TO CERTIFY THAT I, KEVIN C. LEWIS, AN ILLINOIS PROFESSIONAL LAND SURVEYOR NUMBER 3681, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY.

LOTS 15, 16, 17, 18, 19, 20 AND 21, IN BLOCK 9 TOGETHER WITH THE WEST HALF OF THE VACATED PUBLIC ALLEY LYING EAST OF AND ADJOINING SAID LOTS 15, 16, 17, 18, 19, 20 AND 21 AS AFORESAID, ALL IN MITCHELL'S ADDITION TO ARLINGTON HEIGHTS, A SUBDIVISION IN THE NORTHEAST QUARTER OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED IN THE OFFICE OF THE RECORDED OF DEEDS OF COOK COUNTY, ILLINOIS ON JANUARY 18, 1876 AS DOCUMENT 68007, IN COOK COUNTY, ILLINOIS.

I ALSO CERTIFY THAT THE PROPERTY IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE ARLINGTON HEIGHTS, WHICH HAS ADOPTED AN OFFICIAL COMPREHENSIVE PLAN.

I FURTHER CERTIFY THAT BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THE PARCELS INCLUDED IN THIS SUBDIVISION ARE NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP 17031C0203J EFFECTIVE DATE OF AUGUST 19, 2008.

GIVEN UNDER MY HAND AND SEAL THIS ____ DAY OF _____, A.D. 2018.

BY _____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3681
LICENSE EXPIRES NOVEMBER 30, 2018

ig CONSULTING, INC.

INFRACON & GEOCON
CONSULTING CIVIL ENGINEERS & LAND SURVEYORS
300 MARQUARDT DRIVE WHEELING, ILLINOIS 60090 PH. (847) 215-1133 | FAX (847) 215-1177
PREPARED FOR: A-1 SEWER & WATER CONTRACTORS
FIELD CREW: D.J.

SCALE: NONE
CHECKED BY: D.D.D.
FIELD WORK: 04/11/18
DRAFTED BY: D.D.D.
FIRM NO. 184-001330

FINAL PLAT OF SUBDIVISION
CHRISTIAN LIBERTY SUBDIVISION
RIDGE AVENUE
ARLINGTON HEIGHTS, ILLINOIS

PROJECT NUMBER
18448

CHRISTIAN LIBERTY SUBDIVISION
NORTH RIDGE AVENUE
ARLINGTON HEIGHTS, ILLINOIS
2018

LEGEND

EXISTING		PROPOSED
	STORM SEWER	
	SANITARY SEWER	
	WATER MAIN	
	SANITARY MANHOLE	
	STORM MANHOLE	
	STORM CATCH BASIN	
	STORM INLET	
	FLARED END SECTION	
	FIRE HYDRANT	
	WATER VALVE	
	WATER VAULT	
	MITER DRAIN	
	LIGHT POLE	
	UTILITY POLE	
	GAS VALVE	
	WATER SHUT-OFF	
	CATV RISER	
	AMERITECH RISER	
	TOP OF CURB & GUTTER ELEVATION	T/CXXX.XX XXX.XX
	EDGE OF PAVEMENT	
	CURB & GUTTER	
	DEPRESSED CURB & GUTTER	
	DRAINAGE FLOW	
	TOP OF PAVEMENT ELEVATION	x XXX.XX

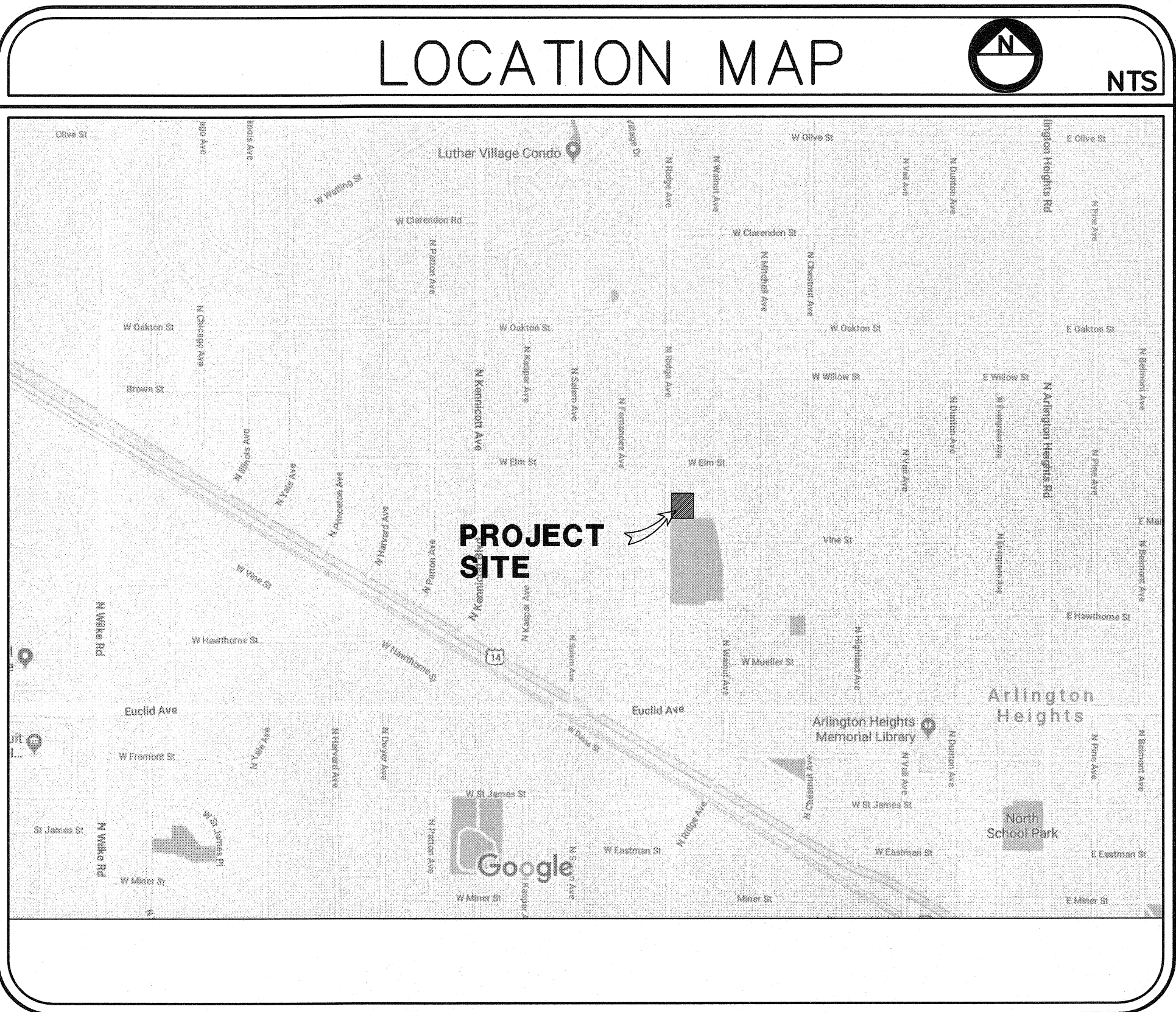
SITE BENCHMARK:
EAST BONNET BOLT OF FIRE HYDRANT ON
WEST SIDE OF NORTH RIDGE AVENUE AND
55' SOUTH OF THE NORTHWEST CORNER OF
PROPOSED LOT 1.

ELEVATION=721.72 NAVD 88 ESTABLISHED
PER GPS OCCUPATION.

HORIZONTAL COORDINATE IS IN STATE PLANE
COORDINATE SYSTEM – ILLINOIS EAST (NAD 83)

THE CONTRACTOR MUST CALL DIGGER
FOR THE LOCATION AND STAKING OF
EXISTING UNDERGROUND UTILITIES
(GAS, ELECTRIC, TELEPHONE, ETC.) AT
1-312-742-9070 48 HOURS PRIOR
TO CONSTRUCTION.

LOCATION MAP



COOK COUNTY, SECTION 30, TOWNSHIP 42 N, RANGE 11 E

INDEX

- 1 - COVER SHEET
- 2 - EXISTING CONDITIONS & TREE PRESERVATION PLAN
- 3 - SITE DEVELOPMENT PLAN
- 4 - LANDSCAPE PLAN
- 5 - EROSION CONTROL PLAN
- 6 - PROJECT NOTES, SPECIFICATIONS & DETAILS

NOTE:

CONTRACTOR MUST VERIFY LOCATIONS, DEPTHS, MATERIALS AND POTENTIAL
CONFLICTS PRIOR TO BIDDING AND CONSTRUCTING THE PROPOSED
IMPROVEMENTS. SUCH VERIFICATION SHALL ALSO INCLUDE FACILITIES OWNED
AND OPERATED BY VARIOUS UTILITY COMPANIES.

ALL ROADWAY CONSTRUCTION SHALL CONFORM TO THE STANDARD
SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND ALL
AMENDMENTS THERETO AS ADOPTED BY THE STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION (I.D.O.T.).

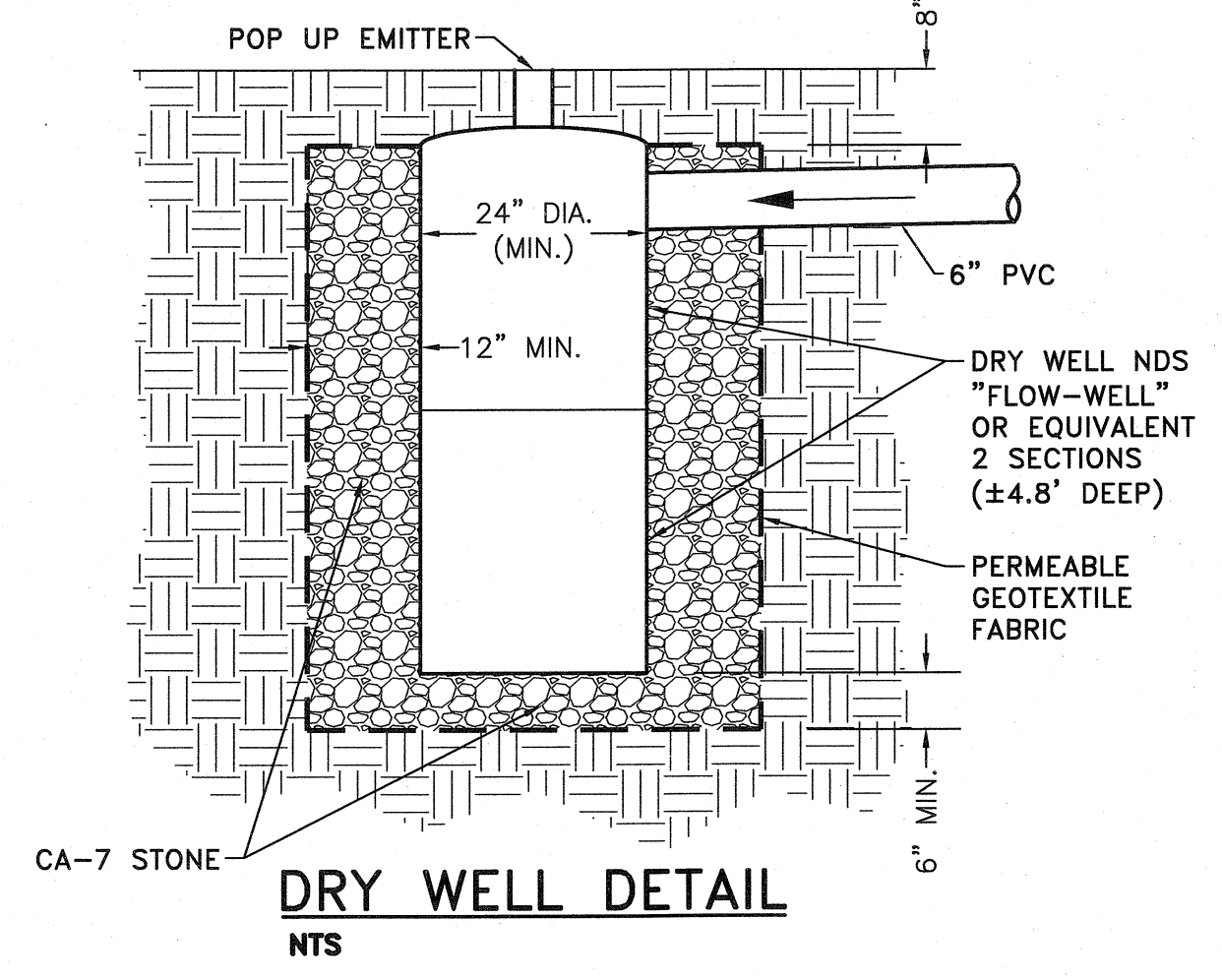
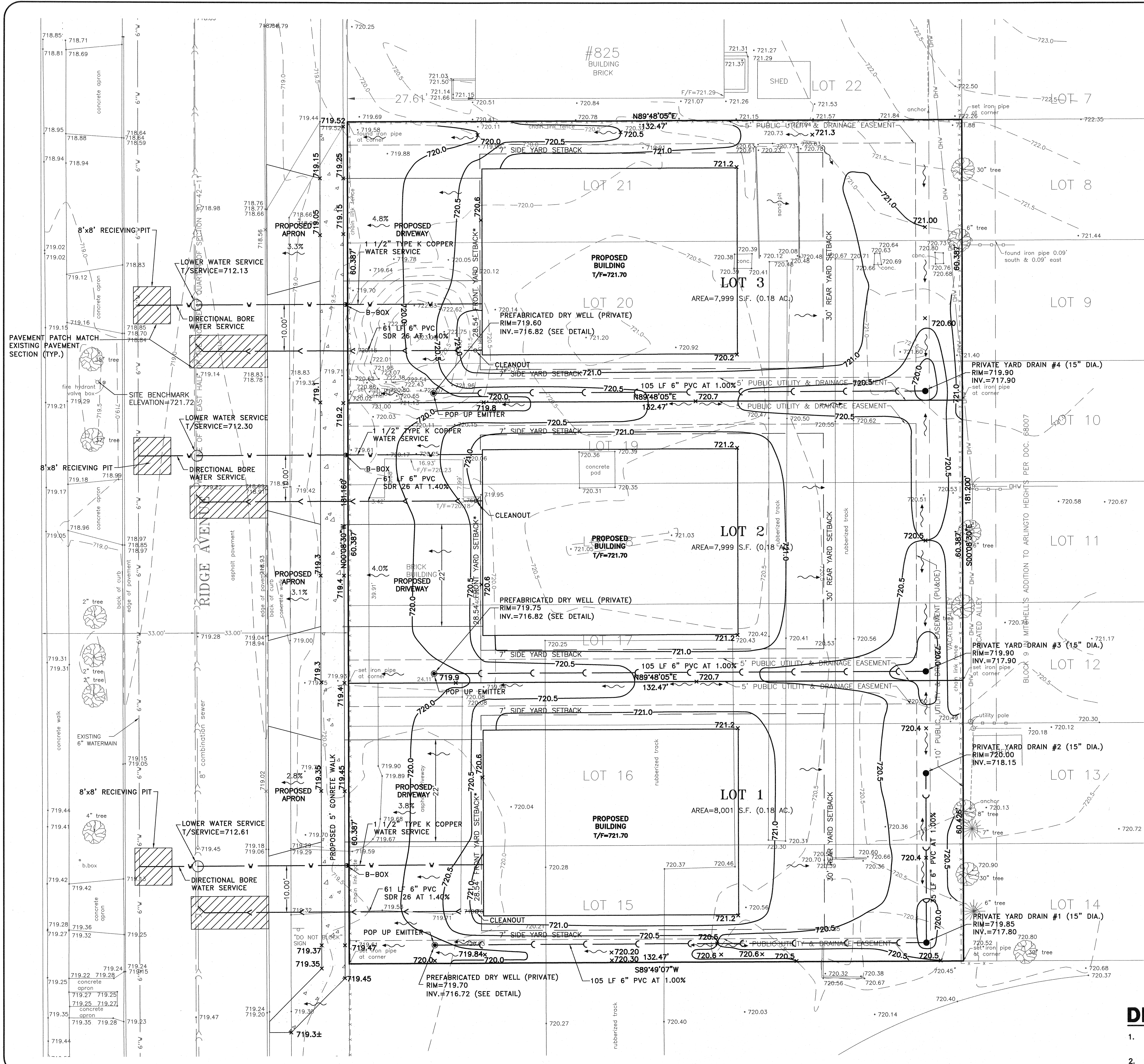
STORM SEWER, SANITARY SEWER AND WATER MAIN CONSTRUCTION SHALL
CONFORM TO THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN
CONSTRUCTION IN ILLINOIS (STANDARD SPECIFICATIONS). LATEST ISSUE

