Village of Arlington Heights
Plan Commission
Board Room, 3rd Floor
33 S. Arlington Heights Rd.
June 23, 2021
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III APPROVAL OF MINUTES

A. Hawkeye Chiropractic - 5/26/21

B. Chapter 28-29 Amendment, Arlington Racecourse - 6/9/21

IV. PUBLIC HEARINGS

A. Hiding Place Banquet Hall - 1863 W. Central Rd. - PC#21-008
Special Use Permit for a Banquet Hall

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

C. Mini-Golf - 955 W. Dundee Rd. - PC#21-011
SUP for Restaurant & Amusement Facility, Large

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.

Plan Commission
6/23/2021

Item: Hawkeye Chiropractic - 5/26/21

Department: Planning & Community Development

ATTACHMENTS:

Description	**Type**
Hawkeye Chiropractic - 5/26/21	Minutes

PLAN
_____
_____
_____

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

COMMISSION

RE: HAWKEYE CHIROPRACTIC - 1650 SOUTH ARLINGTON HEIGHTS - PC #21-006
PLANNED UNIT DEVELOPMENT, REZONING FROM R-1 TO O-T, VARIATIONS

REPORT OF PROCEEDINGS had before the Village of

Arlington Heights Plan Commission Meeting held virtually which permits the public to fully

participate via the computers or using their phones, on the 26th day of May, 2021

at the hour of 9:00 p.m.

MEMBERS PRESENT:

SUSAN DAWSON, Chairperson
BRUCE GREEN
LYNN JENSEN
MARY JO WARSKOW
JAY CHERWIN
JOHN SIGALOS
JOE LORENZINI
TERRY ENNES

ALSO PRESENT:

SAM HUBBARD, Development Planner

CHAIRPERSON DAWSON: So, we do have another petition on the agenda. It is Hawkeye Chiropractic.

Do we still have them with us given all of our technological challenges?

MR. HUBBARD: Let's see. I do still see the Petitioners for that project here. Thankfully, they have stuck around. We appreciate it, and so I will be bringing them in.

COMMISSIONER CHERWIN: Chair Dawson, I would just like to let you know I'm going to cut off at this point. We have a quorum, and I see a potential conflict because I know my firm had represented Hawkeye Chiropractic I think in the past on earlier plan review committees and everything. So, my preference would be to abstain from this and recuse myself.

CHAIRPERSON DAWSON: Sure, absolutely.

COMMISSIONER CHERWIN: All right, thank you.

CHAIRPERSON DAWSON: Thanks for joining us, Jay.

COMMISSIONER CHERWIN: Yes.

CHAIRPERSON DAWSON: All right, do we have all of the Petitioners with us that will be speaking this evening? Nod your head please or unmute and say yes.

Okay, so have all public notices been given, Sam?

MR. HUBBARD: Yes, yes.

CHAIRPERSON DAWSON: All right. Okay, I need to swear in the Petitioners, so if you can please take yourself off mute?

(Witness sworn.)

CHAIRPERSON DAWSON: Jason, I don't know but I couldn't hear you.

(Witness sworn.)

CHAIRPERSON DAWSON: There you are. Okay, terrific.

Petitioners, why don't you begin your petition? Thank you.

MR. BERGWERFF: Okay, why don't I share my screen?

Okay, does everybody see that okay?

(Chorus of yeses.)

MR. BERGWERFF: All right, first off, thank you guys so much for continuing the meeting so that, despite the difficulties so that we could continue.

A little bit of background on this. For those of you who are not aware, Hawkeye Chiropractic is the chiropractic office that has been operating at 1401 South Arlington Heights Road, about a third of a mile north of the new proposed location. It was bought out by the current doctor right now a few years back, I can't remember off the top of my head how many years ago it was. Since then, it has done very well and the doctor would like to move, with his lease being up next year, he'd like to move to a new location, like I said, just about a third of a mile down the street.

So, if you can orient yourself on the site, this is the location, just east of, excuse me, just west of East Council Trail Road. I do want to note that the red line that you see is not actually the property line as it does not overlap and we're not cutting into the asphalt of the East Zion Christian Church.

Jumping down, I wanted to note on the topography of the site, it is overall very flat. There's approximately a one-percent grade difference from the front setback. As we build on the site, that will be leveled up a little bit, and then all the stormwater will be managed away from any of the adjacent properties or Arlington Heights Road.

This is the property line, so as you can see, I don't know if you can see my mouse or not, but it does not overlap with the asphalt that's up in there, so we disrupting that drive at the church.

Here's the site of our preliminary engineering plan that we have gone back and forth with the Plan Commission and other departments within the Village, and a number of changes to accommodate the requests of the department. The primary variance that we are requesting would be for the trash enclosure to set in front of the building right here. The trash enclosure is designed to blend in with the building. We're using the same material, the same brick material that's on the building. The Design Commission noted that it was designed nicely and they had approved it.

The Plan Commission or one of the departments had requested that we add an island on the east side of it and add an additional landscaping to allow for more screening, still that this should not present any aesthetic issues. The reason why we are placing it there is from a functional standpoint and from a width of the property standpoint, having it on the south side of the building isn't practical. So, even from the, the garbage truck also, it's easier for them to turn in and collect the garbage where it's at rather than on the lower back side of the building.

One of the other variances requested is a change in zoning. It's currently zoned for residential use and this project is requesting that it be changed to O-T.

Jumping now, during the Plan Commission review, one of the things requested was that, it was initially thought that we wouldn't need room for a fire truck, but we had to adjust the site plan to allow for one. The diagram of that is shown here.

This is our landscaping plan. So, in keeping with the requirements from the Village, we are adding all ground cover, bushes and trees as required.

Here's an example, or here is the space plan of the side of the office that the chiropractor will be operating out of. The whole building is about a net square feet of 5,400 approximately, and his suite will be a little over 3,000 square feet. The adjacent suite that is currently empty with no tenant yet is just over 2,000 square feet. The doctor does have a relationship with a dentist that potentially could build that out at some point. But if that doesn't take place, then the goal would be to have another healthcare provider.

This is the front elevation. Just taking note of some of the things that we changed from a design standpoint to accommodate the requests of the Design Commission, they wanted this entrance to stand out a little bit more. So, we added a canopy to match this canopy here as well. They didn't have a preference for the grills that we had on the windows, so we modified those as they requested to a style that they wanted. We added a vent per their request and we changed it per their request, and we added a soldier course of brick above the windows per their request.

This is another look at the sides of the building. These are your architectural diagrams. The computer is operating a little bit slowly right now.

The project timeline on this, so with the hope of approval from you guys and then ultimately the Board, we'd like to go on for permit review in June, start construction in August, and then construction would take us up until March and potentially into April, depending on the timeline of things and weather.

That's the brief diagram of the practice and the project for it. Any questions, please let me know.

Oh, I would -- sorry, go ahead.

CHAIRPERSON DAWSON: Sorry, I was just -- you go ahead.

MR. BERGWERFF: I did want to note that there was a traffic study to confirm whether or not there would be a necessary traffic light and/or a new turn lane on the south side of Arlington Heights. It was determined that those are not necessary. IDOT does have that traffic study, and we are also working with them to try to gain approval on an encroachment on to their right-of-way with our stormwater detention and for restricted access at the driveway. We don't have approval from them yet; however, if they don't approve, then we do have an alternate site plan that doesn't affect the overall layout or anything else that you guys are deciding here if you do need to go there.

With that, I'll hand it over to you guys.

CHAIRPERSON DAWSON: Okay, great. So, thank you for the presentation. There is a Staff report. Have you reviewed the Staff report? There are some conditions included. Are you in agreement with those conditions?

MR. BERGWERFF: Just for the record, I would like to note that the condition of having a cross access between the two properties, between the church parking lot and the Hawkeye parking lot, our client does object to that; however, not to disrupt or change you guys' decision. So, the church property is for sale. If that property gets purchased, our client would try to negotiate a way from having to do the cross access, but understanding that it may be a requirement and at their expense.

CHAIRPERSON DAWSON: Okay, understood. So, I'm sure there will be questions related to the cross easement as we move forward. Thank you.

Sam, you have a Staff presentation for us.

MR. HUBBARD: I do, yes. Bear with me for a moment, I'll bring that up.

Okay, so the Petitioner is before you this evening for a few specific zoning actions, specifically they're requesting to build a multi-tenant 5,470 square-foot medical office building on the subject property. The property is zoned R-1 which is a One Family Residential District, and it does not allow medical office buildings. So, they do have to rezone the site from the R-1 district to the O-T district which is the Office-Transitional district. The O-T district is meant, as the title of the district is called, as a transition between residential single-family areas and more commercial areas where, you know, major vehicular thoroughfares go through the Village. So, this is really the appropriate designation for the proposed use. It's compatible with the Comprehensive Plan which designates this property as suitable for offices only.

The second layer of zoning approval needed is a planned unit development. This is because all developments within the O-T district are required to develop as a PUD.

The third request is for a variation for a six-foot tall, solid fence in the front yard. This is in reference to the dumpster enclosure that you heard about that's located in front of the building. Fences, dumpster enclosures in front of a building are classified as a fence and are only allowed to be three-foot tall maximum and have to be open. So, a six-foot tall, solid masonry wall requires a variation.

Again, there are a few actions that the Petitioner has undertaken to get them to the point they're at this evening. They appeared before the Conceptual Plan Review earlier this year. The Conceptual Plan Review Committee was generally supportive of the

concept, they were receptive to seeing a redevelopment here. The site has been vacant for several years, and they were open to the possibility of a medical office building. There was a little bit of discussion on cross access and we'll touch on that later on this evening.

On March 30th, the Petitioner appeared before the Design Commission. They did get a unanimous recommendation of approval subject to several, you know, minor modifications as the Petitioner has outlined. They have made those changes and they are compatible with the Design Commission recommendation at this point.

Finally, the Petitioner did hold a neighborhood meeting on May 17th. There were three individuals that attended. According to the Petitioner, their concerns mainly related to stormwater impacts, noise from a future tenant in the vacant tenant space, and landscape buffering for the proposed use.

Here you'll see a site aerial. This is looking north over Arlington Heights Road. To the south of the property which is the bottom of the screen is the Park Place Condominium development. To the north of the property is the Zion Christian Church. They are the individuals that own the subject property and they are going to be selling the property to the Petitioner. I've also reached out to them and they have indicated that they would like to sell their church property as well, and so they are, you know, making steps to do that. On the east is an office building and a memory care facility, and to the west are single-family homes.

I'll briefly touch on the configuration of Arlington Heights Road in this area. You have two lanes that travel northbound, but there is a center median. It is occupied by a mountable median, so northbound cars can pull off onto the median here and will be able to make a left-turn movement into the site. On southbound Arlington Heights Road, it's two lanes of travel southbound, and then there's a dedicated left-turn lane for movements onto Council Trail.

IDOT has done a preliminary review of the development and they are recommending restricting access here to three-quarters access. So, it would be right-in and right-out on southbound Arlington Heights Road, and then northbound Arlington Heights Road it would be left in only. You would not be able to take a left out of the development per IDOT requirements.

Here's the site plan for the project. It does comply with all setback and bulk requirement regulations of the O-T district. As you've heard, the dumpster enclosure location here requires a variation. The Staff Development Committee is not supportive of the variation and we are recommending that the enclosure be relocated to the side of the building. We believe that it may make most sense here. You know, we'd be okay if it was sited up there, if the Petitioner was able to find a way to do that, we'd be open to that. But we do not believe the location in front of the building is appropriate. We don't think there are any unique circumstances that exist on the site to justify the variation. We believe it would alter the essential character of the locality, and I would note that the medical office building across the street as well as the memory care facility across the street both have their dumpster enclosures located behind the rear of the building when viewed from Arlington Heights Road.

So, the Staff Development Committee is recommending denial of that variation request. Moving it to the side of the building would provide, you know, a lot better screening. It would also be code compliant in this location, and it would free up space for three additional parking spaces.

Relative to landscaping, the Petitioner has provided a landscape

plan that meets or exceeds landscaping in certain areas. One item that Staff is asking for modifications on is the landscaping on this southern property line. The Petitioner has proposed a dense row of viburnums, but they don't really provide the year round screening that the Landscape Code requires. Landscape Code would require further screening along the southern property lines with this dense screen to comply with code requirements. So, we're recommending a condition of approval that the viburnum be substituted with an evergreen species that would allow for more of a year round screen and that screen be extended, more dense in this location and this location to provide a full screening as code requires to the south.

I would note that they are going to be removing a lot of the existing volunteer growth that's in this location that provides somewhat of a natural screen, but the quality of the trees there, the condition of the trees is not the greatest. So, most of that vegetation will be removed, although the Petitioner is exploring the possibility of keeping some of the larger trees in better condition and incorporating them into their landscape plan.

I would note, too, that there is an existing solid fence along the rear property line which complies with the screening requirements. But at the request of Staff, the Petitioner has added seven additional trees along the rear property line to enhance the screen. As those trees grow and mature, it will provide for a better buffer of the rear of this building from the single-family homes just to the west.

One thing that needs to be mentioned is the stormwater requirements from IDOT which were outlined in the Staff report, but there are two basins proposed at the front of the site, you can see them highlighted in yellow here. IDOT requires these basins to be set back a certain distance from the street. This is not a Village requirement, this is an IDOT requirement. These detention basins meet the Village codes and regulations, but IDOT has stipulations for how far these need to be from a right-of-way under their jurisdiction. The proposed basins do not meet that requirement.

So, the Petitioner has asked for relief from IDOT which may come or it may not come, but we're not going to know whether or not that relief has been granted most likely by the time this project goes to Village Board. So, Staff has concern that the existing design is not feasible should IDOT require strict compliance with their regulations. Any change to these detention areas to set them farther in from the IDOT right-of-way could impact the site plan, could impact parking and circulation.

So, as a condition of approval, prior to going before the Village Board, Staff has asked that the Petitioner put forth a viable plan showing how they'd be able to conform to IDOT requirements and not significantly alter the site plan or, you know, change the surface improvements prior to appearing before Village Board so that we can review that and we can establish a level of comfortability that, you know, there are potential options for them to conform with IDOT requirements but also not significantly impact the site layout. Our fear would be should this move forward to the Village Board and get approved without, you know, them demonstrating the ability to meet IDOT's requirements and not alter the site plan, then if they do have to alter the site plan, it may have to go back to the Plan Commission and Village Board for review because it would not be substantially compliant with any potential approval that would be granted.

So, again as a condition of approval, we're asking the Petitioner to put forth a viable plan. They did provide to us late last week a potentially viable option, but there are still some concerns. So, the Village is still asking for further revisions to that to demonstrate

a viable configuration that conforms to IDOT requirements.

Relative to traffic and parking, the Petitioner did provide a traffic and parking study from a certified traffic engineer. Here are the conclusions of that study. At the request of Staff, the Petitioner did align their entrance drive with Council Trail on the east, which we do think is a great benefit. The traffic study found that given this configuration, the estimated vehicle trips which are expected to be low, that the existing street infrastructure is capable of handling the expected traffic volume from this development without needing substantial improvements.

From a parking perspective, 28 spaces are required and 28 spaces have been provided. So, it does comply with parking. We don't take any issues with the parking supply. If they are able to incorporate those three additional spaces, we think it will be a great benefit. Medical office buildings tend to have a particularly high turnover in traffic generation, especially compared to a standard office. So, you know, any extra parking may be beneficial in the long run, so we would certainly encourage them to relocate that dumpster enclosure to create those three extra spaces, and we've recommended that as a condition of approval.