REVISIONS			
DATE	DESCRIPTION	DRAWN BY	D.D.D.
04/27/18	PER VILLAGE & CLIENT	D.D.D.	
06/06/18	VILLAGE REVIEW	S.R.M.	
06/13/18	VILLAGE REVIEW	D.D.D.	

IG CONSULTING, INC.			
INFRACON & GEOCON			
CONSULTING CIVIL ENGINEERS, PLANNERS & LAND SURVEYORS			
300 WARDEN DRIVE WHEELING, ILLINOIS 60090 PH: (847) 215-1133 FAX: (847) 215-1177			
DESIGN: J.K.		DRAFTING: D.D.D.	
SCALE: N/A		DATE: 04/19/18	

CHRISTIAN LIBERTY SUBDIVISION	
NORTH RIDGE AVENUE	
ARLINGTON HEIGHTS, ILLINOIS	

PROJECT No.
18448



DEVELOPMENT PLAN

- TOPOGRAPHY PREPARED BY IG CONSULTING INC., 300 MARQUARDT DRIVE, WHEELING, ILLINOIS, (847) 215-1133 JOB# 18448
- SUMP PUMPS SHALL DISCHARGE INTO ONSITE, PRIVATE SEWER SYSTEM.

CHRISTIAN LIBERTY SUBDIVISION NORTH RIDGE AVENUE ARLINGTON HEIGHTS, ILLINOIS

PROJECT No.
18448

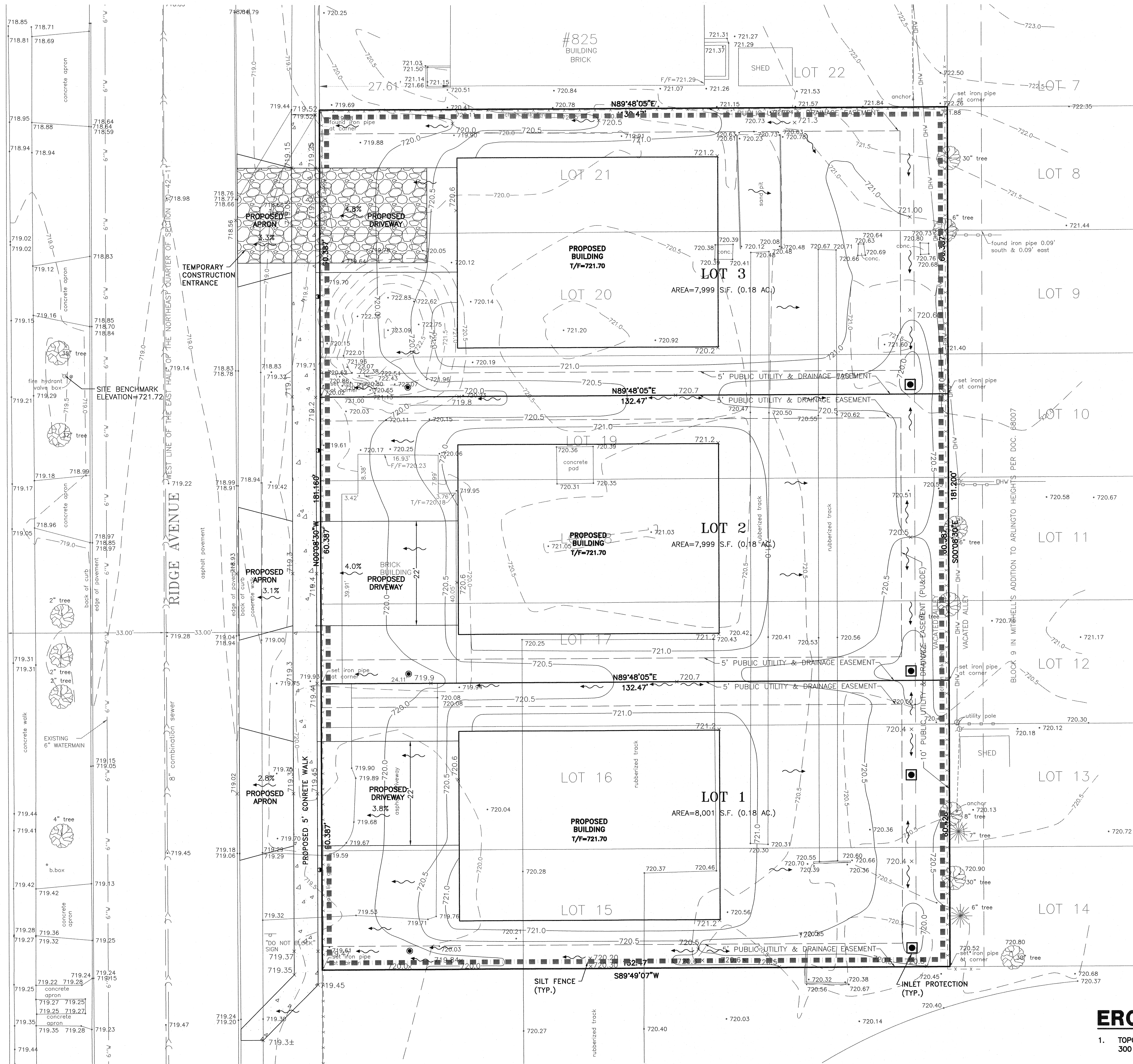
3 of 6

IG CONSULTING, INC.
e-mail: ig@igconsulting.net
INFRACON & GEOCON
CONSULTING CIVIL ENGINEERS, PLANNERS & LAND SURVEYORS
300 MARQUARDT DRIVE WHEELING, ILLINOIS 60090 PH. (847) 215-1133 FAX (847) 215-1177

DEVELOPMENT PLAN
SCALE: 1"=10'
DATE: 04/19/18

REVISIONS	
DATE	DESCRIPTION
04/27/18	PER VILLAGE & CLIENT
06/08/18	VILLAGE REVIEW
06/13/18	VILLAGE REVIEW

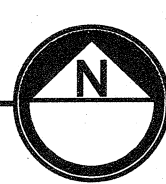
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- SEQUENCE OF CONSTRUCTION**
- A. THE SITE WILL BE ACCESSED FROM THE LOCATIONS INDICATED ON THIS PLAN, FOR ALL CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAILY INSPECTION TO REMOVE ALL DIRT AND DEBRIS FROM RIDGE AVENUE DURING THE COURSE OF CONSTRUCTION.
 - B. INSTALL SILT FENCE AS SHOWN ON PLAN. INSTALL TEMPORARY CONSTRUCTION ENTRANCE.
 - C. TEMPORARY PARKING OF CONSTRUCTION VEHICLES SHALL BE ON SITE, ONLY AS NECESSARY. STORAGE OF CONSTRUCTION MATERIALS WILL BE ONSITE AND SHALL NOT OBSTRUCT VEHICLE MOVEMENT.
 - D. STRIP TOPSOIL AND STOCKPILE. SEED AND STABILIZE STOCKPILE IMMEDIATELY UPON COMPLETION OF STOCKPILE. GRADE THE PROPOSED IMPROVEMENT AREAS. EXCESS SOIL OVERBURDEN SHALL BE REMOVED AS NECESSARY. ONSITE AND OFFSITE DRAINAGE SHALL NOT BE BLOCKED. DRAINAGE SHALL BE ROUTED TO PERMANENT OR TEMPORARY SWALES DURING CONSTRUCTION. INLET PROTECTION WILL BE INSTALLED IN ALL PROPOSED CATCH BASINS SURROUNDING THE CONSTRUCTION AREA. STOCKPILES, IF ANY, SHALL BE PROTECTED WITH PERIMETER SILT FENCING AND MUST BE STABILIZED WITH SEEDING.
 - E. INSTALL UNDERGROUND UTILITIES AND FRANCHISE UTILITIES. CONSTRUCT PAVEMENT AND WALKS.
 - F. CATCH BASINS LOCATED IN GRASS (PERVIOUS) AREAS SHALL HAVE TEMPORARY FILTER BASKETS AND/OR SILT FENCE (INLET PROTECTION) SURROUNDING EACH INLET. SEE DETAIL.

EROSION CONTROL PLAN

1. TOPOGRAPHY PREPARED BY IG CONSULTING INC.,
300 MARQUARDT DRIVE, WHEELING, ILLINOIS, (847) 215-1133 JOB# 18448



REVISIONS		
DATE	DESCRIPTION	DRAWN BY
04/27/18	PER VILLAGE & CLIENT	D.D.D.
06/06/18	VILLAGE REVIEW	S.R.M.

IG CONSULTING, INC.
e-mail: ig@igconsulting.net
INFRACON & GEOCON
CONSULTING CIVIL ENGINEERS, PLANNERS & LAND SURVEYORS
300 MARQUARDT DRIVE WHEELING, ILLINOIS 60090 PH. (847) 215-1133 FAX (847) 215-1177