Lastly, I want to touch on cross access. The Staff Development Committee has recommended a condition of approval that would require the Petitioner to provide cross access to the two properties to the north. This is the Zion Christian site, and this is a former office building to the north that's currently used as a church there. So, I mean, as a general planning principle, interior connections are good planning.

I would mention that there may in the future be a signal at Council Trail and Arlington Heights Road. The warrants for the signal are not met just given the expected demand from this development. However, the Village is working with a developer on substantial redevelopment to the Arlington, I'm sorry, the International Plaza Shopping development to the southeast, and that redevelopment may actually result in a new connection from that area to Council Trail which could put, you know, a little bit of additional traffic on Council Trail when that site is redeveloped. So, at that point in the future, the warrants for a traffic signal here may be met. If that traffic signal is located here, it would prove a great benefit for these properties to the north to have access through the Petitioner's property to that signal. You know, these inter-site connections just provide better accessibility, they can increase the value of land and conserve the taxable value of that land with better access. It also potentially can take unsafe traffic movements off of public streets.

So, the condition that Staff is recommending is that if and when this property redevelops and requests cross access through the subject property, that the Petitioner be required to provide that cross access. But that would only be required at the request of the Village, and the Village would only make that request if the site is redeveloped and if they pay for any improvements necessary for the cross access into the subject property and they provide on their site perpetual easements for any parking that would be lost for that cross connection. As an estimate, it would probably entail three to four parking spaces being lost on this site if that future connection would be made. The most logical location is either here or somewhere down here. Again, if this property also redevelops in the future and secures cross access to this site, we would require the Petitioner to also extend the cross access to this property as well.

So, those are the conditions recommended by Staff. We are supportive of the rezoning and the planned unit development, but we're recommending denial of the variation that would allow the dumpster enclosure in the front yard, and we recommend

approval subject to the conditions as discussed this evening and outlined in the Staff report. Thank you.

CHAIRPERSON DAWSON: Okay, great. Thank you, Sam.

Commissioners, do I have a motion to include the Staff report in the public record?

COMMISSIONER ENNES: So moved.

COMMISSIONER SIGALOS: I make a motion to include the Staff report in the public record.

COMMISSIONER LORENZINI: Second.

CHAIRPERSON DAWSON: Okay, well, all right. John gave the most complete motion. Sorry, Terry. So, John moved, Joe seconded, okay?

Roll call.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. HUBBARD: Commissioner Cherwin is abstaining. Commissioner Drost. Or recusing.

CHAIRPERSON DAWSON: Yes, I was going to clarify. He's not abstaining, he's recused himself.

MR. HUBBARD: Recused. Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chair Dawson.

CHAIRPERSON DAWSON: Yes.

All right, Commissioners, any initial questions before we go to public commentary?

COMMISSIONER LORENZINI: Yes, I have a few. For Sam, Sam, I see your point about moving the dumpster. But putting it on the side of the building, it seems like it messes up and reduces a lot of green space or a lot of trees along that side of the building. How would they access it? It would seem really inconvenient or just hard to get to if you locate it on the side of the building.

MR. HUBBARD: Well, it would look like this. I don't know if you can see that, Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes, I can see it.

MR. HUBBARD: So, that would be where it would be, and then they would, you know, they would have access to the dump truck, you know, through this area. The landscape plan was actually not proposing any trees in this exact location, so it's not going to impact the landscape plan to put it here as far as --

COMMISSIONER LORENZINI: Wasn't there trees just to the south of it on

the landscape plan? Like right there?

MR. HUBBARD: Yes, right, and those trees could remain.

COMMISSIONER LORENZINI: Okay. All right, it just seems like a tough way to back into that as opposed to where it was at before. So, what was the problem with where they originally have it? What was the objection?

MR. HUBBARD: Well, it requires a variation. Typically, we try to get these elements on the side or rear of the property just for a visual aesthetic. You know, it's going to screen it better from Arlington Heights Road if it's in this location, and it would free up the ability for three additional parking spaces in the parking lot that would have been used for this dumpster enclosure.

COMMISSIONER LORENZINI: Okay. All right, that's fine. Then on the basin, so those basins, if they have to be set back, go back to the site plan please, Sam.

MR. HUBBARD: Sure.

COMMISSIONER LORENZINI: Yes, the retention basins. So, those have to be set back, you're going to lose some parking, right, if that's the one solution?

MR. HUBBARD: Well, I guess we don't quite know exactly how they would solve it. Our options, I mean, they could do underground detention, so I mean, there are many ways that they could address the IDOT issue. One certainly is shifting it, you know, this way and losing parking.

COMMISSIONER LORENZINI: Right.

MR. HUBBARD: You know, that would --

COMMISSIONER GREEN: Take it deeper, Sam?

MR. HUBBARD: I don't know if that would be viable given the slopes and requirements for, you know, for slopes on a detention basin. I know the deeper you make it, the farther set back it has to be from the right-of-way I believe. So, again, we just don't know exactly how they're going to address that.

COMMISSIONER LORENZINI: If it's going deeper, that is hardly a solution, and maybe Mary Jo can answer this better. But if it's going deeper, if you get to the level of the natural ground line, the water table or the natural slope, going deeper doesn't always propose a solution.

COMMISSIONER GREEN: Well, how deep are these now? I'm just curious. I can't --

MR. HUBBARD: About five feet.

COMMISSIONER GREEN: Okay.

COMMISSIONER LORENZINI: Now, so the joint access, obviously we're aware that joint access would lose some parking, but they would make it up, their parking would be made up in the lot just sort of north of it.

MR. HUBBARD: Yes.

COMMISSIONER LORENZINI: So, that's, I mean, you can see that as a little bit of an inconvenience for the property owner, having to have his people walk through there. I guess it's not the end of the world, but the building to the north of the church, how do they get in and out of their property? They go through the church property?

MR. HUBBARD: This one has an entrance here.

COMMISSIONER LORENZINI: But is it a parking lot by that entrance?

MR. HUBBARD: Yes, they do have a parking row.

COMMISSIONER LORENZINI: Oh, I see there's a perfect drive there.
MR. HUBBARD: Yes, yes.
COMMISSIONER LORENZINI: Oh, okay, okay. All right, Sam, that's all I have.
MR. HUBBARD: Sure.
COMMISSIONER ENNES: Sam, along that same line, if you could go back to that drawing?
MR. HUBBARD: Yes.
COMMISSIONER ENNES: In regard to the dumpster, will that fit in there? Can that, if you can zoom in a little?
MR. HUBBARD: Yes.
COMMISSIONER ENNES: Yes, that white square in the parking lot in front of where the dumpster would be on the side of the building, could that be striped off so a garbage truck can just back into that as opposed to rolling those out in the snow or whatever?
MR. HUBBARD: Well, there would be required to be a landscape island at the edge of this parking row, and there would be required to be a landscape island at the edge of this parking row. So, yes, I don't know if that would be a viable alternative. That would also require some form of variation it would seem.
COMMISSIONER ENNES: Yes, it would seem like if we're going to require them to do that, it would be nice to give them some kind of a variance so a garbage truck can just back up to it, because nobody likes moving those things around in the snow.
The other thing is this, the detention pond in the front on the north lot line. Do you have any idea if they're going to grant this cross access agreement, which is going to help IDOT with both of the north properties in the future, if they would let them eliminate this pond so that that could be done across the front of their lot and people aren't going to be driving all the way through their lot in the future? Does that make sense?
MR. HUBBARD: I'm not sure I follow.
COMMISSIONER GREEN: You have to retain the water no matter what. You can't get rid of it for reasons of parking or cross access. So, if they took the ponds away in the front, they'd have to put them somewhere else. You have to --
COMMISSIONER ENNES: Well, they've got the swale all around the site in the back of the building. If that could be increased in size or depth, just pipe that off.
COMMISSIONER GREEN: Well, sure. It has to be engineered out one way or the other, yes, that's right.
COMMISSIONER ENNES: Okay, I'm just thinking as a consideration, you know, if we're thinking this helps the area in the future with Council Trail and that other traffic and these other two properties to the north which might benefit from that in the future along with IDOT.
Sam, our plan going forward to reduce power lines, is that along this front lot line of Arlington Heights Road?
MR. HUBBARD: I'm not as familiar with those capital improvement plans, so I do not know. I'd have to verify that.
COMMISSIONER ENNES: Because that could impact those ponds, too, because this is on the west side of Arlington Heights Road, correct?
MR. HUBBARD: Right. Yes, I mean, the ponds are designed, I mean, I

think all overhead lines are approximately right here. So, yes, I mean, burial, I don't know, but --

COMMISSIONER GREEN: They're still in the right-of-way.

MR. HUBBARD: Right.

COMMISSIONER GREEN: In other words, the power lines are in the right-of-way, and these ponds are not.

COMMISSIONER ENNES: Okay.

COMMISSIONER GREEN: You can't have ponds on right-of-way, and they have to be a distance away from the right-of-way, and that's where the riff comes in --

COMMISSIONER ENNES: Right.

COMMISSIONER GREEN: -- because they're not the IDOT requirement away from the right-of-way.

COMMISSIONER ENNES: So, the size of the ponds are going to cut back on this parking, and then we're asking them also to grant a cross easement which will benefit the adjoining properties. Okay, that's all I have.

MS. HOFFMAN: Excuse me, Sam? Sam?

MR. HUBBARD: Yes?

MS. HOFFMAN: It's Emily. I don't know if I'm allowed to speak at this time, but I can probably answer several of those questions on the stormwater design when we get to that point. I don't know if that's allowed.

MR. HUBBARD: Yes, you're on the Petitioner's side, so if the Plan Commission would like to hear your explanation. That's certainly acceptable, yes.

MS. HOFFMAN: Sure.

COMMISSIONER ENNES: Can you just introduce yourself to us?

MS. HOFFMAN: Sure. My name is Emily Hoffman. I work with Cook Engineering Group; we're the civil engineering consultant for the site. So, we put the ponds up by the road.

Generally speaking, the site drains west to east. Good engineering practice is you put the pond at the low spot. We also are tied to an invert, there is a storm sewer that runs down the west side of South Arlington Heights Road where we have to connect into. As part of that, we'll have to coordinate with IDOT with their drainage connection checklist to show that we're not increasing any more runoff into their system, but that's a separate issue.

As far as the setback, IDOT has what's called Public Act 86-616 I believe it is. What it says is if you propose a detention basin adjacent to the right-of-way, it needs to be set back 10 feet plus 1.5 times the depth of your pond. The ponds that we're showing are, well, I think they're 4.5 feet deep. They're dry basins, they're not wet. Because we're so tight for space and everything is draining towards the right-of-way, what we proposed is to match, there's an existing pond that's south of our site, just near the southeast corner of our site, so the ponds that we are showing match that same setback. What it amounts to is the edge of our pond is 6.5 feet behind the right-of-way. So, there's 6.5 feet between the pond and our property line, and then it's a total of 18.5 feet from the back of curb.

So, there's a decent amount of space in there, but that's something that we met with IDOT on Monday to discuss if they would allow. Unfortunately, they will not give us any kind of inclination as to what they would accept without submitting the whole drainage checklist which is 10 pages of plans and items.

So, in the meantime, what we've talked about is if they don't allow

that, we could potentially do a couple of different things. We could go underground, which is costly but solves the problem. It does not change the site plan, the site plan geometrically would still be the same. We talked about potentially going a little bit deeper with the basin in the rear of the property. That problem with that is then you're trying to dig a basin on the high side of the site, you have to excavate a lot more dirt, and then we have to pipe everything from the front of the property to the back of the property and then back up front to connect in. So, that solution could probably be done but would not be the most efficient option.

So, that's kind of where we're at. Neither one of those alternative options, we don't feel that they would change the site plan at the surface level. So, hopefully, that clarifies a little bit some of your concerns with the basins up by the road.

COMMISSIONER ENNES: It does, thank you. The swale, the basin in the back, that's a dry basin also?

MS. HOFFMAN: Yes, yes.

COMMISSIONER ENNES: But it is stormwater detention to allow the water to run off slowly.

MS. HOFFMAN: Yes, that's exactly right. We try to get what we could in the back of the property and just kind of a depressional dry area with the rooftop draining towards the back so that the front could be a little bit smaller, and then the back will connect to the front.

COMMISSIONER ENNES: Thank you.

COMMISSIONER SIGALOS: Sam, I had one quick thing. Could you pull up that parking, the site plan that shows the parking arrangements and with the dumpster location?

MR. HUBBARD: This one or did you want the one of just the site plan?

COMMISSIONER SIGALOS: Just the site plan.

MR. HUBBARD: Let's see.

COMMISSIONER SIGALOS: Yes, that's the one. So, as I'm understanding you, we have to have, I'm opposed to having the dumpster location where the Petitioner is showing it. I like it on the side of the building, but if we have to have a landscape island at either end of that row of parking, how is a dump truck going to get in there to get those waste bins?

MR. HUBBARD: So, they would have to be wheeled out on collection days down here, and then the dump truck would load it, and then they would have to be wheeled back to the enclosure.

COMMISSIONER SIGALOS: But they're wheeling it through a landscape island.

MR. HUBBARD: Well, this would be like a hardscape path through the island. I don't know if I can zoom in here. So, yes, this would be one portion of the island, there would be green space and a shade tree, and then the other portion of the island on this parking row would be here with the green space and shade tree, and then a hardscape path for the dumpsters to be wheeled out for collection by the dump truck, and then the operator would wheel them back in.

COMMISSIONER SIGALOS: Okay, no, I understand now with that hardscape there. I mean, that's again a little bit unwieldy to roll those out but they're not going to be large dumpsters in that enclosure, and it's definitely better than having that dumpster enclosure out in the front of the building. I really am opposed to that one. That's all I have.

CHAIRPERSON DAWSON: Anybody else have any comments?

COMMISSIONER GREEN: No, my only comment is that I, too, would like to make sure the dumpsters are not in the front yard. The one advantage to having to wheel them out is that the garbage truck tends to not run into the gates when they back up to those enclosures and grab them directly. So, the dumpster location, the gates and the enclosure, will stay looking much, much better, much newer for a much longer time if the dump truck cannot approach them. If you've ever seen what happens in these places after just a few short months, the wear and tear on the dumpster enclosures is unbelievable. So, I, too, think they should be back in a side yard.

COMMISSIONER ENNES: Just a comment. Commissioner Green, I understand what you're saying, they'll look good longer, but now think about this in the winter, if you've got a snowfall, you've got to roll those things out. When the snowplows come in, where are they going to push that snow on the few islands that are there?

COMMISSIONER GREEN: Terry, you're asking me the hypothetical thing. Maybe he needs to buy a bigger site. I don't want to go there. I don't want to discuss this, okay. It's really for, we have a code and I don't want to look at it in the front yard. So, that's as simple as it gets.

CHAIRPERSON DAWSON: All right, any other comments or questions before we go to public commentary?

COMMISSIONER WARSKOW: Yes. Can you hear me? This is Mary Jo.

CHAIRPERSON DAWSON: Yes, we can.

COMMISSIONER WARSKOW: Okay, so, you know, we're waiting on IDOT's approval of the detention in the right-of-way. I did hear Emily discuss the two different options. I just want to make sure these are truly viable options that the Petitioner would spend that extra money either on the underground or the excavations so we're not going around in circles. I mean, I understand they're here tonight probably because they want to get this started in June and get this completed as soon as possible. But I just, I don't like when we come to the Plan Commission and there's these major issues that are still outstanding and could greatly impact the entire site.

I would prefer if we waited to come to the Plan Commission until after the IDOT decision. So, I just want to make sure if we're waiting, that we really have viable alternatives to consider.

CHAIRPERSON DAWSON: Sam, is there any comments to that?

MR. HUBBARD: Yes, I mean, I thought the question was more for the Petitioner in that is underground detention a financially viable option for them or not, if not, then, you know, I guess is that your question?

COMMISSIONER WARSKOW: Yes. Yes, I want to understand, are we just throwing potentials out here because, you know, it does sound good? But when push comes to shove, is the property owner really going to pay the cost of either of those options?

MR. HUBBARD: Yes, hard to say. I don't know if, you know, the Petitioner is prepared to answer that. You know, I don't know if they have an alternative for the design that they're putting forward. I mean, the reason why, you know, I think we brought this to the Plan Commission is because waiting, if we were to wait on IDOT, we could be waiting for months. So, you know, had it been, you know, a separate thing that could be maybe a week or two, yes, I think we probably would have held this. But you know, IDOT could take, you know, significantly

longer to make their final decision.

COMMISSIONER WARSKOW: Right, but this project can't move forward until IDOT makes that decision, right?

MR. HUBBARD: Well, it can move forward with the zoning entitlements, but certainly not with its permitting, its building permits.

COMMISSIONER WARSKOW: Right.

MR. HUBBARD: If they were to not provide a plan to Staff before appearing at the Village Board which was viable, then they would essentially be moving forward at their own risk in that they don't know, you know, what IDOT is going to say, and if they're denied the relief, you know, whether or not the Village considers their modified site plan to be substantially compliant with any approval that could come.

COMMISSIONER WARSKOW: I just, yes, continue to have concerns with coming to the Plan Commission when there are just such major decisions still yet to be made.

CHAIRPERSON DAWSON: Well, to that point, the actual Petitioner isn't here, correct? We have the architect or builder and the civil engineer. We don't actually have the Petitioner here to tell us if they would go forward with the project, to Mary Jo's point.

MR. HUBBARD: Correct. They're not here, their consultants are on their behalf.

CHAIRPERSON DAWSON: So, to your point, Mary Jo, I think if there are so many things up in the air, at minimum we should have the Petitioner present, you know, for future --

COMMISSIONER WARSKOW: I would agree, so I could get an answer to a question like that, do we have real viable options that we're considering.

MR. HUBBARD: You know, I would say that the Petitioner did provide an option on Friday of last week that did show a certain portion of some underground detention. It did conform to IDOT's requirements, it did not blow up the site plan. The site plan was almost, you know, essentially identical to what it is currently. You know, the Village had some issues with that, there were some issues with some of the slopes and some of the locations of fencing that would have been required. But it did show that a viable option could exist that, you know, doesn't blow up the site plan so to speak.

So, I think we're close, but we're not quite there. I think we could get there. I think Staff definitely can get that level of comfortability to recommend this project moving forward, but we would like to do that before it gets to the Village Board and I think that's a viable option.

MR. BERGWERFF: As the person who's had extensive conversations about cost and budgeted this project for our client, would I be allowed to make any comment on what our client's feeling is toward the increase in cost?

CHAIRPERSON DAWSON: Sure.

MR. BERGWERFF: I have had extensive conversations with him regarding cost and had made him aware of the potential changes to how the stormwater is being managed and that there could be some great increase in cost in how we manage the stormwater, which would include underground detention which would increase our cost. He's aware of that and would like to do what we can to proceed.

CHAIRPERSON DAWSON: Okay, to that end, I would just recommend that he be at the Village Board hearing in case they read our minutes and have the same

questions that they want to address to the Petitioner directly.

Okay, any other comments before the public commentary?

(No response.)

CHAIRPERSON DAWSON: No, okay.

Before I go through public commentary procedures, anybody in the public that is interested in speaking on this issue, please raise your hand. Since I am opening public commentary, please raise your hand if you're interested in speaking.

I see no hands.

MR. HUBBARD: Going once, going twice.

CHAIRPERSON DAWSON: Okay, so seeing nobody raising their hand to speak, I'm going to now close public commentary, bring it back to the Commissioners.

Any further comments, questions, or does anyone have a motion?

COMMISSIONER WARSKOW: I guess I would just, I mean, I've heard from a couple of the other Commissioners on the enclosure, the garbage enclosure. Honestly, as long as it is, you know, an attractive enclosure, I don't have any problem with it on the front of the building, but I know there are at least three others who do.

CHAIRPERSON DAWSON: I didn't speak on that end, but I agree, you know, they're a rare occasion, I agree with Commissioner Green. That's just a joke, Bruce.

COMMISSIONER GREEN: All right, Sue, it's late.

CHAIRPERSON DAWSON: But I agree. I think that the enclosure should be out of the vision of Arlington Heights Road. If you can't make the property work to that end, then you need to rethink the property or the design or pick another option. So, I agree that I would want the enclosure where Staff has recommended it.

But that being said, we haven't made a motion yet. So, if someone wants to make a motion if there's no further comment? Don't by shy, everyone, we're running out of time.

COMMISSIONER GREEN: I'll make this motion. Hang on, I got to find the motion sheet here. Okay, here it is.

A motion to recommend to the Village Board of Trustees <u>approval</u> of Hawkeye Chiropractic, PC #21-006, a Rezoning from the R-1 One-Family Dwelling District to the O-T Office-Transitional District, a Planned Unit Development to allow a 5,470 square-foot medical office building on the subject property, and <u>denial</u> of the following variation:

1. **Variation to Chapter 28, Section 6.13-3A, *Location of Fences*, to allow a six-foot tall solid masonry fence in a front yard where code only allows three-foot tall open fences in a front yard.**

This recommendation is subject to the following conditions:

1. **Prior to appearing before the Village Board, the Petitioner shall provide a plan that meets the Village's detention requirements, meets IDOT's requirements for basin setback, and will not change the current surface site layout.**
2. **The row of six-foot tall viburnum shrubs along the southern property line shall be replaced with a dense row of evergreens that extend further east and west to provide a solid screen along this elevation.**
3. **The dumpster enclosure shall be relocated outside of the front yard, for final review**

and approval by the Village.

4. **At the request of the Village, the subject property owner shall provide a cross access easement to the benefit of the property to the north (1640 South Arlington Heights Road) for access to Arlington Heights Road through the subject property. This shall only be required if and when the 1640 South Arlington Heights Road property abutting to the north is redeveloped and provides reciprocal access to the subject property, pays for the improvements on the subject property necessary to facilitate the cross connection, and provides a perpetual easement for parking on their property to accommodate for any lost parking spaces on the subject property necessary to construct said connection. At the request of the Village, the subject property shall also grant the same cross access to the property at 1638 South Arlington Heights Road, but only if and when that property redevelops and secures access through the 1640 South Arlington Heights Road property.**
5. **IDOT approval shall be required.**
6. **Compliance with the March 30, 2021 Design Commission motion shall be required.**
7. **The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.**

COMMISSIONER GREEN: Did I get that right now? In other words, you move the dumpster out of the front yard, you put it somewhere, and then you don't need the variation for the masonry wall. So, hopefully I said that right.

CHAIRPERSON DAWSON: I believe so.

Do I have a second?

COMMISSIONER JENSEN: Second.

CHAIRPERSON DAWSON: Okay, so let's move to roll call.

MR. HUBBARD: Okay, Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chair Dawson.

CHAIRPERSON DAWSON: Yes.

All right, so to the Petitioner, you have received unanimous approval, but remember that that unanimous approval does not include your proposed location of the dumpster. So, that being said, we are just a recommending body. This isn't final, and so you need to go to the Village Board and you can raise that argument again with them when you make it through.

Sam, when would be that meeting?

MR. HUBBARD: Again, we're targeting the June 7th meeting. My feeling is that that meeting is filling up with agenda items, so that may be a tough fit for this project, but we'll do the best we can and I'll reach out to the Petitioner either later this week or next week at some point to finalize that date. It's also going to depend on their ability to provide that plan as well, so I don't think we're going to commit to a Village Board date until we have that plan, have an opportunity to review it and believe that it addresses all the concerns.

CHAIRPERSON DAWSON: Okay, great. Thank you. Congratulations on your recommendation. Thank you for participating in that.

MR. BERGWERFF: Again, I think I'm frozen, but thank you.

CHAIRPERSON DAWSON: Okay, so then do we have, moving on, do we have any other additional business to discuss, Sam?

MR. HUBBARD: Yes, we do. We no longer have a Vice-Chair, so we need to nominate a Vice-Chair. Commissioner Warskow's responsibilities as Secretary have been fulfilled, so if anyone else would like to step up, they can. If nobody does, Commissioner Warskow will serve as Secretary until replaced.

CHAIRPERSON DAWSON: Well, I'd like to recommend Commissioner Warskow for Vice-Chair, but I don't know how she feels about that.

Mary Jo, you've got to unmute if you're going to yell at me.

COMMISSIONER WARSKOW: No, I keep moving things around and I can't get off mute. Yes, I'm good with being Vice-Chair.

CHAIRPERSON DAWSON: That would be my recommendation. Anybody have a problem with that, two women on this board? Just kidding, that's just a joke.

COMMISSIONER ENNES: Oh, my God. No, I second that. Mary Jo, so we need somebody to fill in as Secretary.

CHAIRPERSON DAWSON: Secretary, right.

COMMISSIONER ENNES: You want to nominate somebody?

COMMISSIONER GREEN: I think, Terry, you should do it.

COMMISSIONER ENNES: Why? Because I disagreed with you on --

CHAIRPERSON DAWSON: I would recommend Lynn, but Lynn just got promoted to ORC Chair, so I'm guessing he doesn't want to take on Secretary. What about John?

John, how would you feel about Secretary? Do you know what that even means? You just have to go to the Village from time-to-time.

COMMISSIONER SIGALOS: I don't know what that entails.

COMMISSIONER ENNES: All it is is signing plats.

MR. HUBBARD: Yes, all it is is signing plats.

COMMISSIONER LORENZINI: Maybe twice a year, that's about it.

CHAIRPERSON DAWSON: Yes, and they'll even come to you, though I always go to the Village, but Sam will even come to you.

COMMISSIONER LORENZINI: I'll second that.

COMMISSIONER SIGALOS: Then I'll be happy to be Secretary.

CHAIRPERSON DAWSON: Great.

Any other business, Sam?

MR. HUBBARD: No other business, but just an announcement. We're potentially moving back to in-person meetings. After our experience this evening, I'm really

looking forward to that, but --

CHAIRPERSON DAWSON: Yes.

MR. HUBBARD: -- it's going to depend on the Governor and his likely rescinding of the, well, moving into the Restoring Illinois Phase 5 plan where everything is pretty much opened up a hundred percent. If that happens, it would be sometime on or around June 11th is what we're hearing. So, at that point, the June 23rd meeting could potentially go as an in-person meeting. June 9th Plan Commission meeting will still be a virtual meeting, but we're going to play it by ear up until that announcement is made by Governor Pritzker. Once that happens, we'll have some further information.

COMMISSIONER JENSEN: Sam, am I correct in assuming that everybody has been vaccinated?

MR. HUBBARD: In the Commission or on Staff level?

COMMISSIONER JENSEN: Both. Well, anyone we would kind of contact with.

MR. HUBBARD: Staff, I can only speak for myself, I've been vaccinated. I don't know about the rest of the department, but there is not a lot of people wearing masks around the department anymore and you can only not wear your mask if you're vaccinated.

COMMISSIONER LORENZINI: For what it's worth, Jewel Osco who is right by this project, they've got, they're begging for people to come in so they can use up their stuff.

COMMISSIONER JENSEN: Yes. So, I assume we're all vaccinated. Is that a reasonable assumption?

CHAIRPERSON DAWSON: But we won't be able to control the audience, and it's just honor system that they've been vaccinated.

COMMISSIONER JENSEN: Yes, that's fine.

CHAIRPERSON DAWSON: So, proceed as you wish, right?

MR. HUBBARD: Yes, right. Certainly we don't know yet if we would require masks or what, or temperature checks or something, I don't know, but we'll cross that bridge hopefully around the 11th of June.

CHAIRPERSON DAWSON: Okay, can we, if we are not in person, if we're still virtual and we have another request like we did today, I just feel really bad for the audience member. I mean, I knew even when they raised it, I know this family and so I knew that they were deaf. With all the freezing and the sign language, it was kind of breaking my heart because I knew that they were struggling. We just need to make sure that that works in the future, right? We can't have anybody left frustrated and unable to participate.

MR. HUBBARD: Absolutely. For what it's worth, there was a close caption service which hopefully they were able to activate, which I think helped. But there were certainly, yes, there was a little bit of a gap there, so I completely agree with you.

CHAIRPERSON DAWSON: Right. It wasn't anybody's fault, and we had a huge technological difficulty. It's just, yes, okay. I understand.

COMMISSIONER ENNES: But over the last time, I think you've done a great job with that, with Staff doing that.

COMMISSIONER WARSKOW: Yes.

CHAIRPERSON DAWSON: Mary Jo, you had a comment?

COMMISSIONER WARSKOW: Yes, I was just going to, somebody had asked about turning video feed off, so it might have helped Stacy to be seen if we had turned our

video off so her bandwidth wasn't taken up by all of our faces showing up, so that can help.

Sam, is that a problem with any of the rules for meeting virtually?

CHAIRPERSON DAWSON: May be a question for the Legal Department.

MR. HUBBARD: I don't know if it's a legal problem, I know that it's a policy problem. We've been encouraged to keep our cameras on, but if it's interfering with other things, it would seem reasonable to --

COMMISSIONER JENSEN: Sam, are you sure that wasn't the Police Department and not the Planning Department?

MR. HUBBARD: Pretty sure.

CHAIRPERSON DAWSON: All right, do we have anything else, Sam?

MR. HUBBARD: No, that's it.

CHAIRPERSON DAWSON: Anyone have a motion to adjourn?

COMMISSIONER GREEN: Motion to adjourn.

CHAIRPERSON DAWSON: Bruce.

COMMISSIONER JENSEN: Second.

CHAIRPERSON DAWSON: Always a battle to get those in. Okay, thanks everybody. It's been a long night. Thanks for your patience.

Sam, you did great. Thank you for getting that done.

(Whereupon, at 10:08 p.m., the public hearing on the above-mentioned petition was adjourned.)

Plan Commission
6/23/2021

Item: Chapter 28-29 Amendment, Arlington Racecourse - 6/9/21

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Chapter 28-29 Amendment, Arlington International Racecourse - 6/9/21	Minutes

PLAN
_____
_____
_____

COMMISSION

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

RE: CHAPTER 28-29 AMENDMENT, ARLINGTON INTERNATIONAL RACECOURSE - PC #21-012

REPORT OF PROCEEDINGS had before the Village of Arlington Heights Plan Commission Meeting held virtually which permits the public to fully participate via the computers or using their phones, on the 9th day of June, 2021, at the hour of 11:05 p.m.

MEMBERS PRESENT:

MARY JO WARSKOW, Acting Chairperson
BRUCE GREEN
TERRY ENNES
LYNN JENSEN
JAY CHERWIN
JOHN SIGALOS
JOE LORENZINI

ALSO PRESENT:

SAM HUBBARD, Development Planner
BILL ENRIGHT, Assistant Deputy Director
HART PASSMAN, Village Attorney

DRAFT

ACTING CHAIRPERSON WARSKOW: All right, so now I think we're on our final petition.