EROSION CONTROL PLAN
DESIGN: J.K. DRAFTING: D.D.D.
SCALE: 1"=10' DATE: 04/19/18

CHRISTIAN LIBERTY SUBDIVISION
NORTH RIDGE AVENUE
ARLINGTON HEIGHTS, ILLINOIS

PROJECT No.
18448

GENERAL

1. CONTRACT DOCUMENTS AS REFERRED TO HEREIN INCLUDE THE CONSTRUCTION CONTRACT, PLANS, SPECIFICATIONS, APPROVED SHOP DRAWINGS, CHANGE ORDERS, AND ANY OTHER DOCUMENTS IDENTIFIED IN THE AGREEMENT BETWEEN OWNER AND CONTRACTOR.
2. UNLESS MODIFIED BY THE CONTRACT DOCUMENTS, ALL WORK PROPOSED HEREIN SHALL COMPLY WITH THE FOLLOWING:
- A. ALL ROADWAY CONSTRUCTION SHALL CONFORM TO THE MOST CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION LATEST EDITION, AND ALL AMENDMENTS THERETO AS ADOPTED BY THE STATE OF ILLINOIS.
 - B. STORM SEWER, SANITARY SEWER, AND WATER MAIN CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (STANDARD SPECIFICATIONS, LATEST EDITION).
 - C. ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS, AS PUBLISHED BY ILLINOIS, LATEST EDITION.
 - D. THE SUBDIVISION AND OTHER PERTINENT CODES AND STANDARDS OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, LATEST EDITION.
 - E. THE NATIONAL ELECTRIC CODE, LATEST EDITION.
 - F. THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS, AS PUBLISHED BY ILLINOIS, LATEST EDITION.
3. THE FOREGOING STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND RECORDING STANDARD PROVISIONS, CONSTRUCTION PLANS, AND SUBSEQUENT DETAILS ARE ALL TO BE CONSIDERED AS PART OF THE CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE CONSIDERED A PART OF THIS CONTRACT.
4. NO CONSTRUCTION PLANS SHALL BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY MARKED "FOR CONSTRUCTION". PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK. OTHERWISE, THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISCREPANCY BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK. IN THE EVENT OF DISCREPANCY BETWEEN THE CONSTRUCTION PLANS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK. IN THE EVENT OF DISCREPANCY BETWEEN THE CONSTRUCTION PLANS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK.
5. THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS, OR OTHER SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF THIS WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFETY ON THE JOB SITE. THE CONTRACTOR SHALL PLAN THEIR WORK BASED ON THEIR OWN BORING, EXPLORATIONS, AND OBSERVATIONS TO DETERMINE SOIL CONDITIONS AT LOCATION OF THE PROPOSED WORK.
6. NOTIFICATION OF COMMENCING CONSTRUCTION:
- A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY DEPARTMENT LOCATE THEIR FACILITIES WITHIN THE CONSTRUCTION AREA AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE ENGINEER SHALL BE RESPONSIBLE FOR LOCATING ANY EXISTING UTILITIES SHOWN ON THE PLAN. THE CONTRACTOR SHALL CALL ILLINOIS AT 800-892-0123 SUFFICIENTLY IN ADVANCE OF COMMENCING WORK.
 - B. THE CONTRACTOR SHALL NOTIFY THE OWNER AND/OR HIS REPRESENTATIVE AND THE AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL NOTIFY ALL NECESSARY TESTING AGENCIES SUFFICIENTLY IN ADVANCE OF COMMENCING WORK.
7. ALL WORK PERFORMED UNDER THIS CONTRACT SHALL BE GUARANTEED AGAINST ALL DEFECTS IN MATERIALS AND WORKMANSHIP OF WHATEVER NATURE BY THE CONTRACTOR AND HIS SUBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DATE OF FINAL ACCEPTANCE OF THE WORK BY THE MUNICIPALITY, OTHER APPLICABLE GOVERNMENTAL AGENCIES, AND THE OWNER.
8. BEFORE ACCEPTANCE BY THE OWNER AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED AND APPROVED BY THE OWNER OR HIS REPRESENTATIVE. FINAL PAYMENT WILL BE MADE AFTER 90 DAYS OF THE CONTRACTOR'S WORK HAS BEEN APPROVED AND ACCEPTED AND IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
9. UPON AWARD OF THE CONTRACT AND WHEN REQUIRED BY THE OWNER, THE CONTRACTOR SHALL FURNISH A LABOR AND PERFORMANCE BOND IN THE PENAL SUM OF ONE HUNDRED (100) PERCENT OF THE CONTRACT GUARANTEEING THE COMPLETION OF THE WORK. THE UNDERWRITER SHALL BE ACCEPTABLE TO THE OWNER.
10. OWNER SHALL OBTAIN EASEMENTS AND PERMITS NECESSARY TO FACILITATE CONSTRUCTION OF THE PROPOSED UTILITIES. THE CONTRACTOR, HOWEVER, SHALL FURNISH ALL REQUIRED BONDS AND EVIDENCE OF INSURANCE NECESSARY TO SECURE THESE PERMITS.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FOR CONSTRUCTION ALONG OR ACROSS EXISTING STREETS OR HIGHWAYS. HE SHALL MAKE ARRANGEMENTS FOR THE PROPER CROSSING OF THE PROJECT AND REQUIRED PROTECTION OF ALL ROADWAYS BEFORE CONSTRUCTION BEGINS. HE SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE ENGINEER.
12. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHT-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITIES LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH COME IN CONTACT WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY SO THAT THE CONTACT MAY BE AVOIDED.
13. LINE AND GRADE STAKES WILL BE SET ONE TIME AND ONE TIME ONLY BY THE SURVEYOR AT THE OWNER'S EXPENSE. CONTRACTORS SHALL NOTIFY THE SURVEYOR THAT STAKES WILL BE NEEDED AT LEAST THREE (3) WORKING DAYS IN ADVANCE OF STARTING THEIR WORK (ADDITIONAL NOTIFICATION SHALL BE PROVIDED PRIOR TO THE START OF INITIAL PROPOSED CONSTRUCTION OPERATIONS). ANY AND ALL REQUIRED REPAIRS WILL BE PERFORMED BY THE SURVEYOR AT THE EXPENSE OF THAT CONTRACTOR REQUIRING THE REPAIRING. IT SHALL BE THE RESPONSIBILITY OF EACH CONTRACTOR TO PROTECT STAKES PROVIDED FOR HIS USE AND TO REPORT TO THE OWNER'S SUPERINTENDENT ANY SPECIFIC INSTANCES OF DESTROYING STAKES AND/OR MONUMENTS PROVIDED. LOT CORNER ROCKS ARE TO BE CONSIDERED AS CONTROL STAKES.
14. THE PROPOSED ELEVATIONS SHOWN ON THE PLANS ARE FINISHED SURFACE ELEVATIONS UNLESS OTHERWISE SPECIFIED.
15. ALL TOP OF FRAMES FOR STORM AND SANITARY SEWERS AND VALVE VAULT COVERS REQUIRING ADJUSTMENT TO MEET FINAL FINISH GRADE SHALL BE SO ADJUSTED BY THE SEWER AND WATER CONTRACTOR, AND THE COST IS TO BE CONSIDERED INCIDENTAL TO THIS CONTRACT.
16. ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL TYPES OF TRAFFIC. AT NO TIME SHALL ACCESS BE DENIED TO HOMES SURROUNDING THE SITE.
17. ANY EXISTING SIGNS, LIGHT STANDARDS, AND UTILITY POLES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND NOT NOTED FOR DISPOSAL SHALL BE REMOVED AND RESET BY THE CONTRACTOR AT HIS OWN EXPENSE AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL NOT BE RESPONSIBLE IF OWNER HAS PREVIOUSLY AGREED FOR SUCH REMOVAL AND REINSTALLATION. ANY DAMAGE TO SUCH ITEMS DUE TO THESE ITEMS SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE. ANY SIGNS NOT REQUIRED TO BE RESET SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.
18. REMOVED EARTH, PAVEMENT, SIDEWALK, CURB AND GUTTER, ETC. SHALL BE DISPOSED OF BY THE RESPECTIVE CONTRACTOR AT HIS OWN EXPENSE AT LOCATIONS APPROVED BY THE ENGINEER. IF ON-SITE DISPOSAL IS NOT FEASIBLE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN OFF-SITE DISPOSAL SITE AT HIS OWN EXPENSE, INCLUDING ANY PERMIT COSTS.
19. ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM OR EXTENDED TO OUTLET INTO A PROPOSED DRAINAGE. IF THIS CANNOT BE COMPLETED, THEN IT SHALL BE REPAIRED WITH NEW PIPE OF SIMILAR SIZE AND MATERIAL TO THE ORIGINAL LINE AND PUT IN ACCEPTABLE OPERATING CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE OR DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE CONTRACTOR AND TRANSMITTED TO THE ENGINEER UPON COMPLETION OF THE PROJECT. THE COST OF THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
20. WHENEVER, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF GUTTERS, DRAINAGE STRUCTURES, DITCHES, ETC. SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THIS LOOSE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY BY THE RESPONSIBLE PARTY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. DRAINAGE MAY BE ACHIEVED BY DITCHING, PUMPING OR ANY OTHER ACCEPTABLE METHOD. THE CONTRACTOR'S FAILURE TO PROVIDE THE ABOVE WILL PRECLUDE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT THEREOF.
21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES, AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION. BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE 107.14 OF THE ILLINOIS STANDARD SPECIFICATIONS. ADEQUATE LIGHTING SHALL BE MAINTAINED FROM DUSK TO DAWN AT ALL LOCATIONS WHERE CONSTRUCTION OPERATIONS WARRANT OR AS DESIGNATED BY THE ENGINEER. ALL TRAFFIC CONTROL WORK SHALL BE DONE IN ACCORDANCE WITH THE ILLINOIS MANUAL ON TRAFFIC CONTROL DEVICES. ALL MATERIALS SHALL BE DISPOSED UNDER THE CANOPIES OF TRUCKS DESIGNATED FOR PROTECTION.
22. ALL PERMANENT TYPE PAVEMENTS OR OTHER PERMANENT IMPROVEMENTS WHICH ABUT THE PROPOSED IMPROVEMENT MUST BE REMOVED SHALL BE SAIED AS DIRECTED PRIOR TO REMOVAL. ITEMS SO REMOVED SHALL BE REPLACED WITH SIMILAR CONSTRUCTION MATERIALS TO THEIR ORIGINAL CONDITION OR BETTER. PAYMENT FOR REMOVAL SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS. EACH ITEM, AND REPLACEMENT WILL BE PAID UNDER THE RESPECTIVE ITEMS IN THE CONTRACT, UNLESS OTHERWISE INDICATED.
23. WHERE OVERHANGING BRANCHES INTERFERE WITH OPERATIONS OF CONSTRUCTION, SAID BRANCHES SHALL BE TRIMMED AND SEALED IN ACCORDANCE WITH SECTION 201.05 OF THE ILLINOIS STANDARD SPECIFICATIONS, AND THE COST OF SAME SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. TREES SHALL BE REMOVED ONLY AFTER RECEIVING APPROVAL OF THE OWNER. THE OWNER SHALL DESIGNATE THOSE TREES WHICH ARE TO BE REMOVED. THE CONTRACTOR SHALL ALTER THE ALIGNMENT OF SEWERS, WATER MAINS, PATHWAYS, SIDEWALKS, AND DRIVEWAYS AS DIRECTED TO PRESERVE TREES. A CONTRACTOR REMOVING TREES WITHOUT OWNER'S APPROVAL WILL BE RESPONSIBLE FOR REPLACEMENT OF SAID TREES(S) AS DIRECTED BY THE OWNER AT CONTRACTOR'S EXPENSE. TREES OR SHRUBS MUST BE REMOVED, THEY WILL BE PAID FOR IN ACCORDANCE WITH THE SPECIFICATIONS.
24. ALL EXISTING TRAFFIC SIGNS, STREET SIGNS, ETC., WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND NOT NOTED FOR REMOVAL OR DISPOSAL SHALL BE REMOVED AND RESET BY THE CONTRACTOR AT LOCATIONS AS DESIGNATED BY THE ENGINEER. THIS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED. DAMAGE TO THESE ITEMS SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE. ALL SIGNS NOT REQUIRED TO BE RESET SHALL BE DELIVERED TO THE MUNICIPALITY AS APPROPRIATE. IN ADDITION, ALL MAIL BOXES THAT INTERFERE WITH CONSTRUCTION SHALL BE SIMILARLY RELOCATED AT NO ADDITIONAL COST IN ACCORDANCE WITH ARTICLES 107.15 AND 107.21 OF THE ILLINOIS STANDARD SPECIFICATIONS.

25. SPECIAL ATTENTION IS DRAWN TO THE FACT THAT ARTICLE 105.06 OF THE STANDARD SPECIFICATIONS REQUIRES THE CONTRACTOR TO HAVE A COMPETENT SUPERINTENDENT ON THE PROJECT SITE AT ALL TIMES RESPECTIVE OF THE AMOUNT OF WORK SUBLET. THE SUPERINTENDENT SHALL BE CAPABLE OF READING AND UNDERSTANDING THE PLANS AND SPECIFICATIONS, SHALL HAVE FULL AUTHORITY TO EXECUTE ORDERS TO EXPEDITE THE PROJECT, AND SHALL BE RESPONSIBLE FOR SCHEDULING AND HAVE CONTROL OF ALL WORK AS THE AGENT OF THE CONTRACTOR. FAILURE TO COMPLY WITH THIS PROVISION WILL RESULT IN SUPERVISION OF WORK AS PROVIDED IN ARTICLE 105.07.
26. THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE, RESIDUE, MACHINERY, TOOLS, AND OTHER MISCELLANEOUS ITEMS FROM THE PROJECT SITE PRIOR TO PROJECT COMMENCEMENT AT NO ADDITIONAL EXPENSE TO THE OWNER. ON THE SITE IS NOT PERMITTED.
27. ALL EXISTING UTILITIES OR IMPROVEMENTS INCLUDING WALKS, CURBS, PAVEMENTS, AND PARKWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO THEIR RESPECTIVE ORIGINAL CONDITION.
28. HYDRANTS SHALL NOT BE FLUSHED DIRECTLY ON THE ROAD SURFACES. WHENEVER POSSIBLE, HOSES SHALL BE USED TO DIRECT THE WATER INTO LOT AREAS OR THE STORM SEWER SYSTEM (IF AVAILABLE). WHEN HYDRANTS MUST BE FLUSHED, DAMAGE TO THE ROAD SURFACES DUE TO EXCESSIVE FLOW FROM HYDRANT FLUSHING OR FROM LEAKS IN THE WATER DISTRIBUTION SYSTEM SHALL BE GRANTED TO ALLOW FLOW PROTECTION.
29. ANY DRAINAGE OF SEWER AND WATER TRENCHES, AS WELL AS TEMPORARY SHEETING OR BRACING THAT MAY BE REQUIRED, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AND SHALL NOT BE CONSIDERED EXTRA WORK. IN THE EVENT THAT SOFT MATERIALS WITH UNACCEPTED COMPRESSIVE STRENGTH LESS THAN 0.5 TSI ARE ENCOUNTERED IN SEWER AND WATER MAIN CONSTRUCTION, THE CONTRACTOR SHALL (UPON APPROVAL OF THE OWNER AND/OR ENGINEER) OVER-EXCAVATE TO A DEPTH OF ONE (1) FOOT BELOW THE BOTTOM OF THE PIPE AND BACKFILL WITH COMPACTED CRUSHED STONE, PROPERLY FORMED TO FIT THE BOTTOM OF THE PIPE.
30. THE CONTRACTOR SHALL PROVIDE ONE MYLAR AND THE REQUIRED QUANTITY OF BLUEPRINT SETS ("REDUCED DRAWINGS") TO THE ENGINEER PRIOR TO ANY REQUEST FOR FINAL INSPECTION. IF PROVIDED FOR IN THE CONSTRUCTION CONTRACT, THE PLANS SHALL INDICATE THE FINAL LOCATION AND LAYOUT OF ALL IMPROVEMENTS, INCLUDING VERIFICATION OF ALL BUILDING PAIS, TOP OF FOUNDATION, INVERT, INCH AND SPOT GRADE ELEVATIONS, AND INCORPORATE ALL FIELD DESIGN CHANGES APPROVED BY THE ENGINEER.
31. CONTRACTOR SHALL VIDEO TAPE THE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DOCUMENTING EXISTING CONDITIONS.
32. IT SHALL BE THE RESPONSIBILITY OF THE OWNER OR OTHERS DESIGNATED BY THE OWNER TO ARRANGE FOR PHOTOGRAPHIC RECORDING AT THE CONSTRUCTION SITE. IF CONSULTING, INC. SHALL NOT BE RESPONSIBLE FOR PROVIDING DESIGNS, PHOTOGRAPHIC RECORDING, SAFETY PRECAUTIONS, OR SEQUENCING OF CONSTRUCTION SITE FENCING OR BARRICADES.

SOIL EROSION CONTROL

1. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL IN ILLINOIS. THE CONTRACTOR SHALL NOTIFY THE OWNER AND/OR HIS REPRESENTATIVE AND THE AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL NOTIFY ALL NECESSARY TESTING AGENCIES SUFFICIENTLY IN ADVANCE OF COMMENCING WORK.
2. ANY SOIL EROSION CONTROL MEASURES, IN ADDITION TO THOSE OUTLINED IN THESE PLANS AND WHICH ARE REQUIRED BY THE OWNER, ENGINEER, AND MUNICIPAL ENGINEER SHALL BE IMPLEMENTED IMMEDIATELY BY THE CONTRACTOR.
3. BEFORE COMMENCING CLEARING AND SITE GRADING WORK, A CONSTRUCTION ENTRANCE SHALL BE ESTABLISHED AS SHOWN ON THE PLANS. THE CONSTRUCTION ENTRANCE TO THE SITE SHALL BE STABILIZED WITH GRAVEL OR ASPHALTIC SURFACE AS SHOWN ON THE PLANS. THE CONSTRUCTION ENTRANCE SHALL BE MAINTAINED PERIODICALLY FOR ITS EFFECTIVENESS TO REMOVE DIRT WHICH COULD LEAVE THE SITE BY DRIFTING OR PROTECTIVE FENCING AT THE CONSTRUCTION ENTRANCE ACCESS ROAD SHOWN ON THE PLAN (STABILIZED CONSTRUCTION ENTRANCE).
4. STREETS ADJACENT TO THE SITE SHALL BE KEPT FREE OF DIRT, MUD, AND DEBRIS.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER INSTALLATION AND MAINTENANCE OF ALL TEMPORARY AND PERMANENT EROSION CONTROL DEVICES.
6. THE CONTRACTOR SHALL INSPECT AND DOCUMENT EROSION CONTROL MEASURES ON A WEEKLY BASIS AND WITHIN 24 HOURS AFTER ANY RAINFALL EVENT IN EXCESS OF ONE-HALF INCH.
7. NO SEDIMENT (SOLID OR LIQUID WASTE) SHALL BE ALLOWED TO ENTER THE EXISTING STORM SEWER SYSTEM.
8. ALL STORM SEWER, CATCH BASINS, AND SUMPS PROVIDED WITHIN THIS PROJECT ARE TO BE CLEANED AT THE END OF CONSTRUCTION OF THE PROJECT AND FINAL ACCEPTANCE. CLEANING MAY ALSO BE REQUIRED DURING THE COURSE OF CONSTRUCTION OF THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAPS ARE NOT PROPERLY FUNCTIONING AND THEIR PERFORMANCE IS IMPAIRED.
9. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF SAID STOCKPILE DURING OFF-SITE AREAS. IF THE STOCKPILE IS LOCATED SO THAT AN ON-SITE DRAINAGE SLOPE IS LOCATED BETWEEN THE STOCKPILE AND THE DRAINAGE SLOPE, THE STOCKPILE SHALL BE COVERED WITH A DRAINAGE SLOPE FOR MORE THAN TWELVE (12) MONTHS. IT IS REQUIRED THAT THE STOCKPILE BE SEED SO AS TO MINIMIZE SOIL EROSION BY BOTH WIND AND WATER.
10. TEMPORARY SOIL STABILIZATION SHALL OCCUR WITHIN SEVEN (7) DAYS AFTER ROUGH GRADING IF A DISTURBED AREA WILL REMAIN FOR LONGER THAN THIRTY (30) DAYS. PERMANENT SOIL STABILIZATION SHALL BE INSTALLED WITHIN SEVEN (7) DAYS AFTER FINAL GRADE IS REACHED ON ANY PORTION OF THE SITE. PERMANENT VEGETATION IS A GROUND COVER DENSE ENOUGH TO COVER BOX OF THE SOIL SURFACE AND NATURAL ENOUGH TO SURVIVE WINTER WEATHER CONDITIONS.
11. THE TEMPORARY EROSION CONTROL MEASURES SHALL BE PLACED EFFECTIVELY UNTIL ALL THE PERMANENT EROSION CONTROL MEASURES ARE FULLY FUNCTIONAL.
12. THE GUARANTEE PERIOD SHALL BEGIN AFTER ALL THE PERMANENT EROSION CONTROL MEASURES ARE FULLY FUNCTIONAL AND ACCEPTABLE TO OWNER OR HIS REPRESENTATIVE.
13. UNLESS SOIL EROSION CONTROL ITEMS ARE SPECIFICALLY REFERRED TO AS BID ITEMS (SUCH AS TOPSOIL, RESPAID, SEEDING, ETC.), THEY ARE TO BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT.
14. UPON COMPLETION OF TOPSOIL RESPAID OPERATIONS, ALL DISTURBED AREAS SHALL BE SEED, SOODED, OR LANDSCAPED AS NOTED ON THE PLAN.
15. SEEDING AND MULCHING SHALL BE IN ACCORDANCE WITH SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS. SEED MIXTURE SHALL BE CLASS 1.
16. SEEDING SHALL BE IN ACCORDANCE WITH SECTION 252 OF THE ILLINOIS STANDARD SPECIFICATIONS.

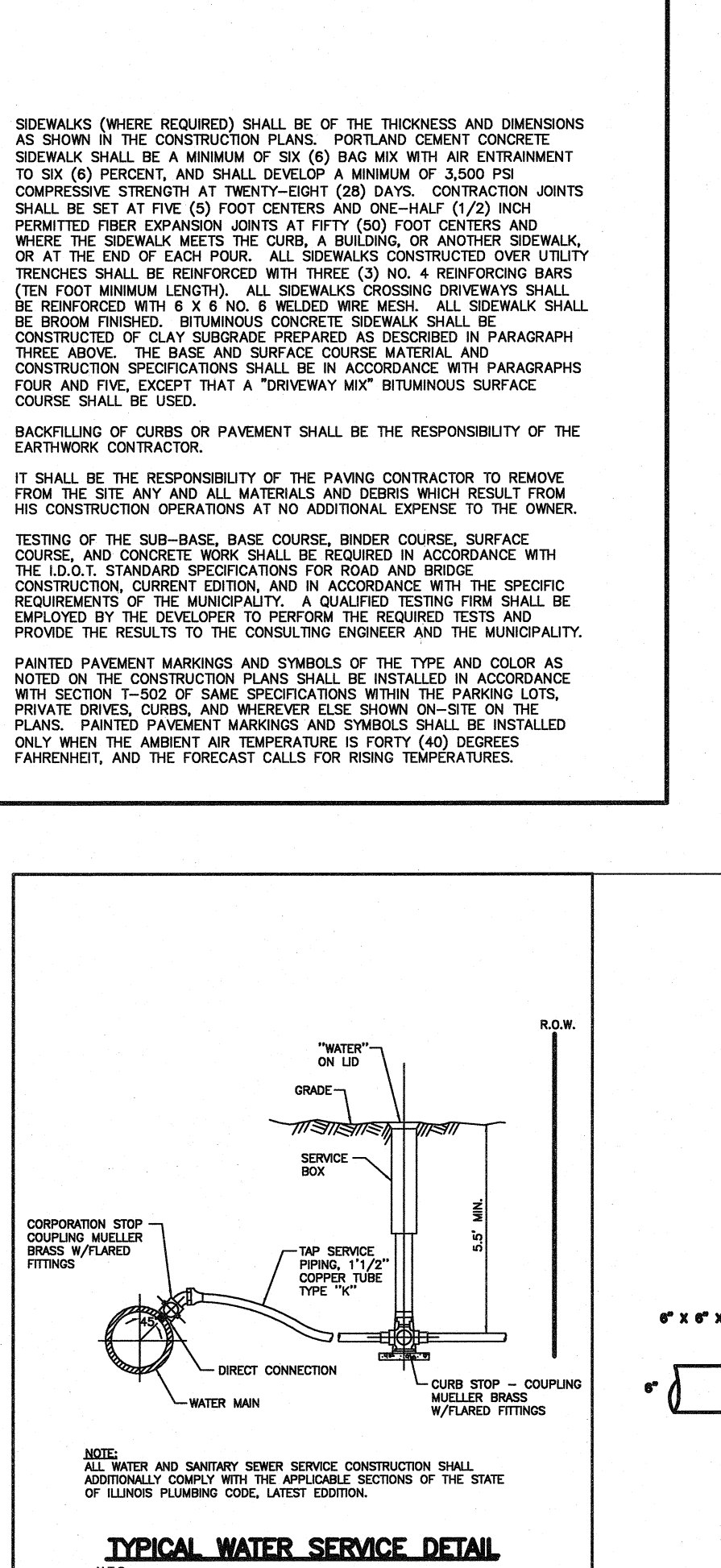
SITE PREPARATION AND EARTHWORK

1. WORK UNDER THIS SECTION SHALL INCLUDE BUT NOT LIMITED TO THE FOLLOWING:
- A. CLEARING AND REMOVAL OF ALL UNDESIRABLE TREES AND OTHER VEGETATIVE GROWTH WITHIN THE CONSTRUCTION AREA. TREE REMOVAL SHALL BE AS DESCRIBED IN THE PLANS. TREES SHALL BE RELATIVELY FREE OF LARGE ROOTS, STICKS, WEEDS, BRUSH, STONES LARGER THAN ONE (1) INCH DIAMETER, AND OTHER OBSTRUCTIONS. TREES SHALL BE CUT, CHIPPED, AND BURIED OR SPREAD IN DESIGNATED LOCATIONS ON-SITE. IF ADEQUATE AND APPROPRIATE SPACE IS NOT AVAILABLE FOR OFF-SITE BURNING, THE TREES AND BRUSH SHALL BE DISPOSED OFF-SITE. NO BURNING SHALL BE PERMITTED ON-SITE. THE CONTRACTOR SHALL COMPLY WITH LOCAL TREE ORDINANCES. TREES AND SHRUBS DESIGNATED TO BE SAVED SHALL BE PROTECTED BY PLACING HIGHLY VISIBLE CONSTRUCTION FENCING ALONG THE DRIP LINES. TREES FOR PROTECTION SHALL BE IDENTIFIED AND TEMPORARILY STORED FOR TRANSPORTING SHALL BE PROTECTED IN THE SAME MANNER. THERE SHALL BE NO REMOVAL OF TRUNKS OF DESIGNATED TREES SHALL BE PROTECTED WITH STRAPPED 2" X 6" PLANKING FROM THE BASE TO A HEIGHT OF EIGHT (8) FEET.
 - B. STRIPPING OF TOPSOIL FROM ALL STREET, DRIVEWAY, PARKING LOT, RIGHT-OF-WAY, BUILDING PAD, AND OTHER DESIGNATED STRUCTURAL AREAS.
 - C. STOCKPILING OF TOPSOIL AT LOCATIONS AS DIRECTED BY THE OWNER. TOPSOIL STOCKPILES FOR FUTURE USE SHALL BE RELATIVELY FREE OF LARGE ROOTS, STICKS, WEEDS, BRUSH, STONES LARGER THAN ONE (1) INCH DIAMETER, AND OTHER OBSTRUCTIONS. TREES SHALL BE CUT, CHIPPED, AND BURIED OR SPREAD IN DESIGNATED LOCATIONS ON-SITE. IF ADEQUATE AND APPROPRIATE SPACE IS NOT AVAILABLE FOR OFF-SITE BURNING, THE TREES AND BRUSH SHALL BE DISPOSED OFF-SITE. NO BURNING SHALL BE PERMITTED ON-SITE. THE CONTRACTOR SHALL COMPLY WITH LOCAL TREE ORDINANCES. TREES AND SHRUBS DESIGNATED TO BE SAVED SHALL BE PROTECTED BY PLACING HIGHLY VISIBLE CONSTRUCTION FENCING ALONG THE DRIP LINES. TREES FOR PROTECTION SHALL BE IDENTIFIED AND TEMPORARILY STORED FOR TRANSPORTING SHALL BE PROTECTED IN THE SAME MANNER. THERE SHALL BE NO REMOVAL OF TRUNKS OF DESIGNATED TREES SHALL BE PROTECTED WITH STRAPPED 2" X 6" PLANKING FROM THE BASE TO A HEIGHT OF EIGHT (8) FEET.
 - D. REMOVING UNSUITABLE MATERIALS AS SPECIFIED FROM ROADWAY, DRIVEWAY/PARKING, BUILDING PAD, AND OTHER DESIGNATED AREAS.
 - E. DEMOLITION AND REMOVAL OF EXISTING BUILDINGS AND/OR PAVEMENTS INCLUDING OFF-SITE DISPOSAL OF SAME. AT A LOCAL DISPOSAL SITE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER DISPOSAL OF EACH ITEM, AND REPLACEMENT WILL BE PAID UNDER THE RESPECTIVE ITEMS IN THE CONTRACT, UNLESS OTHERWISE INDICATED.
 - F. CLAY CUT AND CLAY FILL WITH COMPACTATION WITHIN ROADWAY, DRIVEWAY/PARKING, BUILDING PAD, AND OTHER DESIGNATED AREAS.
 - G. EXCAVATION AND GRADING OF THE OPEN SPACE AND/OR YARD AREAS PER PLAN INCLUDING DESIGNATED POND REGRADING, CONSTRUCTION OF BERMS, ETC.
 - H. PLACEMENT AND COMPACTION OF CLAY TO STANDARDS AND DETAILS SHOWN IN THESE PLANS. THE CONTRACTOR WILL NOTE THAT THE ELEVATIONS SHOWN ON THE CONSTRUCTION PLANS ARE FINISHED GRADE ELEVATIONS AND THAT PAVEMENT AND/OR TOPSOIL REPLACEMENT THICKNESS MUST BE SUBTRACTED TO DETERMINE SUBGRADE ELEVATIONS.
 - I. PLACEMENT AND COMPACTION OF NON-STRUCTURAL FILLS.
 - J. IF REQUIRED, REMOVAL FROM SITE AND DISPOSAL OF ANY EXCESS OR UNSUITABLE MATERIALS UPON COMPLETION OF MASS GRADING.
 - K. MOVEMENT AND COMPACTION OF SPOIL MATERIAL FROM THE CONSTRUCTION OF UNDERGROUND UTILITIES.
 - L. BACKFILLING OF CURBS AND/OR PAVEMENTS AND SIDEWALK AFTER INSTALLATION OF SAME BY THE PAVING CONTRACTOR.
 - M. FINAL SHAPING AND TRIMMING TO THE LINES, GRADES, AND CROSS-SECTION SHOWN IN THESE PLANS, AND TOPSOIL PLACEMENT TO DESIGN FINISHED GRADE ELEVATIONS.
 - N. SOIL EROSION CONTROL MEASURE IN ACCORDANCE WITH THE APPLICABLE SPECIFICATIONS, UNLESS SPECIFICALLY EXCLUDED IN THE CONSTRUCTION CONTRACT.