MR. ENRIGHT: Chairperson Warskow and members of the Plan Commission, Sam, if you can enable sharescreen for me? The purpose of tonight's public hearing is to consider an amendment to Chapter 28 Zoning Regulations to establish an Overlay Zoning District at Arlington International Racecourse, and an amendment to Chapter 29 Subdivision Control Regulations relating to Arlington International Racecourse.

On May 3rd of 2021, the Village Board adopted Resolution 21-016, which I included in the packet, which directed the Plan Commission to conduct a public hearing to consider recommendations to the Village Board relating to an Overlay Zoning District for the 326-acre Arlington International Racecourse. The first step in that process was to discuss these proposed amendments at a subcommittee of the Plan Commission called the Ordinance Review Committee which met on May 26th, 2021 and did recommend approval of these amendments to the Plan Commission. The second step is tonight, which is the public hearing of the Plan Commission, which will deliberate and make the recommendation to the Village Board who have ultimate decision making on the proposal.

First, what is an overlay zone? An overlay zone is basically additional regulations relating to a specific area or sites which actually supplement the underlying zoning district. Thus, the overlay is really unique to the specific site or location. The Village has used overlay zones in several areas of town where the Village Board wanted to, or has a certain vision for the area that could only be achieved through the overlay zone because the underlying zoning is more village-wide where an overlay zone becomes more specific to the site or location. If there's ever a conflict between the overlay zone and the underlying zoning, the overlay zone supersedes the underlying zoning.

So, the purpose of this particular overlay zone for the racecourse property is to require that the racecourse site totaling 326 acres is developed as part of the Comprehensive Master Plan rather than subdivided into smaller parcels for piecemeal development. In addition, the overlay would expressly prohibit certain uses that are not conducive to the type of development the Village wants to see at this important site. A second phase to be considered at a later date to be determined would expand upon the overlay zone to develop bulk standards for height, density, setback, floor area among other zoning requirements. That particular phase in the process would take into consideration potential future users of the site and development concepts. It's important to recognize though that the proposed overlay zone, if approved, does not preclude the horse racing track from remaining and continuing to operate under current or new ownership.

The current zoning of the property is B-3 which is General Service, Wholesale, and Motor Vehicle District, and it's designated as Mixed Use under the Village's Comprehensive Plan. Certain permitted uses in the B-3 district are not conducive to promoting mixed use, high density, one-of-a-kind type of redevelopment that the racetrack presents, if indeed it goes that direction. Therefore, as the first step of the proposal, the overlay would address some of these issues and prohibit certain uses that would normally be allowed in the B-3 district. As mentioned, subdivision would also only be allowed as part of a master Planned Unit Development, which would require the public hearing process of the Plan Commission and Village Board.

At this time, I'd like to just share the screen on the overlay zone that's

proposed. This is a map of Arlington International Racecourse. The proposed Overlay Zoning District is highlighted in the red which encompasses all 326 acres at the racetrack. There are several conditions of use that are recommended in the overlay zone:

1. Any development or redevelopment or otherwise would require a planned unit development at the racetrack, which is a public hearing process;
2. Secondly, there are a series of prohibited uses;
3. Preservation and inclusion of natural site features, and also a key element is promoting development of Transit Oriented Development within 1,300 lineal feet of the existing Metra Train Station. The 1,300 lineal feet for the train station is very similar to our downtown. It's about 1,300 feet in most directions from our Downtown Train Station to the outer limits of our downtown which is a mixed use district. That equates to one quarter of a mile, which in Transit Oriented Development is within the range of a quarter mile to half mile that people are comfortable walking to the transit and benefiting from the transit close by;
4. Fourthly, the requirement for division of land shall only be permitted as part of a master planned development;
5. The impact fees and land dedication for public services will be required as part of the PUD; and
6. Requirement for sustainable development features are provided including bicycle access.

The one thing about the Transit Oriented Development to keep in mind is if this track does redevelop, whether it's a complete redevelopment or the track is maintained and other portions redeveloped, we would like to encourage a developer to develop more intense uses around the train station for mixed use development, for some residential, some commercial, that could supplement any other uses on the racetrack facility. It's important to keep in mind, too, that any of these redevelopment standards that would be developed as part of a TOD development would be, you know, could happen with or without the racetrack. So, if a prospective purchaser were to maintain the racetrack facility, certainly there could be additional development on the site that this overlay zone would be promoting. If it goes to the alternative way where the whole area is redeveloped, we'd still want to encourage the Transit Oriented Development in proximity to the Metra Station. But either way, we want to encourage and require a mandate that any development or redevelopment of the site in the future is subject to a public hearing process and requires that Planned Unit Development as I mentioned.

Some of the restrictions that we're looking at in terms of uses are listed here under Prohibited Uses. Some of the uses that are currently allowed in the B-3 Zoning District that we would not want to see allowed here at this point in time are:

Adult businesses
Agricultural sales
Antenna commercial
Antenna noncommercial
Car wash
Service station for autos
Building material sales
Contractor office
Currency exchange
Electrical equipment sales

Fairgrounds or kiddie parks
Funeral parlors or mortuary
Laundry, dry cleaning
Machinery sales and service
Monument sales
Motor vehicle repair, major and minor
Pawn shop, cash converter
Recreational vehicle sales
Repair, minor, which is very general
Second-hand store
Sign painting store
Tool and die shop
Wholesale offices

One thing to keep in mind is if a developer wanted to include some of these uses, they could either request an amendment to the overlay zone or seek a variance. So, for instance, some warehousing distribution facility on a portion of the site could very well be acceptable to the Village, but we wouldn't want to see a significant amount of the track if it's redeveloped to be redeveloped for warehousing and distribution facilities.

Another component of the proposed amendment is the subdivision regulations. Village Staff is recommending that the Chapter 29 be amended which includes the subdivision regulations so that any subdivision of the racetrack would have to be tied to a Planned Unit Development. Currently, there are some exemptions to the subdivision regulations. For instance, if the parcel is greater than five acres and does not require any new streets or easements of access, they don't have to go through our extensive subdivision process. They're exempt from the requirements. So, with this overlay zone, we would be recommending adding a section to Section 29-104, Scope of Regulations:

d. Arlington International Racecourse Property: The division of any of the 326-acre Arlington International Racecourse property shall only be permitted as part of approval of a master Planned Unit Development for the entire property. Exempt subdivisions per 29-104(c) are prohibited.

So, in summary, the recommended amendments to Chapter 28 and Chapter 29 of the Municipal Code are initial important steps in guiding possible future development at Arlington International Racecourse and would not preclude the track from operating as a horse racing facility in the future. However, if additional development or redevelopment of the 326-acre site is proposed, the Village will be better prepared with these amendments to ensure that the property is developed in a master-planned and high quality development benefiting the Village and region.

That would conclude Staff's presentation. I did add an e-mail earlier today. I would like to open the floor to questions.

ACTING CHAIRPERSON WARSKOW: I would suppose we have to still vote that Staff report into the public record, is that correct?

MR. ENRIGHT: Correct.

ACTING CHAIRPERSON WARSKOW: Okay, so someone make a motion.

COMMISSIONER CHERWIN: I'll move to put the Staff report into the public record. This is Jay.

COMMISSIONER SIGALOS: I'm going to second.
MR. ENRIGHT: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. ENRIGHT: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. ENRIGHT: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MR. ENRIGHT: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. ENRIGHT: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. ENRIGHT: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. ENRIGHT: Chairperson Warskow.
ACTING CHAIRPERSON WARSKOW: Yes.
Okay, any initial Commissioner comments or questions?
COMMISSIONER ENNES: A question. The minutes from that meeting, are we going to approve those? All the members of that Committee are not here tonight.
MR. ENRIGHT: We can't because it's not on the agenda. We would certainly put it on a future one where, you know, everybody will be present. I did send out a copy of the draft minutes to the ORC members and did not receive any comments.
COMMISSIONER ENNES: Thank you.
ACTING CHAIRPERSON WARSKOW: Okay, any other questions or comments from Commissioners?
COMMISSIONER JENSEN: I just want to commend Staff. I think they did a wonderful job with this overlay, you know, especially Bill. We had a good discussion at the ORC, and I think this is a very good piece of work.
COMMISSIONER LORENZINI: I've got a question for Bill. This is probably premature, but do we have any idea, does the Village have any idea how much of the 326 acres would be needed to keep the racetrack in operation?
MR. ENRIGHT: I do not know the answer to that. I mean, obviously, the racetrack and the oval take up a large proportion of the site, probably maybe 40 percent of the site. But then there's also the ancillary parking lot, and then there's the backstretch where the employees/seasonal employees live. So, you know, unless there is a lot of decking of parking, I think it would be difficult to do a whole lot more. So, I think if the racetrack were to stay and there were some redevelopment, it would probably have some element of parking decks in order to get anything significant. There might be an ability to do some perimeter development along Wilke, or I'm sorry, along Euclid.
COMMISSIONER LORENZINI: Okay, thank you.
ACTING CHAIRPERSON WARSKOW: All right, if there are no other Commissioner comments and questions, I'd say we open it to public comment.
MR. ENRIGHT: Okay, if anybody in the public raises their hand, we can open it up for commentary. No one has, well, we do have one in person, Mr. Tasca. Sam, I don't know if -- oh, Sam is not here. I'm trying to allow, and if Sam is still here, you might have to do it since you control the meeting.

DRAFT

ACTING CHAIRPERSON WARSKOW: I still see Sam out there. Sam, are you there? Where are you? You're needed.

MR. ENRIGHT: Yes, I don't know. I'm not able to open that.

COMMISSIONER ENNES: Bill, is that gentleman on the phone?

ACTING CHAIRPERSON WARSKOW: No.

MR. ENRIGHT: No.

COMMISSIONER ENNES: No, okay.

MR. ENRIGHT: Let me see here. If you can just bear with me a second? Hey, Sam, I can't open up -- yes, Sam is going to enable it because I'm not able. He has control over the meeting.

ACTING CHAIRPERSON WARSKOW: Okay.

MR. ENRIGHT: We'll soon be getting away from Zoom. We don't have many more left, I don't think.

COMMISSIONER GREEN: Thank God.

MR. TASCA: Can you hear me?

MR. ENRIGHT: Okay, go ahead, Mr. Tasca.

MR. TASCA: Can you hear me?

MR. ENRIGHT: Yes.

ACTING CHAIRPERSON WARSKOW: Yes.

QUESTIONS FROM AUDIENCE:

MR. TASCA: Holy cow. So, anyway, I sent an e-mail into Sam this morning and, you know, I just wanted to say I didn't know you guys go through all this stuff in Arlington Heights. I live in Arlington Heights. I've been here 30 whatever, since 1987. You guys are staying up until 11:30 every week doing these meetings, kudos!

Anyway, so I just wanted to, you know, I've been living here for a long time. Arlington Park is a part of Arlington Heights. It's fantastic, it's a legacy. What I'd like to do is volunteer my time for anything that, you know, any help you guys need to keep the park there.

Now, I don't know, maybe, you know, I don't know if it's, what's Arlington Heights' view on, you know, do they want the park there? Do they not want the park there? I just thought I, you know, if they want the park there, I'd be more than happy to spend a lot of time doing some due diligence or whatever needs to be done to help keep that park there.

It goes way back in my lifetime. My father worked there. So, I've been going to that park since I was, you know, just knee high to a grasshopper, I guess. So, just volunteering my time and, you know, who could I keep in contact with to see if there's anything that I could be doing?

MR. ENRIGHT: Certainly, the Mayor's office. He did get copied on your e-mail. If I may, typically when we get an e-mail, we would read it into the record. But I think you've been able to testify tonight or make your comment known, so with your permission, you know, I won't read that in, is that okay?

MR. TASCA: That's fine. Whatever you want to do.

MR. ENRIGHT: Thank you. You know, the Manager's office, which is the same office as Mayor Hayes', would be the best outreach. He did get your e-mail today, so

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you'll probably get a response.

MR. TASCA: Okay.

MR. ENRIGHT: I can certainly follow up tomorrow with the Manager and make sure you get a response.

MR. TASCA: Okay, and I want to be able to help, you know. That's my main goal. So, I mean, if you've got enough people on this thing and, you know, all your bases are covered, fine. If there's any way I could help, I want to volunteer to help. So, excuse me.

ACTING CHAIRPERSON WARSKOW: Well, we do appreciate that. I mean, it's nice to know that our residents want to dedicate time and effort towards making sure we have the best use for that area. Thank you very much for your appreciation of our time during these Plan Commission meetings. Luckily, they're just every other week, and not always until 11:30. But every once in a while, we do one this late. So, thank you.

MR. TASCA: I've got another bit of advice. No more than three motions on extending the meeting.

ACTING CHAIRPERSON WARSKOW: Believe me, we wish we didn't have to. But we got to get all the business covered as long as it takes.

MR. TASCA: That's right. Thanks for all you guys do.

ACTING CHAIRPERSON WARSKOW: Thank you.

MR. ENRIGHT: I don't see any other raised hands. So, if you want to close the public meeting?

ACTING CHAIRPERSON WARSKOW: Yes, I'd like to close the public comment period of the meeting and turn it back to Commissioners, if we have any additional comments or questions, or if someone would like to --

COMMISSIONER ENNES: I would like to make a motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #21-012, an Amendment to Chapter 28 Zoning Regulations creating an Overlay District for Arlington International Racecourse, and an Amendment to Chapter 29 Subdivision Control Regulations relating to future subdivision of Arlington International Racecourse.

ACTING CHAIRPERSON WARSKOW: Does anyone second?

COMMISSIONER LORENZINI: I'll second.

MR. ENRIGHT: The motion is made and seconded.

Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. ENRIGHT: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. ENRIGHT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. ENRIGHT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. ENRIGHT: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. ENRIGHT: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. ENRIGHT: Commissioner Sigalos, please unmute to cast your vote.
COMMISSIONER SIGALOS: Yes, I did say yes. Maybe you didn't hear me.
MR. ENRIGHT: We didn't.
Chairperson Warskow.
ACTING CHAIRPERSON WARSKOW: Yes.
MR. ENRIGHT: Okay, all in favor yes.
COMMISSIONER JENSEN: Good job, Bill.
MR. ENRIGHT: Thank you very much. We will need, there's no other business so we need a motion and a roll call to adjourn.
COMMISSIONER GREEN: I'll make the motion to adjourn.
COMMISSIONER JENSEN: I'll second.
MR. ENRIGHT: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. ENRIGHT: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. ENRIGHT: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MR. ENRIGHT: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. ENRIGHT: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. ENRIGHT: Chairperson Warskow.
ACTING CHAIRPERSON WARSKOW: Yes.
MR. ENRIGHT: Thank you very much. Thank you very much, Plan Commissioners, again for, you know, all you do for the Village. Again, tonight is another example and, you know, it's very beneficial to Staff and the community. You maybe don't get enough thanks, but I just wanted to say how important you are to the Village.

(Whereupon, at 11:26 p.m., the public hearing on the above-mentioned petition was adjourned.)

DRAFT

Plan Commission
6/23/2021

Item: Hiding Place Banquet Hall - 1863 W. Central Rd. - PC#21-008

Department: Planning & Community Development

Requested Action

Special Use Permit for a Banquet Hall in the B-2 zoning district.

Variations Required

None

RECOMMENDATION

The Staff Development Committee reviewed the proposed Special Use Permit Request to allow a banquet hall on the subject property, and recommends APPROVAL of the proposal, subject to the following:

1. For outdoor seating, the petitioner shall provide a minimum separation of 5 feet between the outdoor tables and the edge of the sidewalk (or other obstructions).