- THE QUANTITIES GIVEN IN THE ENGINEER'S SUMMARY FOR EARTHWORK ARE INTENDED AS A GUIDE FOR THE CONTRACTOR IN DETERMINING THE SCOPE OF THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE QUANTITIES, MATERIALS QUANTITIES AND APPRAISE HIMSELF OF ALL SITE CONDITIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SCHEDULING AND HAVE CONTROL OF ALL WORK AS THE AGENT OF THE CONTRACTOR. FAILURE TO COMPLY WITH THIS PROVISION WILL RESULT IN SUPERVISION OF WORK AS PROVIDED IN ARTICLE 105.07.
- PRIOR TO ONSET OF MASS GRADING OPERATIONS AND IF INCLUDED IN THIS CONTRACT, THE EARTHWORK CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE SOIL EROSION CONTROL SPECIFICATIONS. THE INITIAL ESTABLISHMENT OF EROSION CONTROL PROCEDURES AND THE PLACEMENT OF FILLING, ETC. TO PROTECT ADJACENT PROPERTY SHALL OCCUR BEFORE MASS GRADING BEGINS AND IN ACCORDANCE WITH THE ILLINOIS STANDARD SPECIFICATIONS, LATEST EDITION.
- THE GRADING OPERATIONS SHALL BE TO CLOSELY SUPERVISED AND INSPECTED BY THE SOILS ENGINEER OR HIS REPRESENTATIVE, PARTICULARLY DURING THE REMOVAL AND REMOVAL AND ITS REPLACEMENT AND OTHER SOIL REMOVAL OPERATIONS SHALL BE ENTIRELY THE RESPONSIBILITY OF THE SOILS ENGINEER.
- THE GRADING AND CONSTRUCTION OF THE SITE IMPROVEMENTS SHALL NOT CAUSE FLOODING OF STORM WATER, AND AREAS ADJACENT TO THESE IMPROVEMENTS SHALL BE GRANTED TO ALLOW FLOW PROTECTION.
- THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADE. A MINIMUM OF SIX (6) INCHES OF TOPSOIL IS TO BE PLACED BEFORE FINISH GRADE ELEVATIONS ARE ACHIEVED.
- THE SELECTED STRUCTURAL FILL MATERIAL SHALL BE PLACED IN LEVEL UNIFORM LAYERS SO THAT THE COMPACTED THICKNESS IS APPROXIMATELY SIX (6) INCHES. IF COMPACTION EQUIPMENT DEMONSTRATES THE ABILITY TO COMPACT GREATER THICKNESSES, THEN A GREATER THICKNESS MAY BE SPECIFIED. EACH LAYER SHALL BE THOROUGHLY MIXED DURING SPREADING TO INSURE UNIFORMITY.
- EMBANKMENT MATERIAL WITH ROADWAY, DRIVEWAY, PARKING LOT, AND OTHER STRUCTURAL CLAY FILL AREAS SHALL BE COMPACTED TO A MINIMUM OF NINETY-FIVE (95) PERCENT OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM D-1557 METHOD (PROCTOR METHOD) OR AS MAY BE DETERMINED APPROPRIATE BY THE SOILS ENGINEER.
- EMBANKMENT FILL WITH NON-STRUCTURAL MATERIALS APPROVED BY THE SOILS ENGINEER SHALL BE COMPACTED TO A MINIMUM OF NINETY (90) PERCENT OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM D-1557 (MODIFIED PROCTOR METHOD).
- THE SURFACE VEGETATION, TOPSOIL, AND ANY OBVIOUSLY SOFT UNDERLYING SOIL SHALL BE STRIPPED FROM ALL AREAS TO BE GRADDED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER INSTALLATION AND MAINTENANCE OF ALL TEMPORARY AND PERMANENT EROSION CONTROL DEVICES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER INSTALLATION AND MAINTENANCE OF ALL TEMPORARY AND PERMANENT EROSION CONTROL DEVICES.
- ALL PAVEMENT SUBGRADE SHALL HAVE A MINIMUM BIR OF 3.0 AS DETERMINED BY THE SOILS ENGINEER. THE PROPOSED PAVEMENT DESIGN SHALL BE BASED ON A MINIMUM BIR OF 3.0. THEREFORE, IF AREAS OF PAVEMENT SUBGRADE ARE FOUND TO BE WEAKER WHICH DO NOT MEET THE REQUIRED BIR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OR PAVEMENT DESIGN REVISIONS SHALL BE PROVIDED WHICH ARE NECESSARY TO OBTAIN COMPLIANCE WITH THE REQUIRED BIR, AS DETERMINED BY THE SOILS ENGINEER AND DESIGN ENGINEER, RESPECTIVELY.
- PRIOR TO UTILITY CONSTRUCTION, PROPOSED PAVEMENT AREAS, BUILDING PADS, DRIVEWAYS AND SIDEWALKS, AND YARD/OPEN SPACE AREAS SHALL BE REPAIRED OR REPAIRED AS REQUIRED BY THE CONTRACTOR TO PLUS OR MINUS ONE (1) FOOT OF DESIGN SUBGRADE ELEVATIONS.
- THE SUBGRADE FOR PROPOSED STREET AND PAVEMENT AREAS SHALL BE PROCTOR-ROLLED BY THE CONTRACTOR AND ANY UNDESIRABLE MATERIALS SHALL BE REMOVED AND REPLACED AS DIRECTED BY THE SOILS ENGINEER.
- UPON COMPLETION OF THE SURFACE IMPROVEMENTS, THE EXCAVATION CONTRACTOR SHALL BE RESPONSIBLE FOR TOPSOIL TO BE PLACED ON ALL DESIGNATED LANDSCAPE AREAS AND OTHER NON-STRUCTURAL AREAS PER PLAN.
- SOIL BORING RECORDS, AVAILABLE AT THE OFFICE OF THE ENGINEER AND THE OWNER, ARE SOLELY FOR THE INFORMATION AND GUIDANCE OF THE CONTRACTORS AND OWNER. ENGINEER MAKES NO REPRESENTATION OR WARRANTY REGARDING THE INFORMATION CONTAINED IN THE BORING LOGS. THE CONTRACTOR SHALL MAKE HIS OWN INVESTIGATIONS AND ACCORDINGLY, ANY DAMAGE TO THE PROPERTY DURING THE BIDDING PHASE MAY BE MADE UPON REQUEST BY THE OWNER. THERE WILL BE NO ADDITIONAL PAYMENT FOR EXPENSES INCURRED BY THE CONTRACTOR RESULTING FROM ADVERSE SOIL OR SECOND WATER CONDITIONS.
- IF SHOWN ON THE PLANS, OPEN AREAS TO BE SEED SO IN ACCORDANCE WITH THE SOIL EROSION CONTROL SPECIFICATIONS.

PAVEMENTS, CURBS, AND WALKS

1. WORK UNDER THIS SECTION SHALL INCLUDE FINAL SUBGRADE SHAPING AND FINISHING, FORMING, PLACING, FINISHING AND CURING OF PAVEMENT BASE COURSE MATERIALS, AND SUBSEQUENT BINDER AND/OR SURFACE COURSES; PLACEMENT, FINISHING AND CURING OF CONCRETE; FINAL CLEAN-UP; AND ALL RELATED WORK.
2. ALL PAVING, SIDEWALK, AND CURB AND GUTTER WORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS (D.O.T.) AND PER THE REQUIREMENTS OF THE LOCAL JURISDICTIONS.
3. SUBGRADE FOR PROPOSED PAVEMENT SHALL BE FINISHED BY THE EXCAVATION CONTRACTOR TO WITHIN 0.1 FOOT, PLUS OR MINUS, OF PLAN ELEVATION. THE PAVING CONTRACTOR SHALL BE RESPONSIBLE FOR THE SUBGRADE HAS BEEN PROPERLY PREPARED AND THAT THE FINISH TOP SURFACE OF THE SUBGRADE SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. UNLESS THE PAVING CONTRACTOR ADVISES THE OWNER AND ENGINEER BEFORE THE PAVING CONTRACTOR SHALL THE BASE COURSE CONSTRUCTION, IT IS UNDERSTOOD THAT HE HAS APPROVED AND ACCEPTS THE SUBGRADE FOR THE SUBGRADE. PRIOR TO PLACEMENT OF PAVEMENT BASE MATERIALS, THE PAVING CONTRACTOR SHALL FINE GRADE THE SUBGRADE SO AS TO INSURE THE PROPER THICKNESS OF PAVEMENT COURSES. NO CLAIMS FOR EXCESS TONNAGE OF BASE MATERIALS DUE TO IMPROPER SUBGRADE PREPARATION WILL BE HONORED.
4. THE PROPOSED PAVEMENT SHALL CONSIST OF THE SUB-BASE COURSE, BASE COURSE, BITUMINOUS CONCRETE BINDER COURSE, AND BITUMINOUS SURFACE COURSE. CLASS I, OF THE THICKNESS AND MATERIALS AS SPECIFIED ON THE CONSTRUCTION PLANS. A BITUMINOUS MATERIAL SHALL BE USED AND AT THE RATE SPECIFIED ON THE CONSTRUCTION PLANS SHALL BE USED TO THE SUB-BASE COURSE. THE SUB-BASE COURSE SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT. ALL PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.
5. THE MAXIMUM SIZE AGGREGATE FOR THE BITUMINOUS CONCRETE SURFACE COURSE MIXTURE SHALL BE THREE-EIGHTS (3/8) INCH. THE BITUMINOUS CONCRETE BINDER COURSE SHALL BE BINDER MIXTURE AS SPECIFIED IN ARTICLE 406.13 OF THE ILLINOIS STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL SUBMIT A BITUMINOUS MIX DESIGN TO THE ENGINEER PRIOR TO THE INSTALLATION OF THE BITUMINOUS MIX.
6. BITUMINOUS CONCRETE BINDER COURSE SHALL BE PLACED ONLY WHEN THE AMBIENT AIR TEMPERATURE IS AT LEAST FORTY (40) DEGREES FAHRENHEIT AND THE FORECAST CALLS FOR RISING TEMPERATURES. BITUMINOUS CONCRETE SURFACE COURSE SHALL BE PLACED ONLY WHEN THE AMBIENT AIR TEMPERATURE IS AT LEAST FORTY-FIVE (45) DEGREES FAHRENHEIT, AND THE FORECAST CALLS FOR RISING TEMPERATURES.
7. WHEN PLACING THE BASE MATERIAL BETWEEN CURBS, THE CONTRACTOR SHALL EITHER MARK (WITH PAINT) ON THE FACE OF THE CURB FLAG THE SURFACE LEVEL OF THE BASE MATERIAL AT FIFTY (50) FOOT INTERVALS OR PROVIDE THE CURB WITH A SURFACE LEVEL INDICATOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SURFACE ELEVATION OF THE BASE MATERIAL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SURFACE ELEVATION OF THE BASE MATERIAL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SURFACE ELEVATION OF THE BASE MATERIAL.
8. AFTER THE INSTALLATION OF THE BASE COURSE, ALL TRAFFIC SHALL BE KEPT OFF THE BASE UNTIL THE BINDER COURSE IS LAID. AFTER THE INSTALLATION OF THE BINDER COURSE (AND FOR PAVEMENT IMPROVEMENTS AFTER THE BINDER COURSE HAS BEEN IN PLACE FOR ONE WINTER), AND UPON COMPLETION OF INSPECTION OF SAME AND APPROVAL BY THE LOCAL JURISDICTION AND OWNER, THE PAVEMENT SHALL BE CLEANED, PRIMED AND SURFACE COURSE LAYED. ALL DAMAGED AREAS IN THE BINDER, BASE, OR CURB AND GUTTER SHALL BE REPAIRED TO THE SATISFACTION OF THE LOCAL JURISDICTION AND OWNER. PRIOR TO LAYING THE SURFACE COURSE, THE PAVING CONTRACTOR SHALL PROVIDE WATERWEY EQUIPMENT AND MANPOWER FOR CLEANING OF THE SURFACE COURSE. EQUIPMENT AND MANPOWER FOR CLEANING OF THE SURFACE COURSE SHALL BE PROVIDED BY THE CONTRACTOR. PRIME COAT FOR THE BINDER COURSE SHALL ALSO BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT, AND SHALL BE APPLIED TO THE BINDER COURSE AT A RATE OF 0.05 GALLONS PER SQUARE YARD.
9. PRIOR TO THE INSTALLATION OF THE BITUMINOUS SURFACE COURSE, BUT AFTER INSTALLATION OF THE BINDER COURSE, THE CONTRACTOR SHALL FURNISH THE DESIGN ENGINEER AND THE MUNICIPAL ENGINEER A COPY OF A PAVEMENT EVALUATION PROGRAM REPORT OF THE COMPLETED PAVEMENT IMPROVEMENTS. THE PAVING CONTRACTOR SHALL BE RESPONSIBLE FOR THE PAVEMENT EVALUATION PROGRAM REPORT OF THE COMPLETED PAVEMENT IMPROVEMENTS. THE PAVING CONTRACTOR SHALL BE RESPONSIBLE FOR THE PAVEMENT EVALUATION PROGRAM REPORT OF THE COMPLETED PAVEMENT IMPROVEMENTS.
10. COMBINATION CURB AND GUTTER (WHEN REQUIRED) SHALL BE OF THE TYPE AS DETAILED IN THE CONSTRUCTION PLANS. THE CONCRETE SHALL HAVE AN AIR CONTENT OF NOT LESS THAN FIVE (5) PERCENT NOR MORE THAN EIGHT (8) PERCENT OF THE VOLUME OF CONCRETE. CONCRETE SHALL BE A MINIMUM SIX (6) BAG MIX AND SHALL DEVELOP A MINIMUM OF 3,500 PSI COMPRESSIVE STRENGTH AT FOURTEEN (14) DAYS. ALL CURB AND GUTTER SHALL BE BROOM FINISHED. THE CONTRACTOR IS CAUTIONED TO REFER TO DETERMINE THE GUTTER FLAG THICKNESS AND THE AGGREGATE BASE COURSE AND SURFACE COURSE LAYED. ALL DAMAGED AREAS IN THE BINDER, BASE, OR CURB AND GUTTER SHALL BE INCLUDED IN THE UNIT PRICE OF THE CURB AND GUTTER.
11. THREE-QUARTER (3/4) INCH PERMITTED FIBER EXPANSION JOINTS WITH 3/4" X 18" PLAN ROUND STEEL DOWEL BARS SHALL BE INSTALLED AT SIXTY (60) FOOT INTERVALS AND AT ALL P.C.'S, P.T.'S, CURB RETURNS, AND AT THE END OF EACH PAVEMENT. ALTERNATE DOWEL BARS SHALL BE USED WHERE THE DOWEL BARS COINCIDES WITH THE CURB AND GUTTER. CONTRACTOR JOINTS SHALL BE PROVIDED AT TWENTY (20) FOOT (MAXIMUM) INTERVALS IN THE CURB. THE COST OF THESE JOINTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE CONTRACT. ALL POURED IN PLACE CONCRETE CURB AND GUTTER SHALL BE PROTECTED FROM DAMAGE BY THE PAVING CONTRACTOR. FEET LONG INSTALLED WHEREVER THE CURB AND GUTTER CROSSES UTILITY LINES. THE COST OF WHICH SHALL BE CONSIDERED INCIDENTAL TO THE COST OF CONCRETE CURB AND GUTTER.
12. CURBING AND PROTECTION OF ALL EXPOSED CONCRETE SURFACES SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. NO HOEY-COMBING OF THE CURB AND GUTTER WILL BE ACCEPTED.
13. CURBS SHALL BE DERESSED AT LOCATIONS WHERE PUBLIC WALKS/PEDESTRIAN PATHS INTERSECT, CURB LINES AT STREET INTERSECTIONS, AND OTHER LOCATIONS AS DIRECTED FOR THE PURPOSE OF PROVIDING ACCESS BY THE HANDICAPPED. (SEE CONSTRUCTION STANDARDS FOR DETAIL.)