2. Banquet hall indoor capacity shall be limited to 145 guests/patrons.

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

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
Aerial	Exhibits
Legal Notice	Exhibits
CPRC Minutes 3-10-21 and 3-31-21	Minutes
Project Description	Exhibits
Plat of Survey	Exhibits
Floor Plan	Exhibits
Market Study	Exhibits
Dept Review Comments - Round 1	Correspondence

Dept Comments - Round 1 Petitioner Response	Correspondence
Written response to Land Use Variation Justification Criteria	Correspondence

VILLAGE OF ARLINGTON HEIGHTS

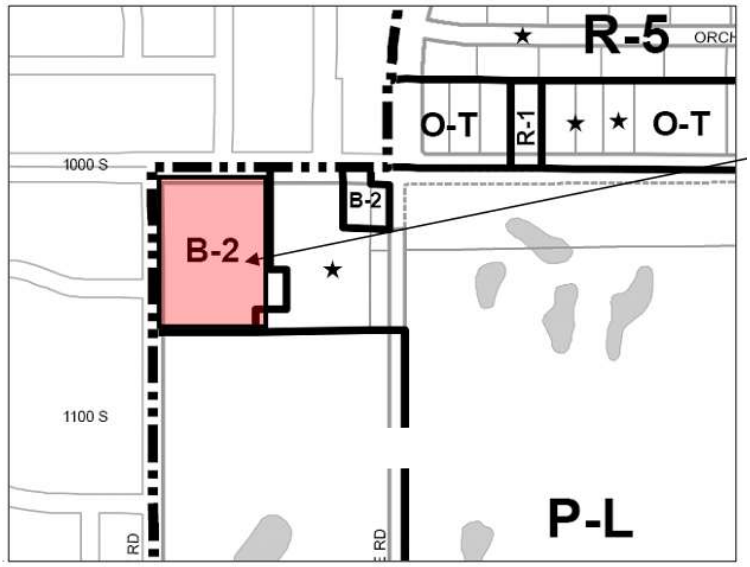
STAFF DEVELOPMENT COMMITTEE REPORT

***PC File Number**: 21-008*
***Project Title**: Hiding Place Banquet Hall*
***Address**:* 1863 W. Central Road
***PIN**: 08-08-201-005-0000*

***To**: Plan Commission*
***Prepared By**: Jake Schmidt, Assistant Planner*
***Meeting Date**: June 23, 2021*
***Date Prepared**: June 18, 2021*

***Petitioner**: Murat Murati*
Toscana Restaurant
***Address**: 1859 W. Central Rd.*
Arlington Heights, IL 60005

***Existing Zoning**: B-2: General Business District*
***Comprehensive Plan**: Commercial*



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	City of Rolling Meadows	Single Family Homes	City of Rolling Meadows
South	R-6, Multi-Family Dwelling District	Mallard Cove	Moderate Density Multi-Family
East	P-L, Public Lands	Arlington Heights Senior Center	Government
West	City of Rolling Meadows	Single Family Homes	City of Rolling Meadows

Requested Action:

1. Special Use Permit a Banquet Hall in the B-2 zoning district

Variations Required:

1. None

Project Background:

Toscana is a casual sit-down/carry-out restaurant that specializes in a variety of Italian-American entrees, salads, appetizers, and desserts. Recently the adjacent tenant space has been vacated, when Sam's Restaurant ceased operations. To increase services offered, Toscana wishes to reoccupy a portion of this space with a banquet hall. This banquet hall would be operated under a separate name and LLC, with a separate liquor license.

The adjacent 3,438 square foot tenant space is part of the Central/Wilke Shopping Center (owned by Clearbrook), which is located at the southeast corner of Central Road and Old Wilke Road, next to the Village of Arlington Heights Senior Center. This multi-tenant commercial shopping center is 43,816 square feet including a parking lot with 271 parking spaces (202 spaces in front of the center and 69 spaces behind the center).

The banquet hall would have a total of 142 seats (126 indoor seats, and 16 outdoor seats), employ 4-5 staff members, and operate primarily on Friday and Saturday evenings. No changes to the site or building are proposed aside from interior modifications. The banquet hall would share Toscana's kitchen for food preparation.

Zoning and Comprehensive Plan

The subject property is located within the B-2 Zoning District, and the proposed use is classified as a "Banquet Hall", which is a Special Use within this Zoning District. To proceed forward, the Plan Commission must review and the Village Board must approve a Special Use Permit for the subject property. In order to demonstrate conformance with the standards of approval for a Special Use Permit, the petitioner has provided a written response to Special Use Permit Justification Criteria.

With respect to the first criterion, that said special use is deemed necessary for the public convenience at this location, the petitioner states that "by serving locals and attending to their every need for the last decade, it has come to our attention that this community would really benefit from the opening of a new medium sized banquet hall in the area. Our establishment will be strategically located to cater to our locals' private events and make their special days memorable."

With respect to the second criterion, that such case will not , under any circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity, the petitioner states that "people residing and working in the vicinity will in no way be negatively affected by our friendly and generous reception and entertainment of guests…we will continue to strictly obey the guidelines and regulations to ensure the safety and good health of our guests and nearby residents."

With respect to the third criterion, that the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees, the petitioner states that they "will fully comply with the regulations and conditions specified in this ordinance and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees."

Staff believes that these responses are satisfactory, and the Special Use Permit request is justified.

The subject property is designated as appropriate for commercial uses per the Comprehensive Plan of the Village of Arlington Heights. The proposed use is compatible with this designation. As the proposed use is a new, separate business, a market study is required by code. The petitioner has provided a brief market summary to the satisfaction of Staff, which is attached as **Attachment I** at the end of this report.

Building, Site Plan, and Landscaping

The applicant has not proposed any site alterations as part of this project. During the formal Plan Commission review process, Staff evaluated the condition of the parking lot, and determined that no repairs, resurfacing, or restriping is needed. Additionally, Staff evaluated the existing site landscaping, and determined that it conforms to all code requirements where necessary and feasible.

Traffic and Parking

The total parking requirement for the proposed facility is based off of the respective uses within the building, broken down by the gross square footage or unit count of each use. A code-required parking calculation is shown in **Table I** below:

Table I: Required Parking

	Square Feet	Parking Ratio	Parking Required by Code
Clearbrook Offices	34,079	1 space / 300 SF	114
Vacant	2,279	1 space / 300 SF	8
Toscana Restaurant	2,937, (1,279 inside*) (316 outside*)	1 space / 45 SF of Seating	28 7
Banquet Hall Indoor **Banquet Hall Outdoor** **Banquet Support Space**	2,170 (Max. Capacity: 145) 240 (Max. Capacity: 16) 1,268	30% of Capacity 30% of Capacity 1 space / 300 SF	44 5 4
Beauty Salon	1,222	1 space / 250 SF	5
Total	43,816		215
Total Provided			271
Surplus / (Deficit)			**56**

*(seating area)

Per the Staff analysis, a total of 215 spaces would be required for the site. The subject site is currently improved with 271 spaces, resulting in a code-required parking surplus of 56 parking spaces.

Section 6.12-1 of the Zoning Code states that projects requiring a Plan Commission review do not need to provide a full traffic study if the project:

1. Comprises less than 5,000 square feet in floor area, and;
2. Is located along a major or secondary arterial street as defined by the Village's Thoroughfare Plan.

As the property is located along Central Road (designated a major arterial in the Village's Thoroughfare Plan), and the petitioner is proposing no changes to the site or building, the scope of this project falls under the 5,000 square foot threshold outlined in the Zoning Code, and a traffic and parking study is not required. However, Staff prepared an analysis of anticipated parking demand, based upon industry standards. This analysis is attached as **Attachment II** at the end of this report. This analysis has concluded that peak parking demand would occur on weekdays at 2pm, when 209 parking spaces would be occupied. As the subject site is improved with 271 parking spaces, there would be a site surplus of 62 parking spaces. As the site provides

code-required parking, and there is an anticipated site parking surplus per the Staff analysis, Staff believes the site has adequate parking capacity to meet the demand of the existing uses and proposed banquet hall.

With respect to bicycle parking, the provision of bicycle parking spaces is required when the use of a space changes to a more intense use. However, Assembly Uses only require bicycle parking spaces equal in number to 1% of capacity when capacity is greater than 10,000 persons. As the proposed seating capacity of the facility is 142 persons, no bicycle parking spaces are required.

RECOMMENDATION

The Staff Development Committee reviewed the proposed Special Use Permit Request to allow a banquet hall on the subject property, and recommends **APPROVAL** of the proposal, subject to the following:

1. For outdoor seating, the petitioner shall provide a minimum separation of 5 feet between the outdoor tables and the edge of the sidewalk (or other obstructions).
2. Banquet hall indoor capacity shall be limited to 145 guests/patrons.
3. The petitioner shall comply with all applicable Federal, State, and Village regulations and policies.

_____June 18, 2021

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
PC File 21-008

ATTACHMENT I – MARKET STUDY

Marketing Study

The Hiding Place Banquet Hall seeks to promote itself as more than an upscale caterer for the Arlington Heights area. With its upcoming addition of an upscale event venue, it will be able to offer full services event planning and vendor services. Its image will be represented through visual elements and its high quality of service. We seek to expand sales significantly, doubling over the next three years via implementation of this integrated marketing plan.

We are looking to ease the worries of private and corporate event planners by providing an upscale one stop shop solution for everybody needs. We are looking to target the corporate market, non profit market and the private market.

The corporate market is all the businesses which hold at least one off site event each year and a lot of meeting all year long.

Whether entertaining the press, clients or board members, businesses require professional execution, delicious food and drinks, and easy understanding between the event managers/ caterers and their business objectives for the event.

Private market, all the people in the area and also other areas are constantly looking to host their event. Their special day, birthday party, wedding reception or anniversary. In these special moments you need someone to feel and know what are you looking for and make it easy on you by creating your menu, drinks helping with the whole event, leaving you no worries, all we count on is people leaving satisfied and ready to host their next event with us.

The non profit market is defined as non profit organizations which hold at least few off site events each year. Very price conscious the non profit market looks for in kind donations and discounted services whenever possible.

The Hiding Place will create a temporary competitive edge in Arlington Heights area by becoming a true one stop shop for all inclusive events. Clients will not have to work with multiple vendors, but can work directly with us to organize their event needs.

Currently, competitors in the area, do not offer same combination of upscale catering, flexibility of different cuisine, flexibility of event size, beautiful venue which we will be able to offer.

ATTACHMENT II – STAFF PARKING GENERATION ANALYSIS

Weekday Parking Analysis

Time	Office (Visitor)	Office (Employee)	Beauty (Visitor)	Beauty (Employee)	Retail (Visitor)	Retail (Employee)	Restaurant (Visitor)	Restaurant (Employee)	Banquet Hall	**Total Required	Surplus/ Deficit
6:00 AM	0	4	0	0	0	0	2	1	0	**7**	**264**
7:00 AM	0	36	0	0	0	0	7	2	0	**45**	**226**
8:00 AM	2	89	4	1	1	1	8	4	21	**131**	**140**
9:00 AM	6	113	4	2	2	2	10	4	41	**184**	**87**
10:00 AM	10	119	4	2	5	2	13	5	41	**201**	**70**
11:00 AM	5	119	4	2	6	2	17	5	41	**201**	**70**
12:00 PM	2	107	1	2	7	2	23	5	45	**194**	**77**
1:00 PM	5	107	4	2	7	2	22	5	45	**199**	**72**
2:00 PM	10	119	4	2	7	2	15	5	45	**209**	**62**
3:00 PM	5	119	4	2	6	2	11	5	45	**199**	**72**
4:00 PM	2	107	4	2	6	2	13	5	45	**186**	**85**
5:00 PM	1	60	3	2	7	2	20	5	69	**169**	**102**
6:00 PM	1	30	3	1	7	2	23	5	69	**141**	**130**
7:00 PM	0	12	1	1	7	2	26	5	69	**123**	**148**
8:00 PM	0	8	1	0	6	2	26	5	69	**117**	**154**
9:00 PM	0	4	0	0	4	2	21	5	69	**105**	**166**
10:00 PM	0	1	0	0	2	1	20	4	35	**63**	**209**
Peak Demand Ratio (Spaces/ 1,000 SF)	0.3	3.5	3	1.5	2.9	0.7	9	1.6	20	-	-
					Total Parking Provided:				***271 Spaces***		

Source: Time-of-Day Factors and Peak Demand Ratios for this anticipated parking demand analysis were pulled from ITE sources and traffic studies for other projects. The calculation of anticipated demand for the banquet hall use utilized Time-of-Day Factors and Peak Demand Ratios cited in the traffic study for the European Crystal Banquet Hall/Hotel (2018).

ATTACHMENT II – STAFF PARKING GENERATION ANALYSIS

Weekend Parking Analysis

Time	Office (Visitor)	Office (Employee)	Beauty (Visitor)	Beauty (Employee)	Retail (Visitor)	Retail (Employee)	Restaurant (Visitor)	Restaurant (Employee)	Banquet Hall	**Total Required	Surplus/ Deficit
6:00 AM	0	0	0	0	0	0	1	1	0	**2**	**269**
7:00 AM	0	2	0	0	0	0	3	3	0	**8**	**263**
8:00 AM	1	7	4	1	1	1	6	3	21	**45**	**226**
9:00 AM	1	10	4	2	2	2	9	4	41	**75**	**196**
10:00 AM	1	11	4	2	4	2	12	4	41	**81**	**190**
11:00 AM	1	12	4	2	5	2	14	4	41	**85**	**186**
12:00 PM	1	11	1	2	6	2	20	4	45	**92**	**179**
1:00 PM	1	10	0	0	6	2	18	4	45	**86**	**185**
2:00 PM	1	7	0	0	7	2	14	4	45	**80**	**191**
3:00 PM	0	5	0	0	7	2	11	4	45	**74**	**197**
4:00 PM	0	2	0	0	7	2	12	4	45	**72**	**199**
5:00 PM	0	1	0	0	6	2	16	5	69	**99**	**172**
6:00 PM	0	1	0	0	6	2	21	5	69	**104**	**167**
7:00 PM	0	0	0	0	5	2	26	5	69	**107**	**164**
8:00 PM	0	0	0	0	5	2	26	5	69	**107**	**164**
9:00 PM	0	0	0	0	4	1	16	5	69	**95**	**176**
10:00 PM	0	0	0	0	2	1	15	4	35	**57**	**215**
Peak Demand Ratio (Spaces/ 1,000 SF)	0.03	0.35	3	1.5	2.9	0.7	9	1.6	20	-	-
					Total Parking Provided:				***271***	***Spaces***	

Source: Time-of-Day Factors and Peak Demand Ratios for this anticipated parking demand analysis were pulled from ITE sources and traffic studies for other projects. The calculation of anticipated demand for the banquet hall use utilized Time-of-Day Factors and Peak Demand Ratios cited in the traffic study for the European Crystal Banquet Hall/Hotel (2018).

GIS consortium MapOffice™



Map created on March 5, 2021.

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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 23, 2021, AT 7:30 P.M. to consider Petition No. 21-008, a request for a Special Use Permit to allow a Banquet Hall use in the B-2 District, on the subject property located at 1863 W. Central Road, in Arlington Heights, IL. In accordance with orders issued by the State of Illinois in response to the COVID-19 pandemic, this Plan Commission hearing may take place at the Arlington Heights Municipal Building, located at 33 S. Arlington Heights Road, or virtually via Zoom Meeting. f held virtually via Zoom, or in person at the Arlington Heights Municipal Building, individuals who wish to comment or ask a question on an item on the Agenda may either participate via Zoom, or send an email to the Village at jmschmidt@vah.com. Please limit emails to 200 words or less. To be shared at the hearing, the email must be received by 3:00 p.m. on June 23.

Specific details on the location of the hearing, as well as how to access and participate in the hearing, will be available at www.vah.com no later than June 18.

The legal description for the subject property is as follows:

PARCEL 1: LOT 2 IN WILKE-CENTRAL SUBDIVISION OF PART OF FRACTIONAL SECTIONS 5 AND 8, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2: NON-EXCELUSIVE EASEMENTS FOR INGRESS AND EGRESS FOR THE BENEFIT OF PARCEL 1, AS SET ESTABLISHED BY THE DECLARATION DATED DECEMBER 8, 1978 AND RECORDED JUNE 22, 1979 AS DOCUMENT 25018565 AND AMENDED BY AGREEMENT RECORDED MUNE 16, 1980 AS DOCUMENT 25487047, OVER AND ACROSS THE FOLLOWING: LOT 1 IN WILKE-CENTRAL SUBDIVISION, AFORESAID.

(NOTE: PARCEL 2 IS BLANKET IN NATURE AND PROVIDES FOR INGRESS AND EGRESS AND PASSAGE OF PEDESTRIANS INTO, OUT OF, ON, OVER AND ACROSS THE COMMON AREAS WHICH ARE THE AREAS NOT COVERED BY THE BUILDINGS)

P.I.N.: 08-08-201-005-0000

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.

Susan Dawson, Chair
ARLINGTON HEIGHTS
PLAN COMMISSION
Published in Daily Herald
June 8, 2021 (4564967)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Northwest Suburbs
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 **Northwest Suburbs DAILY HERALD**. That said **Northwest Suburbs DAILY HERALD** is a secular newspaper, published in Arlington Heights and has been circulated daily in the Village(s) of: Arlington Heights, Barrington, Barrington Hills, Bartlett, Buffalo Grove, Deer Park, Des Plaines, Elk Grove, Franklin Park, Glenview, Hanover Park, Hoffman Estates,Inverness, Melrose Park,Morton Grove, Mt Prospect, Niles, Northbrook, Northfield, Northlake, Palatine, Park Ridge, Prospect Heights, River Grove, Rolling Meadows, Rosemont, Schaumburg,Schiller Park, South Barrington, Streamwood, Wheeling, Wilmette

County(ies) of Cook
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 Northwest Suburbs 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 06/08/2021
in said Northwest Suburbs 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 _____
Designee of the Publisher and Officer of the Daily Herald

Control # 4564967

REPORT OF THE PROCEEDINGS OF

THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL VIRTUALLY ON: **March 10 and March 31, 2021**

Project Title: Toscana Banquet Hall

Address: 1863 W. Central Road
Arlington Heights, IL 60004

Petitioner: Murat Murati – Toscana Restaurant

Address: 1859 W. Central Rd.
Arlington Heights, IL 60005

Requested Action:

1. Special Use Permit to permit a Banquet Hall in the B-2 Zoning

Variations Required:

1. None identified

Attendees:

John Sigalos, Plan Commissioner (3-31)
Bruce Green, Plan Commissioner (3-10 and 3-31)
Jay Cherwin, Plan Commissioner (3-10 and 3-31)
Lynn Jensen, Plan Commissioner (3-10 and 3-31)
Jake Schmidt, Assistant Planner (3-10 and 3-31)
Sam Hubbard, Development Planner (3-31)
Murat Murati, Petitioner, Toscana Restaurant (3-31)

Project Summary:

Toscana is a casual sit-down/carry-out restaurant that specializes in a variety of Italian-American entrees, salads, appetizers, and desserts. Recently the adjacent tenant space has been vacated, when Sam's Restaurant ceased operations. To increase services offered, Toscana wishes to reoccupy a portion of this space with a banquet hall. This banquet hall would be operated under a separate name and LLC, with a separate liquor license.

The adjacent 3,438 square foot tenant space is part of the Central/Wilke Shopping Center (owned by Clearbrook), which is located at the southeast corner of Central Road and Old Wilke Road, next to the Village of Arlington Heights Senior Center. This multi-tenant commercial shopping center is 43,816 square feet including a parking lot with 271 parking spaces (202 spaces in front of the center and 69 spaces behind the center).

The banquet hall would have a total of 142 seats, employ 4-5 staff members, and operate primarily on Friday and Saturday evenings. No changes to the site or building are proposed aside from interior modifications. The banquet hall would share Toscana's kitchen for food preparation.

March 10 Meeting Discussion:

(Note: Due to a technical error the petitioner and public were unable to attend this meeting)

Chairman Green began by noting that the petitioner was not present, and asked **Mr. Schmidt** to provide the project summary.

Mr. Schmidt began by stating that the proposal was for a Banquet Hall, and the subject property was zoned B-2. Banquet Halls are a Special Use in the B-2 District, and that a Special Use Permit is required. The banquet hall would be under

common ownership with Toscana Restaurant, though would have a separate business license and liquor license. Starting out, Toscana's kitchen would be shared with the banquet facility. The facility would operate primarily on Friday and Saturday evenings, and have142 seats with 4 to 5 staff members. No changes to the site are proposed. Staff will verify that site landscaping and parking lot maintenance is up to code as part of the Plan Commission review process, Per the proposed mix of uses within the shopping center, code-required parking will be provided. No bicycle parking is required. No traffic and parking study is required per code. Anticipated demand for parking will be evaluated though, based upon similar projects in Arlington Heights and industry standards. Staff is generally supportive of the petition, subject to provision of an adequate written response to Special Use Permit Justification Criteria, and provision of the code-required market study.

Commissioner Jensen asked if there was a way the petitioner could avoid the cost of a full market study.

Mr. Schmidt stated that the Village can be flexible with respect to the contents of a market study. A written summary of the petitioner's reasons for opening the banquet hall should be sufficient. The petitioner could also pursue a variation if he does not want to provide the market study.

Commissioner Green asked how the facility would operate with Covid.

Mr. Schmidt stated that the banquet hall would have to comply with IDPH guidelines governing separation and capacity. The petitioner is also likely looking forward to a future where the pandemic has ended.

Commissioner Green stated that he believes it is a good move for the petitioner.

Commissioner Jensen asked if the petitioner leases or owns the space.

Mr. Schmidt stated that the petitioner leases the space.

Commissioner Jensen asked if the banquet hall is occupying the full space of the former tenant.

Mr. Schmidt stated that the banquet hall would only occupy a portion of the space.

Commissioner Jensen asked if the remaining space is large enough to be useful.

Mr. Schmidt stated that he believed the remaining space would be usable. The remaining space is approximately 2,300 square-feet.

Commissioner Cherwin stated that the petitioner operates a good restaurant, and he supports the banquet hall proposal. He also believes that a market study is not necessary.

Commissioner Green stated that he agreed a market study is not necessary. He asked if the project would have to be reviewed at a subsequent meeting since the petitioner did not show up.

Mr. Schmidt stated that he would have to check to see if the project would have to be heard at a subsequent meeting.

Commissioner Green asked if there was anyone in the public who wished to speak.

Mr. Schmidt stated that he saw no hands raised.

Commissioner Green closed the public portion of the meeting.

Commissioner Cherwin stated that the petitioner should move forward.

Commissioner Green stated the petitioner should move forward.

March 31 Meeting Discussion:

Commissioner Green asked **Mr. Murati** to give his presentation.

Mr. Murati stated that he has had a restaurant at this location for 12 years. Customers have indicated they would like private party services. With the departure of the restaurant next door, a banquet facility can now be accommodated. It would be 3,500 square feet in size. It would be open to many different types of events, like pizza parties or meetings. The name would be Hiding Place Banquet Hall. He has retained an architect to design the space. He is excited to open the facility.

Commissioner Sigalos asked if the space would be 35,000 square feet or 3,500 square feet.

Mr. Murati indicated that it would be 3,500 square-feet.

Commissioner Green asked **Mr. Schmidt** to provide additional details.

Mr. Schmidt stated that the banquet hall would have a separate business license and liquor license. Starting out, Toscana's kitchen would be shared with the banquet facility. The facility would operate primarily on Friday and Saturday evenings, and have142 seats with 4 to 5 staff members. No changes to the site are proposed. Staff will verify that site landscaping and parking lot maintenance is up to code as part of the Plan Commission review process, Per the proposed mix of uses within the shopping center, code-required parking will be provided. No bicycle parking is required. No traffic and parking study is required per code. Anticipated demand for parking will be evaluated though, based upon similar projects in Arlington Heights and industry standards. Staff is generally supportive of the petition, subject to provision of an adequate written response to Special Use Permit Justification Criteria, and provision of the code-required market study.

Commissioner Cherwin stated that he supports the project.

Commissioner Sigalos stated that he supports the project. He asked if the banquet facility would have separate bathrooms.

Mr. Murati confirmed the banquet facility would have separate bathrooms.

Commissioner Sigalos asked if the petitioner would be able to comply with Covid restrictions.

Mr. Murati stated he would be able to comply with Covid restrictions. The restrictions may lift by the time of opening.

Commissioner Sigalos stated that he supports the project, and is impressed with the current operations at the restaurant.

Commissioner Jensen stated that he believes a market study is not necessary. He asked what the Village is looking for in a market study.

Mr. Schmidt stated that the Village can be flexible with respect to the contents of a market study. A written summary of the petitioner's reasons for opening the banquet hall should be sufficient. The petitioner already provided a brief summary that should be acceptable.

Commissioner Green stated that he believes a market study is not necessary, and he supports the project.

Mr. Murati stated that he is looking forward to opening the facility.

There was no public comment relevant to the project.

RECOMMENDATION

The Conceptual Plan Review Committee expressed support for the project and advised the petitioner to proceed forward with their application.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Jake Schmidt, Recorder

Project Description

Hiding Place Banquet Hall

Its going to be unique and small gem to cover up everyone needs, not only in Arlington Heights area and Rolling Meadows but also surrounding areas between 5 to 10 miles radius.

We have been here 12 years in this location and also another three on the other site of Arlington Heights, plus living in this community over 22 years, I know what the people want and I know what we have around.

There will be nothing competitive in the area.

Hiding Banquet Hall will offer from low budget to high budget customers.

3500 SQ with private bar, bathrooms, waiting area, coat room, easy entrance and easy exit, plenty of parking.

Some people can rent it 30 people and up with the most reasonable prices, any time of the day, month of the year, including holidays, we are here to serve people. We would satisfied every menu its out there, starting from Italian, American, French and any other cuisine, we can accommodate.

Early meeting, which hotel will charge just for the room between 300 to 500 dollars, at our banquet hall you will enjoy delicious food and drinks for that kind of money.

It also goes for lunch as well as dinner, anytime of the night, private, up to 120 people, including weekends, anytime. By looking around the area, not many places offer those.

Completion and Time Frame

Between 3 to 5 months will be completed, depends on the special use program and development. We would like to have it done as early as possible, so we can advertise and start booking parties for next year and hopefully for the winter holidays as long as this pandemic goes away.

Hours of Operation and Employees

The hours will be with the customer needs, in the meantime there will be following all the rules until we have liquor license. We will not be operating unless we have scheduled event.

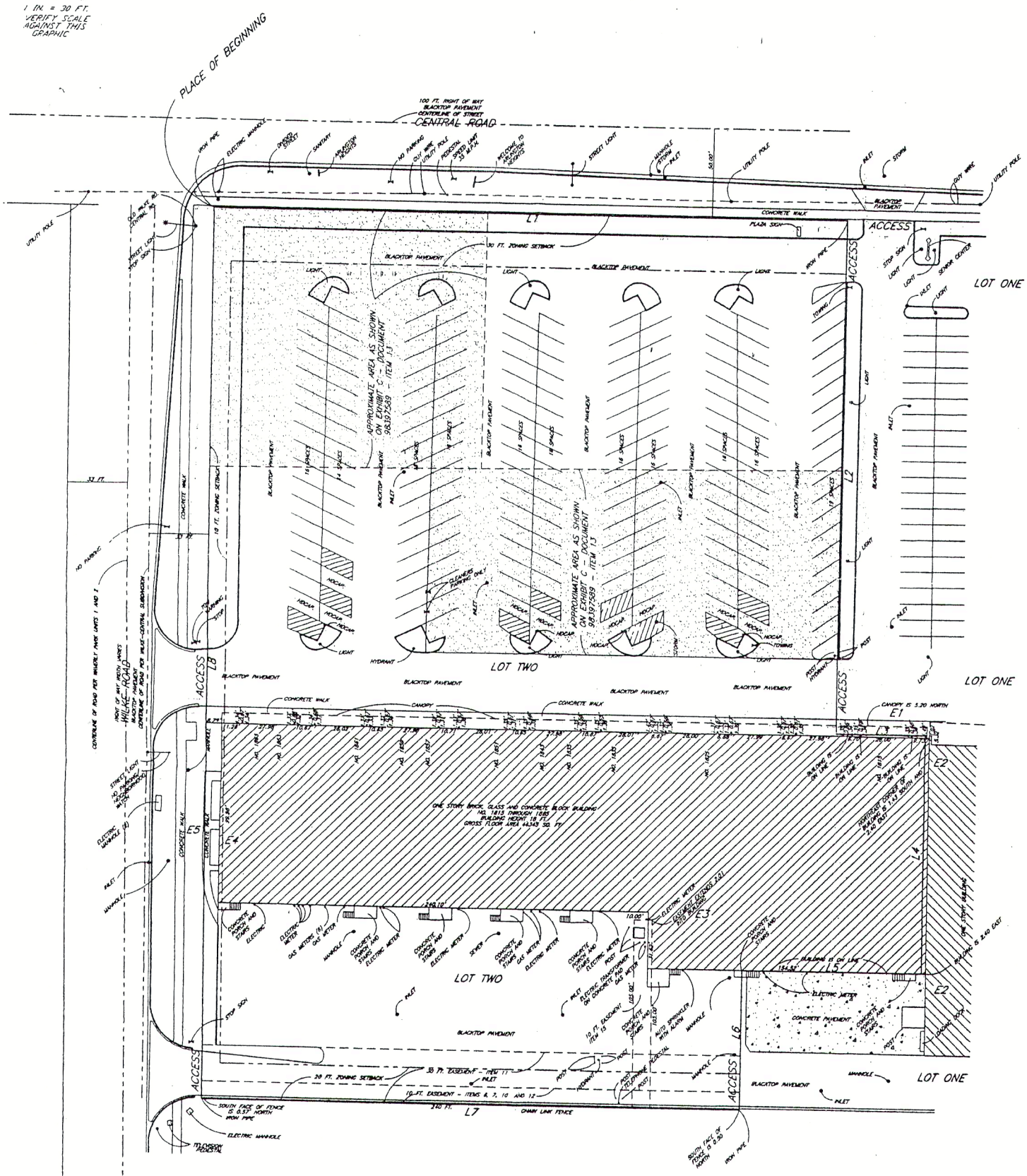
For the event we will follow the rules and regulations, not extending the hours longer, everything will be according to the license.

For the employees, we will start with at least 5 and it will depend on the number of guests for the event. Most of the employees will be part time, as we need them.