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: 502 W Euclid Ave – Christian Liberty Subdivision, Plat of Subdivision, Lot Size/Width Variations

PC#: 18-011 – Round 1

Date: May 14, 2018

General Comments:

The information provided is conceptual only and subject to a formal plan review.

I have reviewed the documents submitted for the Plat of Subdivision and Lot Size/Width Variations and do not have any comments.



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

Fire Safety Division



Date: 5/3/2018

P.C. Number: 18-011

Project Name: Christian Liberty Subdivision

Project Location: 502 W Euclid Ave

Planning Department Contact: Sam Hubbard, Planning and Community Development

No comments at this time.

Date May 3, 2018

Reviewed By:

Fire Safety Supervisor

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Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: May 21, 2018
Subject: 502 W Euclid Ave, P.C. #18-011



Regarding the proposed Plat of Subdivision, PW has the following comments:

1. The sump pumps must discharge to the yard, not the combined sewer.
2. There will be 3 – 1" meters required for this construction.
3. Sidewalk shall be replaced to match existing walk to north. Make adjustment to south.
4. Show how existing track and field will be modified for improvements.
5. Drainage systems without positive outflow will become maintenance concerns in the future and are not permitted.

VAHPW has no further comments at this time.

C: File

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ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-011
 Petitioner: Anthony Ciccone
903 N Ridge, Arlington Heights IL
 Owner: Church of Christian Liberty
502 W Euclid Ave
 Contact Person: Anthony Ciccone
 Address: 903 N Ridge, Arlington Heights IL
 Phone #: 630 330 7087
 Fax #: 224 735 3037
 E-Mail: aonesewer@gmail.com

P.I.N.# _____
 Location: _____
 Rezoning: _____ Current: _____ Proposed: _____
 Subdivision: ☒ _____
 # of Lots: 3 Current: 1 Proposed: _____
 PUD: _____ For: _____
 Special Use: _____ For: _____
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: _____
 # 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 _____ ☒ _____

Sanitary Sewer _____ ☒ _____

Storm Sewer _____ ☒ _____

b. Surface Improvement

Pavement _____ ☒ _____

Curb & Gutter _____ ☒ _____

Sidewalks _____ ☒ _____

Street Lighting _____ ☒ _____

c. Easements

Utility & Drainage _____ ☒ _____

Access _____ ☒ _____

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC _____

b. IDOT _____

c. ARMY CORP _____

d. IEPA _____

e. CCHD _____

YES NO COMMENTS

3. R.O.W. DEDICATIONS? _____ ☒ _____

4. SITE PLAN ACCEPTABLE? _____ ☒ _____

5. PRELIMINARY PLAT ACCEPTABLE? _____ ☒ _____

6. TRAFFIC STUDY ACCEPTABLE? _____ ☒ N/A

7. STORM WATER DETENTION REQUIRED? _____ ☒ _____

8. CONTRIBUTION ORDINANCE EXISTING? _____ ☒ _____

9. FLOOD PLAIN OR FLOODWAY EXISTING? _____ ☒ _____

10. WETLAND EXISTING? _____ ☒ _____

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: IG CONSULTING, INC.

DATE OF PLANS: 4-27-18

James J. Wall 5/16/18
 Director Date

PLAN COMMISSION PC #18-011
Christian Liberty Resubdivision
502 W. Euclid Ave
Plat of Resubdivision, Lot Size/Width Variations
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. Being a 3-lot subdivision, fee-in-lieu-of detention is acceptable. Attached is the Village's detention calculations, showing a required volume of 6,308 cubic feet. Village rate for fee-in-lieu is \$1.00/cf, so the fee will be \$6,308.00.
16. The proposed elevations for the finished garage floors are 1.1 ft below the top of foundation. Normally, we see them at 0.5' below the T/F. Is there a reason for this?
17. The T/F grade is 721.70 for all three houses. Code requires a 6" exposure of foundation, making the ground elevation at the foundations 721.20. Adjust the contour lines and grading accordingly.

18. Show driveway slopes for both private and parkway aprons. The aprons are allowed to have a 3-foot flare on both sides. Provide this information at permit submittal.
19. Provide a pavement patch detail in Ridge Avenue should be clarified with a detail in the plans. The existing pavement could be a monolithic concrete pavement with an asphalt overlay. Provide this information at permit submittal.

Plat of Resubdivision:

20. Follow the attached Final Plat of Subdivision Checklist. The elementary school district is Consolidated Community School District #25, Township High School District #214, Harper Community College District #512. Add the utility signature blocks.
21. The boundary of the subdivision must show total dimensions: for example, the east line of the subdivision must show the total of the three lot widths as a single dimension. This is item 'b' on the attached checklist. Confirm that existing and proposed dimensions match: the east lot line should be 181.49'.
22. Did the alley vacation (Doc #15089078) establish a public easement? If not, establish a 10' Public Utility and Drainage Easement (PU&DE) along the rear lot lines of each property.
23. Each lot must have a 5' Public Utility and Drainage Easement (PU&DE) along each side lot line. Between homes, this will make a 10' wide easement.

 5/16/18
James J. Massarelli, P.E. Date
Director of Engineering

Attachments:

Detention Calculation Spreadsheet (1 page)
Final Plat of Subdivision Checklist (3 pages)
Contacts for Plat Signatures (1 page)
Sample Utility Signature Blocks (1 page)
ComEd Easement Provisions (1 page)
Public Utility & Drainage Easement Provisions (1 page)

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DEVELOPMENT DEPARTMENT

Christian Liberty Resubdivision
Detention Calculation Verification PC# 18-011
Site Requirements

5/15/2018

Site Area =	0.551 Acres	Pervious=	0.248 Acres
Allowed Release Rate (Area x 0.18cfs/Ac) =	0.099 cfs	Impervious=	0.303 Acres
Weighted "C" Factor =	0.747	Water=	0.000 Acres
		Synth Turf=	0.000 Acres

A Runoff Factor "C"	B C Storm Duration		D Rainfall Intensity "I" (in/hr)	E Site Area "A" (acres)	F Inflow Rate (CxlxA) (cfs)	G Release Rate (cfs)	H Storage Rate (cfs)	J K Storage Required	
	(min)	(hrs)						(cu-ft)	(Ac-ft)
0.747	5	0.08	10.92	0.551	4.49	0.099	4.40	1266	0.029
0.747	10	0.17	10.02	0.551	4.12	0.099	4.03	2463	0.057
0.747	15	0.25	8.20	0.551	3.38	0.099	3.28	2948	0.068
0.747	30	0.50	5.60	0.551	2.30	0.099	2.21	3971	0.091
0.747	60	1.00	3.56	0.551	1.47	0.099	1.37	4919	0.113
0.747	90	1.50	2.75	0.551	1.13	0.099	1.03	5578	0.128
0.747	120	2.00	2.24	0.551	0.92	0.099	0.82	5925	0.136
0.747	180	3.00	1.62	0.551	0.67	0.099	0.57	6132	0.141
0.747	240	4.00	1.28	0.551	0.53	0.099	0.43	6161	0.141
0.747	300	5.00	1.08	0.551	0.44	0.099	0.35	6219	0.143
0.747	360	6.00	0.95	0.551	0.39	0.099	0.29	6308	0.145
0.747	420	7.00	0.83	0.551	0.34	0.099	0.24	6114	0.140
0.747	480	8.00	0.75	0.551	0.31	0.099	0.21	6039	0.139
0.747	540	9.00	0.68	0.551	0.28	0.099	0.18	5861	0.135
0.747	600	10.00	0.63	0.551	0.26	0.099	0.16	5771	0.132
0.747	660	11.00	0.59	0.551	0.24	0.099	0.14	5696	0.131
0.747	720	12.00	0.55	0.551	0.23	0.099	0.13	5503	0.126
0.747	780	13.00	0.52	0.551	0.21	0.099	0.12	5383	0.124
0.747	840	14.00	0.49	0.551	0.20	0.099	0.10	5175	0.119
0.747	900	15.00	0.46	0.551	0.19	0.099	0.09	4878	0.112
0.747	960	16.00	0.43	0.551	0.18	0.099	0.08	4492	0.103
0.747	1020	17.00	0.41	0.551	0.17	0.099	0.07	4269	0.098
0.747	1080	18.00	0.39	0.551	0.16	0.099	0.06	3987	0.092
A*D*E							F-G	C*H*3600	J/43560

Max Volume = 0.145 Acre-Ft
= 6,308 cu-ft

Orifice Computation

1) Allowed Release Rate, Q(cfs)	0.099	<u>Free Flow</u>	<u>Submerged Flow</u>
2) High Water Elevation			0.00
3) Outfall Water Elevation	-	-	0.00
4) Invert Elevation			0.00
5) Diameter of Restrictor (inch)			0
6) Cross Section Area (sq ft)	-	0.000	0.000
7) Head (ft) h =	0.00	0.00	0.00
8) Discharge Coefficient			0.00
Square Edge	0.79 - 0.82		
Round Edge	0.93 - 0.98		
Sharp Edge	0.58 - 0.64		
Projecting	0.50		

Q = C*a*(sqrt 2*g*h)

Orifice area: a = $\frac{Q}{C \cdot (\sqrt{2 \cdot g \cdot h})}$

Q (cfs) = 0.00 0.000

a(sq ft) = ##### dia(in) = #DIV/0!

Final Plat of Subdivision Checklist
Municipal Code Section 29-209(a – t)

- ☐ a. The date of preparation of the final plat and by whom prepared.
- ☐ b. The boundary of the plat, based on accurate traverse, with angles and lineal dimensions.
- ☐ c. All permanent survey monuments, markers and bench marks.
- ☐ d. Exact location, width and name of all streets within and adjoining the plat, and the exact location and widths of all cross walkways.
- ☐ e. True angles and distances to the nearest established street lines or official monuments, not less than three.
- ☐ f. Municipal, township, county and section lines accurately tied to the lines of the subdivision by distances and angles.
- ☐ g. Radii, internal angles, points and curvatures, tangent bearings and lengths of all arcs.
- ☐ h. All easements for rights of way established for public use and utilities.
- ☐ i. All lot numbers and lines, with accurate dimensions given in hundredths of feet.
- ☐ j. Accurate outlines and legal descriptions of all areas dedicated or reserved for public use, with the proposed uses indicated thereon; and all areas to be reserved by deed covenant for the common use of all property owners; together with the proposed uses indicated thereon.
- ☐ k. The text of protective covenants, approved by the Plan Commission, relating to the proposed subdivision.
- ☐ l. An endorsement by the County Clerk in the form acceptable to Cook County, that there are no delinquent, forfeited, foreclosed or purchased general taxes, or unpaid current general taxes, against the land proposed to be subdivided.
- ☐ m. A summary of all restrictions applicable to any part of such subdivision concerning building restrictions, use restrictions, building setback lines and similar matters.
- ☐ n. A deed of dedication in the form set forth in Section 29-217(a):
The Final plat shall contain a deed of dedication substantially as follows:

"We, the undersigned, (Names), owners of the real estate shown and described herein, do hereby lay off, plat and subdivide said real estate in accordance with the within plat. This subdivision shall be known and designated as (Name), an addition to the Village of Arlington Heights, Cook County. All streets and alleys and public open spaces shown and not heretofore dedicated are hereby dedicated to the public. Front and side yard building setback lines are established as shown on this plat, between which lines and the property lines of the streets, there shall be erected or maintained no building or structure. There are strips of ground, (Number) feet in width, as shown on this plat and marked 'Easement' reserved for the use of public utilities for the installation of water and sewer mains, poles, ducts, lines and wires, subject at all times to the proper authorities and to the easement herein reserved. No permanent or other structures are to be erected or maintained upon

these strips of land, but owners of lots in this subdivision shall take their titles subject to the rights of the public utilities, and to the rights of the owners of other lots in this subdivision.

(Additional dedications and protective covenants, or private restrictions, would be inserted here upon the subdivider's initiative or the recommendation of the Plan Commission or Village Board; important provisions are those specifying the use to be made of the property and, in the case of residential use, the minimum habitable floor area.)

The foregoing covenants (or restrictions), are to run with the land and shall be binding on all parties and all persons claiming under them until January 1, 20____ [25 year period is suggested], at which time said covenants (or restrictions) shall be automatically extended for successive periods of ten years unless indicated otherwise by negative vote of a majority of the then owners of the building sites covered by these covenants (or restrictions), in whole or in part, which said vote will be evidenced by a petition in writing signed by the owners and duly recorded. Invalidation of any one of the foregoing covenants (or restrictions) by judgment or court order shall in no way affect any of the other various covenants (or restrictions), which shall remain in full force and effect.

The right to enforce these provisions by injunction, together with the right to cause the removal, by due process of law, of any structure or part thereof erected or maintained in violation, is hereby dedicated to the public, and reserved to the several owners of the several lots in this subdivision and to their heirs and assigns.

WITNESS our hands and seals this ____ day of _____, 20____.

STATE OF ILLINOIS)
COUNTY OF COOK) SS.

Before me the undersigned Notary Public, in and for the County and State aforesaid, personally appeared (Names), and each separately and severally acknowledged the execution of the foregoing instrument as his or her voluntary act and deed, for the purposes therein expressed.

WITNESS my hand and notarial seal this ____ day of 20 ____.

Notary Public"

- ☐ o. A blank certificate of approval in the form set forth in Section 29-217(b).
The Final plat shall contain a certificate of approval as follows:

"Under the authority provided by 65 ILCS 5/11-12 as amended by the State Legislature of the State of Illinois and Ordinance adopted by the Village Board of the Village of Arlington Heights, Illinois, this plat was given approval by the Village of Arlington Heights AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED by the Plan Commission at a meeting held _____

Chairman

Secretary

APPROVED by the Village Board of Trustees at a meeting held _____

President

Village Clerk

APPROVED by the Village Collector

APPROVED by the Director of Engineering
_____ "

- ☐ p. A certification by a registered surveyor in the form set forth in Section 29-217(c). The Final plat shall contain a certificate signed by an Illinois Registered Land Surveyor in substantially the following form:

"I, (Name), hereby certify that I am an Illinois Registered Land Surveyor in compliance with the laws of the State of Illinois, and that this plat correctly represents a survey completed by me on (Date); that all monuments and markers shown thereon actually exist, and that I have accurately shown the materials that they are made of.

(SURVEYOR'S SEAL) Signature
Illinois Land Surveyor
No. _____ "

- ☐ q. A notarized statement from the owner indicating the school district in which each tract, parcel, lot or block lies.
- ☐ r. A certificate in the form as required by the Illinois Department of Transportation or Cook County Highway Department, respectively, when any new street or new driveway will access one of these Department's streets.
- ☐ s. The parcel index numbers of all lots contained within the plat shall be included on the plat of subdivision.
- ☐ t. A block stating "Send Tax Bill To: (Name/Address)." The actual name and address shall be provided by the developer.
- ☐ u. Provide a location to identify the address of each new lot.

The Village of Arlington Heights Municipal Code can be accessed over the internet at www.vah.com .

Contacts for Plat Signatures

Mr. Frank Gautier
Comcast Cable
688 Industrial Drive
Elmhurst, IL 60125

630/600-6348
frank_gautier@cable.comcast.com

Alternate: Martha Gieras 630/600-6352
Martha_gieras@cable.comcast.net

Ms. Mark Cozzi
ComEd
Three Lincoln Center – 4th Floor
Oakbrook Terrace, IL 60181

630/576-6530
Mark.Cozzi@ComEd.com

Ms. Kim Augustine
NICOR Gas
300 W. Terra Cotta Avenue
Crystal Lake, IL 60014

630/338-2976
kaugust@aglresources.com

Ms. Sue E. Manshum
ROW Engineer
Ameritech
2004 Miner, 1st Floor
Des Plaines, IL 60016

847/759-5603
sm9231@att.com

Mr. Greg Argetsinger
VPGM of Illinois
WOW Internet Cable
1674 Frontenac Road
Naperville, IL 60563-1757

630/536-3121
Tom Gebens
630/536-3153
Brian Herd
630/669-5227

Mr. Jonathan Karabowicz
IDOT Permits
201 W. Center Court
Schaumburg, IL 60196

847/705-4149

Mr. Michael Sterr, P.E.
Permit Office
Cook County Highway Department
69 West Washington Street
23rd Floor, Suite 2354
Chicago, IL 60602

312/603-1670

Sample Signature Blocks

COMMONWEALTH EDISON COMPANY
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

AMERITECH/SBC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

NICOR GAS
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

COMCAST CABLE
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

WIDE OPEN WEST, LLC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

EASEMENT PROVISIONS

An easement for serving the subdivision and other property with electric and communication service is hereby reserved for and granted to

Commonwealth Edison Company
and
SBC Telephone Company, Grantees,

their respective licensees, successors and assigns jointly and severally, to construct, operate, repair, maintain, modify, reconstruct, replace, supplement, relocate and remove, from time to time, poles, guys, anchors, wires, cables, conduits, manholes, transformers, pedestals, equipment cabinets or other facilities used in connection with overhead and underground transmission and distribution of electricity, communications, sounds and signals in, over, under, across, along and upon the surface of the property shown within the dashed or dotted lines (or similar designation) on the plat and marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E" (or similar designation), the property designated in the Declaration of Condominium and/or on this plat as "Common Elements", and the property designated on the plat as "common area or areas", and the property designated on the plat for streets and alleys, whether public or private, together with the rights to install required service connections over or under the surface of each lot and common area or areas to serve improvements thereon, or on adjacent lots, and common area or areas, the right to cut, trim or remove trees, bushes, roots and saplings and to clear obstructions from the surface and subsurface as may be reasonably required incident to the rights herein given, and the right to enter upon the subdivided property for all such purposes. Obstructions shall not be placed over Grantees' facilities or in, upon or over the property within the dashed or dotted lines (or similar designation) marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E" (or similar designation) without the prior written consent of Grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof.

The term "Common Elements" shall have the meaning set forth for such term in the "*Condominium Property Act*", Chapter 765 ILCS 605/2(c), as amended from time to time.

The term "common area or areas" is defined as a lot, parcel or area of real property, the beneficial use and enjoyment of which is reserved in whole or as an apportionment to the separately owned lots, parcels or areas within the planned development, even though such be otherwise designated on the plat by terms such as "outlots", "common elements", "open space", "open area", "common ground", "parking" and "common area". The term "common area or areas", and "Common Elements" include real property surfaced with interior driveways and walkways, but excludes real property physically occupied by a building, Service Business District or structures such as a pool, retention pond or mechanical equipment.

Relocation of facilities will be done by Grantees at cost of the Grantor/Lot Owner, upon written request.

PUBLIC UTILITY AND DRAINAGE EASEMENT PROVISIONS

A PUBLIC UTILITY AND DRAINAGE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF ARLINGTON HEIGHTS ("VILLAGE") AND IT'S FRANCHISEES, THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, FOR ALL AREAS HEREON PLATTED AND DESIGNATED AS "PUBLIC UTILITY AND DRAINAGE EASEMENT" (PU&DE), TO CONSTRUCT, INSTALL, RECONSTRUCT, REPAIR, REMOVE, REPLACE, INSPECT, MAINTAIN, AND OPERATE UTILITY TRANAMMISSION AND DISTRIBUTION SYSTEMS AND LINES IN, UNDER, OVER, ACROSS, ALONG, AND UPON THE SURFACE OF SAID EASEMENT, INCLUDING WITHOUT LIMITATION, WATER MAINS, STORMWATER RUNOFF, STORM SEWERS, SANITARY SEWERS, GAS MAINS, TELEPHONE CABLES, ELECTRICAL LINES, AND CABLE TELEVISION. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEE'S FACILITIES OR IN, UPON, OR OVER THE PROPERTY IDENTIFIED ON THIS PLAT AS "PUBLIC UTILITY AND DRAINAGE EASEMENT" WITHOUT THE PRIOR WRITTEN CONSENT OF THE GRANTEES. NO ENCROACHMENT OF ANY KIND SHALL BE ALLOWED WITHIN SAID EASEMENT UNLESS THE VILLAGE DETERMINES THAT SAID ENCROACHMENT SHALL NOT INTERFERE WITH THE PROPER FUNCTIONING OF SUCH UTILITY FACILITIES, INCLUDING STORMWATER RUNOFF, SUCH AS ENCROACHMENT BY NON-INTERFERING GARDENS, SHRUBS, AND OTHER LANDSCAPE MATERIAL. THE VILLAGE AND IT'S FRANCHISEES WITH PERMITS FROM THE VILLAGE MAY ENTER UPON SAID EASEMENT FOR THE USES HEREIN SET FORTH AND HAVE THE RIGHT TO CUT, TRIM, OR REMOVE ANY TREES, SHRUBS, OR OTHER PLANTS WITHIN THE AREAS DESIGNATED "PUBLIC UTILITY AND DRAINAGE EASEMENT" WHICH ENCROACH ON AND INTERFERE WITH THE CONSTRUCTION, INSTALLATION, RECONSTRUCTION, REPAIR, REMOVAL, REPLACEMENT, MAINTENANCE, AND OPERATION OF THE TRANSMISSION AND DISTRIBUTION SYSTEMS AND SUCH FACILITIES APPURTENANT THERETO.

FOLLOWING ANY WORK TO BE PERFORMED BY THE VILLAGE OR BY VILLAGE FRANCHISEES WITH PERMITS FROM THE VILLAGE, IN THE EXERCISE OF THE EASEMENT RIGHTS GRANTED HEREIN, SAID ENTITIES SHALL MAKE SURFACE RESTORATIONS, INCLUDING BUT NOT LIMITED TO THE FOLLOWING: BACKFILLING ANY TRENCH, RESTORE CONCRETE AND ASPHALT SURFACES, TOPSOIL AND SEED, REMOVE EXESS DEBRIS, MAINTAIN AREA IN A GENERALLY CLEAN AND WORKMANLIKE CONDITION. ALL SAID RESTORATION SHALL BE COMPLETED IN ACCORDANCE WITH VILLAGE STANDARDS.

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Christian Liberty Subdivision
502 W Euclid Road
Plat of Subdivision

Round 1 Review Comments

05/14/2018

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?

High volume of traffic during drop off and pick up times or events, which may later be a concern / complaint of home buyers.

4. Traffic accidents at particular location?

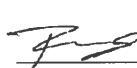
This is not a problem area in relation to traffic accidents.

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

Nothing further.

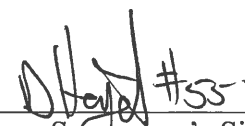
6. General comments:

Nothing Further.

 #202

Brandi Romag, Crime Prevention Officer
Community Services Bureau

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MAY 15 2018
**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

 #551

Supervisor's Signature

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# _____
Petitioner: <u>Anthony Ciccone</u>	Location: _____
<u>903 N Ridge, Arlington Heights IL</u>	Rezoning: _____ Current: _____ Proposed: _____
_____	Subdivision: <u>✓</u>
Owner: <u>Church of Christian Liberty</u>	# of Lots: <u>3</u> Current: <u>1</u> Proposed: _____
<u>502 W Euclid Ave</u>	PUD: _____ For: _____
_____	Special Use: _____ For: _____
Contact Person: <u>Anthony Ciccone</u>	Land Use Variation: _____ For: _____
Address: <u>903 N Ridge, Arlington Heights IL</u>	_____
_____	Land Use: _____ Current: _____
Phone #: <u>630 330 7087</u>	Proposed: _____
Fax #: <u>224 735 3037</u>	Site Gross Area: _____
E-Mail: <u>aonesewer@gmail.com</u>	# of Units Total: _____
_____	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. GENERAL COMMENTS:

No comments at this time.

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MAY 04 2018
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DEVELOPMENT DEPARTMENT

Sean Freres, LEHP AA 5/3/18
Environmental Health Officer Date

James McCalister AM 5/3/18
Director Date

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# _____
Petitioner: <u>Anthony Ciccone</u>	Location: _____
<u>903 N Ridge, Arlington Heights IL</u>	Rezoning: _____ Current: _____ Proposed: _____
Owner: <u>Church of Christian Liberty</u>	Subdivision: <u>✓</u>
<u>502 W Euclid Ave</u>	# of Lots: <u>3</u> Current: <u>1</u> Proposed: _____
Contact Person: <u>Anthony Ciccone</u>	PUD: _____ For: _____
Address: <u>903 N Ridge, Arlington Heights IL</u>	Special Use: _____ For: _____
Phone #: <u>630 330 7087</u>	Land Use Variation: _____ For: _____
Fax #: <u>224 735 3037</u>	Land Use: _____ Current: _____
E-Mail: <u>aonesewer@gmail.com</u>	Proposed: _____
	Site Gross Area: _____
	# of Units Total: _____
	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

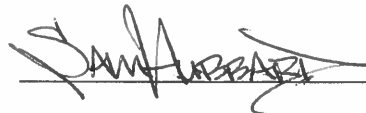
(Petitioner: Please do not write below this line.)

YES NO

1. X _____ COMPLIES WITH COMPREHENSIVE PLAN?
2. X _____ COMPLIES WITH THOROUGHFARE PLAN?
3. X _____ VARIATIONS NEEDED FROM ZONING REGULATIONS?
(See below.)
4. X _____ VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
(See below.)
5. X _____ SUBDIVISION REQUIRED?
6. X _____ SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
(See below.)

Comments:

Please see attached comments #7 thru #16.



5-17-18

Date



Planning & Community Development Dept. Review

May 16, 2018

REVIEW ROUND 1

Project: 502 W. Euclid Ave.
Proposed Subdivision

Case Number: PC 18-010

General:

7. The following approvals have been requested:
 - a. **Preliminary and Final Plat of Subdivision.**
 - b. **Variation to Chapter 28, Section 5.1-3.4, Minimum Lot Size, to reduce the minimum allowable lot size from 8,750 square feet to 7,999 square feet.**
 - c. **Variation to Chapter 28, Section 5.1-3.5, Minimum Lot Width At Building Line, to reduce the minimum allowable lot width from 70 feet to 60.39 feet.**
 - d. **Variation to Chapter 29, Section 29-307a.1, Residential Lot Standards, to reduce the minimum allowable lot size from 8,750 square feet to 7,999 square feet.**
 - e. **Variation to Chapter 29, Section 29-307b.1, Residential Lot Standards, to reduce the minimum allowable lot width from 70 feet to 60.39 feet.**
8. 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.
9. Please note that final engineering must be approved by the Engineering Dept. no less than one week prior to appearance before the Plan Commission, which will include the payment of all applicable engineering fees and the provision of all surety bonds, public improvement deposits, and maintenance guarantees. If this requirement cannot be met, you can proceed with Preliminary Plat approval with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval.
10. School, Park, and Library contributions will be required prior to the issuance of a building permit for each lot within the subdivision.
11. A Design Commission application will be required for any new construction on each lot within the subdivision.
12. Are any Covenants, Conditions, or Restrictions proposed for this subdivision?
13. Please ensure that all plans resubmitted as a result of the Round 1 Department review comments include a revision date.