PLAT OF SURVEY
ALTA \ACSM LAND TITLE SURVEY
by
Michael J. Emmert Surveys, Inc.
of
1815-1863 CENTRAL ROAD

North
W — E
S

1 IN. = 30 F.T.
VERIFY SCALE AGAINST THIS GRAPHIC



SYMBOLS

- CONCRETE FILLED POST
- HYDRANT
- MANHOLE
- SIGN
- LIGHT
- WOOD POLE
- CONCRETE CURB
- CONCRETE CURB AND GUTTER
- CONCRETE

LINE TABLE

Line	Bearing	Distance	Measure
L1	N.90°00'00"E.	352.62'	352.62'
L2	S.00°00'00"E.	291.33'	291.33'
L3	N.90°00'00"E.	50.00'	50.00'
L4	S.00°00'00"E.	132.83'	132.83'
L5	N.90°00'00"W.	100.00'	100.00'
L6	S.00°00'00"E.	77.79'	77.79'
L7	S.89°59'34"W.	299.21'	299.21'
L8	N.00°23'20"W.	502.00'	502.00'

STATE OF ILLINOIS
MICHAEL
J. EMMERT
No. 2499
REGISTERED LAND SURVEYOR

Michael J. Emmert Surveys, Inc.
115 West Palatine Road
Palatine, Illinois 60067-5103
Office 800/991-6898
Fax 991-4999

IMPROVEMENTS FOR:

Toscana Banquets

1863 West Central Road
Arlington Heights IL. 60005

ARCHITECT:

CONSTRUCTION DESIGN ARCHITECTS, LTD.

249 E. Prospect Ave.
Mount Prospect, IL 60056
P: 847-797-1700
F: 847-797-7880

GENERAL INFORMATION

1. THE INTENTION OF THE CONTRACT DOCUMENTS IS TO INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, TRANSPORTATION, CONSTRUCTION PLANT, AND FACILITIES NECESSARY FOR THE PROPER EXECUTION AND COMPLETION OF THE WORK. ALL WORK NOT SPECIFICALLY EXCLUDED IN THE CONTRACT DOCUMENTS WHICH IS REASONABLY AND PROPERLY INFERABLE THEREFROM, OR ACCEPTED TRADE PRACTICE, OR NECESSARY FOR THE PROPER COMPLETION OF THE WORK, IS INCLUDED EVEN THOUGH NOT SPECIFICALLY MENTIONED IN OR CALLED FOR BY THE CONTRACT DOCUMENTS. MATERIALS OR WORK DESCRIBED IN WORDS WHICH SO APPLIED HAVE A WELL-KNOWN TECHNICAL OR TRADE MEANING SHALL BE HELD TO REFER TO SUCH RECOGNIZED STANDARDS.
2. IN THE EVENT OF CONFLICT BETWEEN THE CONTRACT DOCUMENTS, THE GENERAL CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE IN WRITING FOR RESOLUTION BY THE ARCHITECT.
3. ALL CONTRACTORS TO PERFORM THE NECESSARY WALK-THROUGHS TO BECOME FAMILIAR WITH THE SITE AND NOTIFY THE OWNERS REPRESENTATIVE OF ANY DISCREPANCIES IN WRITING.
4. CUTTING AND PATCHING:

   PERFORMING THE CUTTING AND PATCHING OF ANY MATERIALS THAT WILL BE LEFT EXPOSED TO VIEW IN REMODELING WORK SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.

   ALL PROPOSED CUTTING AND PATCHING OF ANY STRUCTURAL MEMBERS SHALL BE SUBMITTED TO THE ARCHITECT/ENGINEER FOR REVIEW. UPON THE ARCHITECT'S/ENGINEER'S DIRECTIVE, THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE CUTTING AND PATCHING IN STRICT ADHERENCE TO THE ARCHITECT'S/ENGINEER'S DIRECTION.

   PERFORMING THE CUTTING AND PATCHING OF ANY STRUCTURAL ITEMS SUCH AS ROOF SLABS/DECKS/BEAMS/COLUMNS ETC. AS PART OF THE REMODELING WORK SHALL BE PERFORMED BY THE GENERAL CONTRACTOR AND APPROVED BY THE ARCHITECT PRIOR.
   ALL CUTTING AND PATCHING OF ANY ROOFING MEMBRANE SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR. THE GENERAL CONTRACTOR SHALL SECURE FROM THE OUNER ALL ROOF WARRANTY INFORMATION INCLUDING THE ORIGINAL INSTALLER AND MANUFACTURER. IF THE ROOF IS STILL UNDER WARRANTY, THE GENERAL CONTRACTOR SHALL BE REQUIRED TO PERFORM ALL OF THE WORK IN ACCORDANCE WITH THE ROOFING MANUFACTURER'S WARRANTY CONDITIONS SO AS TO ALLOW THE ACCEPTANCE OF THE NEW WORK INTO THE WARRANTY AND THEREBY NOT VOID THE EXISTING WARRANTY.
5. ALL DEMISING WALLS SHALL MAINTAIN THE PROPER MINIMUM FIRE SEPARATION RATING.

   ALL HOLES, VOIDS, OPENINGS AROUND EXISTING OR NEW PIPING, CONDUIT, MECHANICAL DUCTS, WALLS TO DECK AND HOLES IN CONCRETE IN FLOOR/CEILING APPLICAITONS AND THE LIKE, SHALL BE EFFECTIVELY FIRE STOPPED WITH APPROVED, LISTED MATERIALS.

   ALL INTERIOR FINISHES SHALL COMPLY WITH FLAME SPREAD AND SMOKE DEVELOPMENT REQUIREMENTS.

   PROVIDE ALL NECESSARY EQUIPMENT REQUIRED BY FIRE MARSHALL INCLUDING FIRE EXTINGUISHERS AS NECESSARY.
6. CEILING GRID SYSTEMS SHALL BE INDEPENDENTLY SUPPORTED FROM THE BUILDING STRUCTURE. PLUMBING, GAS PIPING, ELECTRICAL CONDUIT, MECHANICAL SYSTEMS AND THE LIKE SHALL BE SEPERATELY SUPPORTED.
7. ACCESSIBILITY NOTES:

   ACCESSIBLE RESTROOMS SHALL BE CONSTRUCTED SO THAT THERE IS A COMPLETE 5'-0" TURNING RADIUS.

   GRAB RAILS SHALL BE BETWEEN 33" AND 36" TO THE CENTER LINE OF THE RAIL AND SHALL BE OF THE REQUIRED LENGTH AND SPACING

   MIRRORS WHERE SUPPLIED SHALL NOT EXCEED 40" FROM FINISH FLOOR TO BOTTOM EDGE OF MIRROR.

   TISSUE DISPENSER HOLDERS SHALL BE LOCATED 19" ABOVE THE FINISH FLOOR AND CENTER 32" FROM THE BACK WALL.

   THE HEIGHT OF CONTROLS, DISPENSERS, RECEPTACLES, AND OTHER OPERABLE EQUIPMENT SHALL COMPLY WITH THE ILLINOIS ACCESSIBILITY CODE FOR REACH REQUIREMENTS.

   ACCESSIBILITY SIGNAGE SHALL BE INSTALLED ALONG THE LATCH SIDE OF EACH RESTROOM DOOR AND SHALL BE PLACED AT 5'-0" TO THE CENTER OF THE DOOR.

   MAINTAIN PUSH AND PULL CLEARANCES (18" PULL, 12" PUSH)

   ACCESSIBLE COUNTERS, CASH WRAPS, ETC ARE REQUIRED TO PROVIDE CLEAR COUNTER SPACE WHICH IS MINIMUM 36" WIDE AND NOT TO EXCEED 34" IN HEIGHT ABOVE FINISHED FLOOR. SINKS SHALL BE MOUNTED NO HIGHER THAN 34" ABOVE THE FINISH FLOOR PER ILLINOIS ACCESSIBILITY CODE.
8. THE DEPICITON OF EXISTING CONDITIONS ON ANY CONTRACT DOCUMENT IS BASED ON VISUAL SURVEYS AND/OR EXISTING DRAWINGS AND MAY NOT REFLECT ACTUAL OR COMPLETE CONDITIONS. EACH CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT NATURE OF THE EXISTING CONDITIONS PRIOR TO PERFORMING WORK.
9. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE TO:

   SCHEDULE ALL WORK AND CONSTRUCTION NOISES WITH THE OWNER TO ALLEVIATE OBJECTIONABLE DISRUPTIONS TO TENANTS AND OTHERS.

   SUBMIT FOUR (4) SETS OF SCHEDULES, CUT SHEETS, MATERIAL SAMPLES, ETC. FOR APPROVAL PRIOR TO ORDERING.

   GUARANTEE UNCONDITIONALLY AND IN WRITING ALL MATERIALS, EQUIPMENT, AND WORKMANSHIP FOR AT LEAST ONE YEAR FROM DATE OF ACCEPTANCE BY THE OWNER.
10. PROVIDE 3 WAY FIRE EXTINGUISHER SIGN APPROXIMATELY 80 INCHES OFF THE FLOOR AT ALL FIRE EXTINGUISHER LOCATIONS.

* Includes local amendments
(**) Municipal Code Chapter

The following construction and property maintenance codes have been updated by the Village of Arlington Heights and go into effect on March 1, 2020-

- ICC 2018 International Building Code..... *(23)
- ICC 2018 International Residential Code..... *(23)
- ICC 2018 International Fire Code..... *(27)
- ICC 2018 International Existing Building Code..... *(23)
- ICC 2018 International Mechanical Code..... *(23)
- ICC 2018 International Fuel Gas Code..... *(23)
- ICC 2018 International Swimming Pool and Spa Code..... *(23)
- NFPA 2017 National Electrical Code..... *(23)
- ICC 2018 International Property Maintenance Code..... *(26)

The following construction codes are mandated by the State of Illinois and enforced by the Village of Arlington Heights-

- Illinois Plumbing Code..... *(23)
- Illinois Energy Conservation Code
- Illinois Accessibility Code
- Illinois Elevator Safety Rules
- NFPA 2015 Life Safety Code (05PM)

BUILDING CODE INFORMATION-DESIGN DATA

OCCUPANCY: USE GROUP ASSEMBLY A-2
TYPE OF CONSTRUCTION: TYPE---IIB
PROJECT AREA 3,420 S.F.
OCCUPANCY LOAD 130P
EXTERIOR SEATING 16P

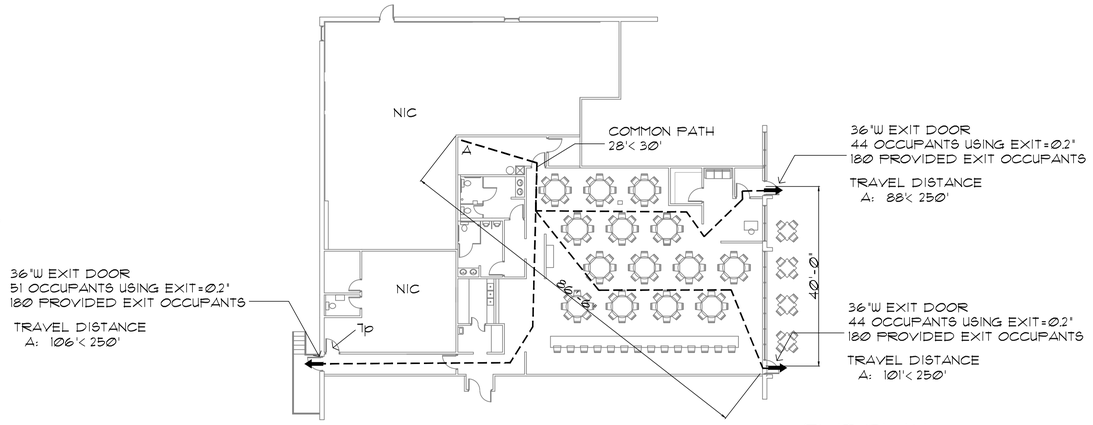
FIRE CLASSIFICATIONS OF INTERIOR FINISHES:
CLASSIFICATION OF MATERIALS
INTERIOR WALL AND CEILING FINISHES AND INTERIOR TRIM

CLASS	FRAME SPREAD RATING	SMOKE DEVELOPED
A	0-25	0-450
B	26-75	0-450
C	76-200	0-450

INTERIOR WALL AND CEILING FINISH:
EXIT ENCLOSURES AND EXIT PASSAGEWAYS-B
CORRIDORS-C
ROOMS AND ENCLOSED SPACES-C
ALL BLOCKING SHALL BE FIRE RETARDANT TREATED

SPRINKLER/FIRE PROTECTION NOTE:

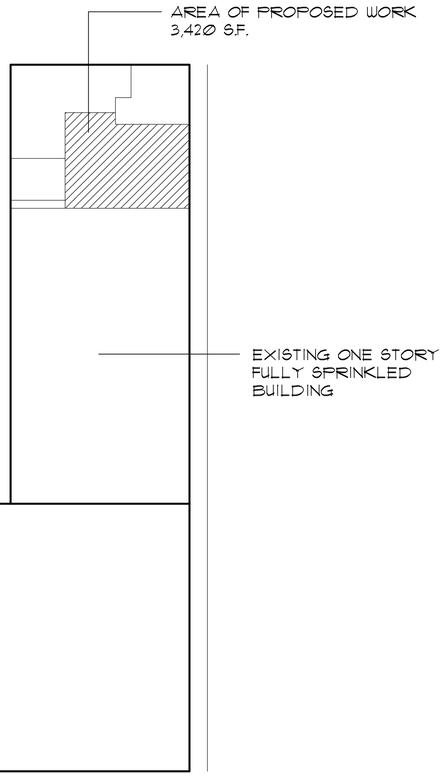
1. AS REQUIRED, A LICENSED SPRINKLER CONTRACTOR SHALL SUBMIT (4) FULL SETS OF CODE COMPLIANCE PLANS, FIRE SAFETY CONSULTANTS FOR A PERMIT FOR ALTERATIONS TO THE EXISTING SPRINKLER SYSTEM. SPRINKLER INSTALLATION SHALL BE COORDINATED WITH OTHER APPROPRIATE TRADES.
2. INSTALL SPRINKLER HEADS IN CENTER OF CEILING TILES AS OFTEN AS POSSIBLE.



MAXIMUM TRAVEL DISTANCE TO EXITS ASSEMBLY 'A' : 250 FEET
MAXIMUM COMMON PATH OF EGRESS TRAVEL DISTANCE ASSEMBLY 'A' :30 FEET

EXIT ACCESS PASSAGEWAYS AND CORRIDORS
DEAD ENDS: 50 FEET MAX.
MINIMUM WIDTH OF EXIT : DOOR 36"
MINIMUM WIDTH OF EXIT : CORRIDOR 44"

B EXIT PLAN
SCALE: 1/16"=1'-0"



THE TOTAL FLOOR AREA OF THE EXISTING BUILDING IS 43,620 S.F.