Final Plat of Subdivision:

14. Front yard setbacks in the R-3 District are based on the average of the setbacks of the existing homes on the

frontage. Please provide an exhibit showing the existing front yard setback of the homes at 825, 827, and 833 N. Ridge Avenue.

15. Please revise the 25' front yard setback so that it is the average of the front yard setbacks of the existing homes on the frontage, as outlined above. At end of the word "SETBACK" for the front yard setback on each lot, there should be an asterisk, which should reference a note elsewhere on the plat that reads "The actual required front yard building setback line may be less than or greater than XX' as prescribed in the Arlington Heights Municipal Code. Specifically, Section 5.1-3.6(a) of Chapter 28 allows the front yard setback to be calculated based on the average of the existing front yard setbacks of the frontage when 40% or more of the frontage is developed with front yards of more than 15 feet in depth. If this code section is no longer applicable, the required setback shall be based on current code requirements." Please note that XX should be the average of the existing setback (XX was used in these comments because you have not provided that average yet).
16. If you're proceeding with the combination of preliminary/final plat of subdivision process into one meeting with the Plan Commission, please revise the Plat of Subdivision to read "Final" not "Preliminary". If all items necessary for Final Plat of Subdivision approval have not been received by June 20th (as outlined in comment #8 and #9), then a copy of the plat reading "Preliminary" must be provided on June 21st.

Prepared by: 

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C.
 Petitioner: Anthony Ciccone
 903 N Ridge, Arlington Heights IL
 Owner: Church of Christian Liberty
 502 W Euclid Ave
 Contact Person: Anthony Ciccone
 Address: 903 N Ridge, Arlington Heights IL
 Phone #: 630 330 7087
 Fax #: 224 735 3037
 E-Mail: aonesewer@gmail.com

P.I.N.#
 Location:
 Rezoning: Current: Proposed:
 Subdivision: ☒
 # of Lots: 3 Current: 1 Proposed:
 PUD: For:
 Special Use: For:
 Land Use Variation: For:
 Land Use: Current:
 Proposed:
 Site Gross Area:
 # of Units Total:
 1BR: 2BR: 3BR: 4BR:

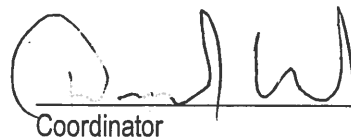
(Petitioner: Please do not write below this line.)

LANDSCAPE & TREE PRESERVATION:

	YES	NO
1. Complies with Tree Preservation Ordinance		X
2. Complies with Landscape Plan Ordinance	N/A	
3. Parkway Tree Fee Required (See below.)	X	

Comments:

A tree survey must be provided which indicates the location, size and species (both scientific and commons names) and condition, located on each parcel with a trunk size of 3" caliper or greater for any tree that may be impacted by the proposed subdivision.

 5/15/18
 Coordinator Date



Consulting Civil Engineers • Planners • Land Surveyors

June 6, 2018

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

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JUN 06 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

RE: CHRISTIAN LIBERTY SUBDIVISION PC # 18-011 (IG 18448)

Dear Mr. Hubbard.

Enclosed please find 4 sets of revised development plans (3-24x36 and 1-Half Size) dated 6-6-18, 4 copies of the Final Plat of Subdivision (3-24x36 and 1-Half Size) dated 6-6-18 and 4 copies of a Building Setback Exhibit. Department comments from a Village review letter dated 5-14-18 and a memo from Public Works dated 5-21-18 have been addressed and included with this submittal, for final engineering approval.

As requested, we have included the following revisions:

Fire Safety Division
No Comments

Engineering

- 1-10. Engineering Checklist requirements met.
11. Noted and Understood.
12. The developer stated that an Engineer's Estimate of Probable Cost was not necessary. This was conveyed to the developer, by the Village.
13. Engineering plans referenced to state plane coordinate system. Please see cover sheet.
14. Noted and understood. Final Plat of Subdivision enclosed for review.
15. Fee-in-lieu-of detention will be paid for by the developer.
16. Based upon surrounding existing grades and elevation relationships between the front (street) and rear lots, the top of foundation elevations were assigned to provide proper drainage for all three lots. To provide reasonable driveway slopes, the garage floors were lowered an additional 6 inches. The developer is aware of this and accepts the design.

300 Marquardt Drive, Suite 101, Wheeling, IL 60090

847.215.1133 • e-mail: ig@igconsulting.net • F: 847.215.1177

17. Grades and contours adjusted to provide 6-inches of exposure to the foundation.
18. Driveway and apron slopes provided.
19. Pavement patch detail provided. Monolithic pavement confirmed by the developer.

Plat of Resubdivision

20. Plat of Subdivision Checklist followed. The listed school districts added to plat.
21. Total dimensions indicated on plat
22. A search of Document 15089078 was conducted. According to county records, there were no documents found, under the given number. A 10 foot utility easement was added to the plat.
23. 5-foot Public Utility and Drainage Easement added to each side lot line.

Fire Department

No Comments

Police Department

2. The developer shall meet lighting requirements for each building, per Village code.

Health Services

No Comments

Planning and Community Development

7. a. through e: The developer of the property is aware and understands the requests for approval.
8. Noted and Understood. A draft copy of the Final Plat of Subdivision is enclosed for review.
- 9-12. Shall be handled by the developer.
13. Revision date added to revised plans.
14. Front yard setback averaged. Please see exhibit of existing home setbacks.
15. Setbacks noted with asterisk and note included on plat.

Mr. Sam Hubbard
June 6, 2018
Page 3

16. Plat is noted as "Final", not preliminary. "Preliminary" will be added, if subdivision approval is not met by June 20.

Landscape and Tree Preservation

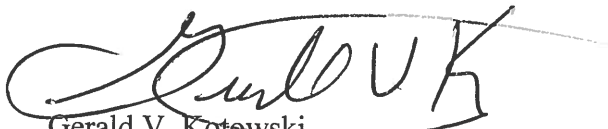
1. Tree Survey provided and listed on sheet 2, Existing Conditions and Tree Preservation Plan.

Public Works

1. A note was added to the development plan indicating that sunmp pumps will discharge into the on-site sewer systems.
2. Developer is aware if the 1" meter for each lot.
3. Sidewalk relocated to match the existing walk to the north and reconnects to the existing offset walk to the south. Please see plan.
4. A note was added to the site clearing plan to sawcut full depth, six inches beyond the property line, into the school property, to disconnect onsite pavement from the school's existing running track. The existing track will remain, without modifications.
5. The proposed storm sewer and dry well system has been reviewed and approved, by the Village Engineer, for use on this site.

Please include our file number 16153 on any further correspondence. If there are any questions, please do not hesitate to contact us.

Very truly yours,
IG Consulting, Inc.



Gerald V. Kotowski
Senior Project Engineer

Encl:
G:\IG\16\16153\Corresp\Hubbard Response Letter.doc

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works 
Date: June 12, 2018
Subject: 502 W Euclid Ave, P.C. #18-011 – Round 2

Regarding the proposed Plat of Subdivision, PW has the following comments:

1. Geotextile fabric needs to surround CA-7 backfill in dry wells to eliminate fines from washing into stone.
2. A maintenance plan for the dry wells needs to be created and approved by the Village. Once approved a copy needs to go to any new homeowner and the Village copied when new homeowner receives it.

VAHPW has no further comments at this time.

C: File

RECEIVED

JUN 13 2018

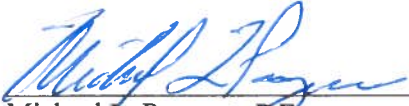
**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

PLAN COMMISSION PC #18-011
Christian Liberty Resubdivision
502 W. Euclid Ave
Plat of Resubdivision, Lot Size/Width Variations
Round 2

24. The response by the petitioner to comments #11-19, 21 & 23 are acceptable.

Plat of Resubdivision:

25. The response provided by the petitioner to Comment #20 is noted. The following items from the checklist still need to be addressed:
- a. Item f: Tie the subdivision to township section lines.
 - b. Item l: Add a signature block for the County Clerk.
 - c. Item o: The certificate is incomplete. See the checklist. This will replace the signature blocks shown on the left third of the second page of the plat.
 - d. Item s: Include the PIN numbers of the existing parcels.
26. The response provided by the petitioner to Comment #22 is noted. Since nothing could be found for Doc #15089078, the Doc number might be #15089076, as noted in e-mail correspondence with the surveyor on May 31, 2018. This document number should also be searched.

 6/13/18
Michael L. Pagones, P.E. Date
Interim Director of Engineering

Attachment:

Final Plat of Subdivision Checklist (3 pages)

Note: Fee-in-lieu will be \$6,308.00



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.

Signature

(SURVEYOR'S SEAL)

Illinois Land Surveyor
No. _____ "

- ☒ q. A notarized statement from the owner indicating the school district in which each tract, parcel, lot or block lies.
- ☒ r. A certificate in the form as required by the Illinois Department of Transportation or Cook County Highway Department, respectively, when any new street or new driveway will access one of these Department's streets.
- ☒ s. The parcel index numbers of all lots contained within the plat shall be included on the plat of subdivision.
- ☒ t. A block stating "Send Tax Bill To: (Name/Address)." The actual name and address shall be provided by the developer.
- ☒ u. Provide a location to identify the address of each new lot.

The Village of Arlington Heights Municipal Code can be accessed over the internet at www.vah.com .

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

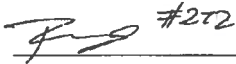
DEPARTMENT PLAN REVIEW SUMMARY

Christian Liberty Subdivision
502 W Euclid Road
Plat of Subdivision

Round 2 Review Comments

06/12/2018

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

 #557

Supervisor's Signature

RECEIVED
JUN 13 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Planning & Community Development Dept. Review

June 12, 2018



REVIEW ROUND 2

Project: 502 W. Euclid Ave.
Proposed Subdivision

Case Number: PC 18-011

General:

17. The response to comments # 7, #9-#12, and #14 are acceptable.
18. The response to comment #8 is noted. Please note that the Final Plat as printed on mylar and with all signatures (except Village signatures) must be provided no later than noon on Thursday, June 21st. If this obligation cannot be met, an electronic copy of the plat must be provided by Friday, June 22nd by noon, which copy shall be revised to read "Preliminary Plat".
19. The response to comment #13 is noted. Please continue to provide revisions dates on all revised documents.
20. The response to comment #15 is noted. In May the Village revised the Municipal Code. As such, the section number referenced in the language associated with the asterisk has been changed to 5.1-3.2(b). Please make this change within the asterisk language.
21. The response to comment #16 is noted. Please see #18 above.

Final Plat of Subdivision:

22. Please alter the Plan Commission Certificate on the left hand side of page 2 of the plat to follow the language as outlined in Section 29-217(b) of the Chapter 29 of the Municipal Code. Make sure this section includes a signature line for the secretary. The portion of the certificate that appears underneath the WOW signature block is duplicative and therefore can be removed once the Plan Commission Certificate on the left and side of the plat has been updated to include the correct language
23. The deed of dedication should have a title (Deed of Dedication). You can remove paragraphs #2 and #3 from the deed of dedication as the subdivider is not proposing and covenants or additional restrictions.
24. Per Section 29-209 of Chapter 29, an endorsement block for the County Clerk is required. Please add this to page 2 of the plat.
25. The existing PIN's for the property must be incorporated on the Plat. Please add these to the top right hand corner of page 1 of the Plat.

Prepared by:

Sam J. Kozak

Christian Liberty Subdivision
502 W. Euclid Avenue
PC 18-011
June 19, 2018

Landscape Comments

- 1) The existing trees are in fair to poor condition and it was noted that the driveways and utilities will potentially conflict with the trees. In addition, the sidewalk relocation will conflict with the trees.
- 2) The developer is responsible for the removal of the existing trees and providing the three inch caliper replacement trees. The species will be determined by the Village. The landscape plan identifies six trees and after review of the proposed spacing please reduce the number of parkway trees to five.



Consulting Civil Engineers • Planners • Land Surveyors

June 14, 2018

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

RE: CHRISTIAN LIBERTY SUBDIVISION PC # 18-011 (IG 18448)

Dear Mr. Hubbard.

Enclosed please find 1 draft copy of the revised Final Plat of Subdivision dated 6-13-18, one copy of Engineering drawings dated 6-13-18 and one copy of a Maintenance Plan dated 6-13-18. Department comments from a Village review letter dated 6-12-18 have been addressed and included with this submittal, for final engineering approval.

As requested, we have included the following revisions:

Public Works

1. Permeable geotextile fabric added to detail, surrounding CA-7 backfill.
2. Maintenance Plan enclosed.

Plat of Resubdivision

25. Checklist items Addressed.
 - a. Subdivision tied to township section lines.
 - b. County Clerk signature block added to plat.
 - c. Plan Commission Certificate revised as indicated in the checklist.
 - d. PIN numbers added to the plat.
26. Both numbers, 15089078 and 15089076 were researched and no documents were found for either number.

Planning and Community Development

18. Noted and understood.
19. Revision dates provided with each submittal.
20. Language changed within asterisk language.

Final Plat of Subdivision

300 Marquardt Drive, Suite 101, Wheeling, IL 60090

847.215.1133 • e-mail: ig@igconsulting.net • F: 847.215.1177

Mr. Sam Hubbard

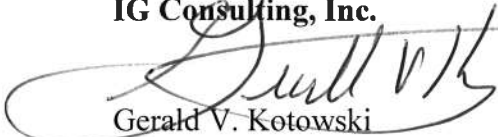
June 14, 2018

Page 2

- 22. Plan Commission Certificate corrected.
- 23. Deed of Dedication title added. Paragraphs 2 and 3 removed.
- 24. County Clerk signature block added.
- 25. Existing PINs added to page one of the plat. PINs are at the top right hand corner of the plat.

Please include our file number 18448 on any further correspondence. If there are any questions, please do not hesitate to contact us.

Very truly yours,
IG Consulting, Inc.

A handwritten signature in black ink, appearing to read "Gerald V. Kotowski", is written over a horizontal line.

Gerald V. Kotowski
Senior Project Engineer

Encl:

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