A KEY PLAN
SCALE: 1"=40'-0"

DRAWING INDEX

ARCHITECTURAL DRAWINGS	DATE	R
A100 - COVER SHEET-GENERAL NOTES	01/25/21	
A101 - FLOOR PLAN	01/25/21	
A102 - REFLECTED CEILING PLAN	01/25/21	
A103 - TOILET FLOOR PLAN & ELEVATIONS	01/25/21	
A104 - FINISH SCHEDULE & DOOR SCHEDULE	01/25/21	
A105 - ADA	01/25/21	

ENERGY CONSERVATION CODE COMPLIANCE

STATEMENT OF COMPLIANCE:

I CERTIFY THAT I AM A REGISTERED ENERGY PROFESSIONAL (REP). I ALSO CERTIFY THAT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE AND BELIEF THAT THE PLANS FOR

ADDRESS: 1863 W. CENTRAL RD. ARLINGTON HEIGHTS ILLINOIS
FULLY COMPLY WITH THE REQUIREMENTS OF ILLINOIS ENERGY CONSERVATION CODE

Thomas D. Eckhardt Sr. — 01/25/21

THOMAS D. ECKHARDT, AIA — DATE

LICENSE #: 01-08736 EXPIRES: 11/30/22

CONSTRUCTION DESIGN ARCHITECTS LTD
LICENSE #: 184.001509-0001 EXPIRES: 04/30/2021
001.008736

SEAL OF ARCHITECT

STATEMENT OF COMPLIANCE:

I HAVE PREPARED, OR CAUSED TO BE PREPARED UNDER MY DIRECT SUPERVISION, THE ATTACHED PLANS AND STATE THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND TO THE EXTENT OF MY CONTRACTUAL OBLIGATIONS THEY ARE IN COMPLIANCE WITH THE ARLINGTON HEIGHTS CODE.

Thomas D. Eckhardt Sr. — 01/25/21

THOMAS D. ECKHARDT, AIA — DATE

LICENSE #: 01-08736 EXPIRES: 11/30/22

CONSTRUCTION DESIGN ARCHITECTS LTD
LICENSE #: 184.001509-0001 EXPIRES: 04/30/2021
001.008736

CD Group

Construction Design Architects, Ltd.
Construction Design Services, Ltd.

249 E. Prospect Avenue Suite 100
Mount Prospect, IL 60056

T 847.797.1700
F 847.797.7800

www.cdgroupllc.com

PROJECT NAME & LOCATION:

Toscana Banquets

1863 West Central Road
Arlington height, IL. 60005

CONSULTANTS:

MARK	DATE	DESCRIPTION
	01/25/21	ISSUED FOR PERMIT

PROJECT NO: 3838

DRAWN BY: Y.S.

CHK'D BY:

DATE: 01/13/21

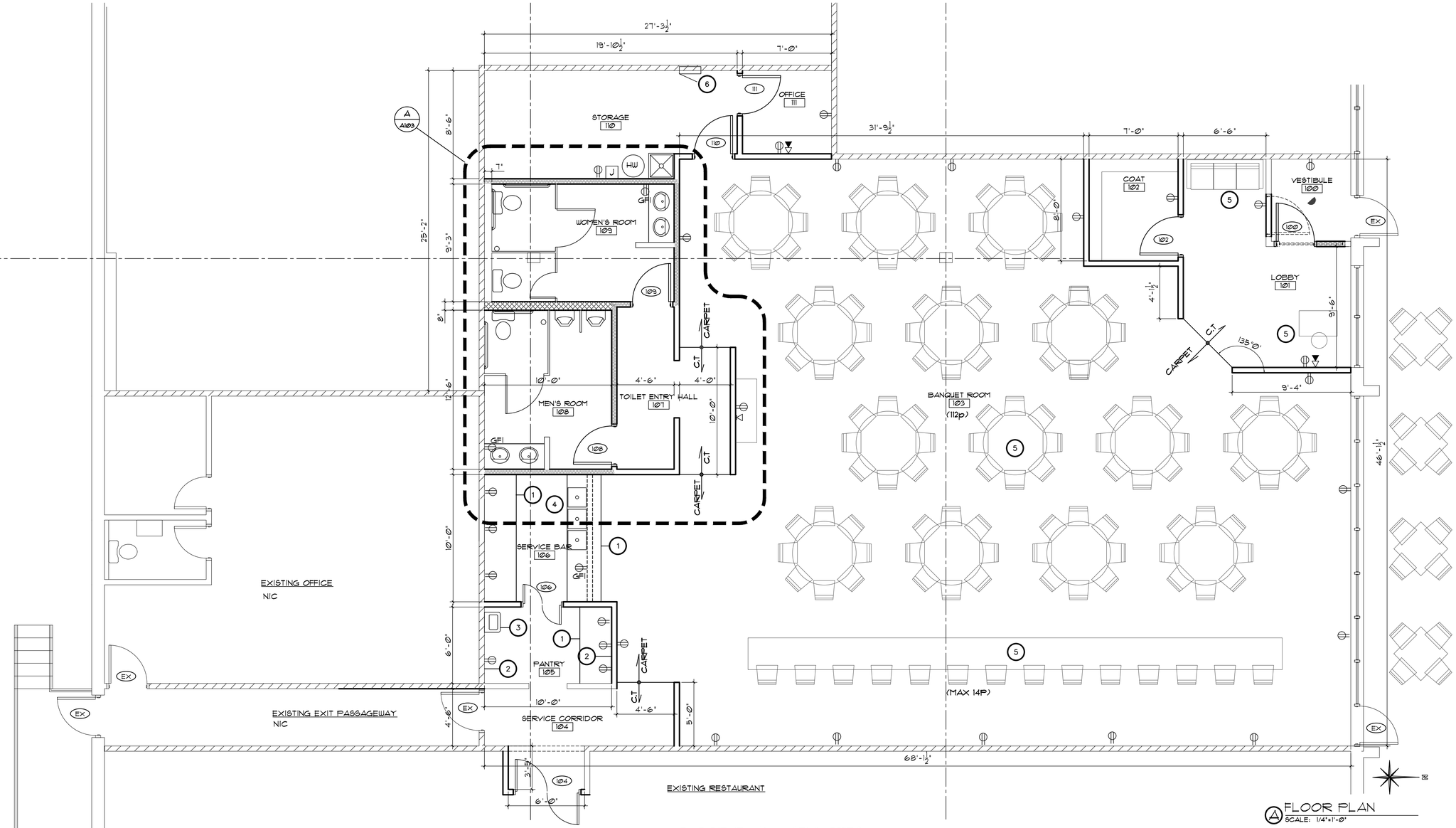
SHEET TITLE:

COVER SHEET

SHEET NUMBER

A100

SHEET OF



FLOOR PLAN - GENERAL NOTES

1. GENERAL CONTRACTOR SHALL COORDINATE WITH ALL TRADES THE REMOVAL REINSTALLATION, AND/OR REWORKING OF THE EXISTING FINISHES AS REQUIRED FOR THE ROUTING OF EXISTING/NEW SERVICES INTO THE REMODELING AREA.
2. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL GOVERNING REGULATING AGENCIES, CODES AND ORDINANCES
3. BRACE ALL WALLS AND SOFFIT FRAMING TO STRUCTURE ABOVE OR ADJOINING/ADJACENT WALLS AS REQUIRED FOR RIGIDITY.
4. ALL PLUMBING WALLS TO RECEIVE WATER RESISTANCE GYP. BRD.
5. PROVIDE CONCEALED FIRE RETARDANT PLYWOOD OR WOOD BLOCKING AS REQUIRED TO MOUNT HANDRAILS, MILLWORK, CABINETS, WINDOWS, DOOR FRAMES, ETC. GENERAL CONTRACTOR TO COORDINATE LOCATION, SIZE AND CONFIGURATION OF ALL BLOCKING.
6. STANDARD METAL STUDS TO BE 20 GUAGE, UNLESS OTHERWISE NOTED.
7. PROVIDE GYP. BRD CONTROL JOINTS AT 30' MAX. AND AT ALL DOOR JAMB LOCATIONS, AND AS NOTED.
8. PROVIDE ACCESS PANEL TO CONCEALED VALVES AND CLEANOUTS AT PLUMBING FIXTURES.
9. PRIOR TO ANY NEW FLOOR SLAB CUTTING, NEW EXTERIOR WALL PENETRATIONS OR ANY NEW ROOF PENETRATIONS, RESPECTIVE SUB-CONTRACTOR SHALL VERIFY WITH ARCHITECT AND GENERAL CONTRACTOR TO COORDINATE EXACT LOCATION.
10. ANY EXISTING PROTECTED CONSTRUCTION DISRUPTED OR UNCOVERED SHALL BE REPLACE WITH LIKE KIND AND SHALL BE RESTORED TO FULL PROTECTIVE CAPACITY.
11. ANY EXISTING THERMAL INSULATION DISRUPTED OR UNCOVERED SHALL BE REPLACE WITH LIKE KIND AND SHALL BE RESTORED TO FULL CAPACITY.
12. PROVIDE 2HR FIRESTOP STOP SYSTEM AT ANY NEW ELECTRICAL, PLUMBING WORK PENETRATIONS THROUGH THE EXISTING FLOOR SLAB

FLOOR PLAN- KEYNOTES

1. ALL MILLWORK BY OTHERS
2. PROVIDE BACKING FOR WALL HUNG CABINETS COORDINATE EXACT LOCATION & SIZE WITH OWNER
3. PROVIDE HAND SINK -SEE PLUMBING PLAN
4. ALL BAR EQUIPMENT AND SINK BY OTHERS
5. ALL FURNITURE BY OTHERS
6. NEW ELECTRICAL PANEL-SEE ELECTRICAL PLAN

WALL TYPE

- EXISTING WALL TO REMAIN
- EXISTING DEMISING WALL TO REMAIN
- EXISTING WALL TO BE DEMOLISHED
- NEW WALL (4⅜" THK)
  ⅝" GYP. BD. BOTH SIDES ON 3⅝" MTL. STUDS (20g) @ 16" O.C. UP TO 6" ABOVE CEILING.
- NEW WALL WITH BLANKET (4⅜" THK)
  ⅝" GYP. BD. BOTH SIDES ON 3⅝" MTL. STUDS (20g) @ 16" O.C. UP TO 6" ABOVE CEILING. CONTINUOUS SOUND ATTENUATION BLANKET TO 6" ABOVE CEILING & TO 3'-0" EACH SIDE OF PARTITION
- TYPICAL CHASE WALL (8" THK)
  ⅝" GREEN . BD. BOTH SIDES ON 1⅝" MTL. STUDS(20g) @ 16" O.C. & 3 5/8" METAL CROSS BRACES @ 48" O.C.VERTICALLY UP TO 6" ABOVE CEILING.
  PROVIDE 3" BLANKET FULL HEIGHT

NOTE

ALL PLUMBING WALL (INCLUDE PARTIAL EXISTING WALL WHERE INSTALL NEW PLUMBING) SHALL BE INSTALLED GREEN BOARD OR 'DUROCK' CEMENT BOARD

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PROJECT NAME & LOCATION:

Toscana Banquets

1863 West Central Road
Arlington height, IL. 60005

CONSULTANTS:

MARK	DATE	DESCRIPTION
	01/25/21	ISSUED FOR PERMIT

PROJECT NO: 3838

DRAWN BY: Y.S.

CHK'D BY:

DATE: 01/13/21

SHEET TITLE:

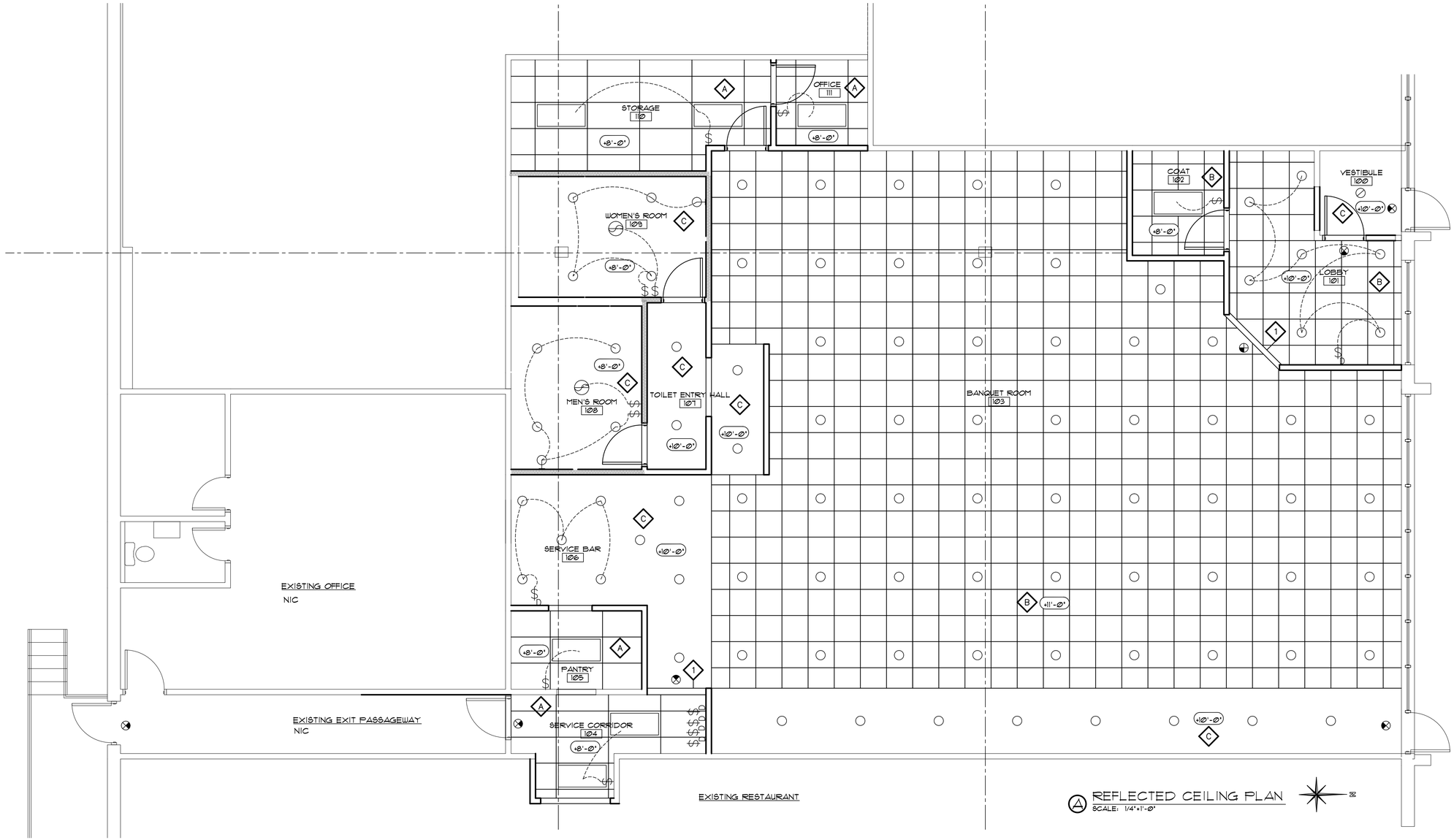
FLOOR PLAN

STATE OF ILLINOIS · THOMAS D ECKHARDT · 01-8736 · LICENSED ARCHITECT

SHEET NUMBER

A101

SHEET OF



REFLECTED CEILING PLAN
SCALE: 1/4"=1'-0"

REFLECTED CEILING PLAN - GENERAL NOTES

1. REFER TO ELECTRICAL DRAWINGS FOR TYPE AND SIZE OF ELECTRICAL FIXTURES.
2. REFER TO MECHANICAL DRAWINGS FOR TYPE AND SIZE OF ANY MECHANICAL EQUIPMENT SHOWN OR REFERENCED ON THIS DRAWING.
3. CENTER APPLICABLE COMPONENTS IN CEILING TILES, (SPRINKLER HEADS, CAN LIGHT FIXTURES, ETC.
4. ALL CONTRACTORS SHALL COORDINATE THEIR WORK PRIOR TO THE INSTALLATION OF ANY ITEMS ABOVE THE DESIGNATED CEILING PLANE.
5. CEILING TILES WITHIN EACH ROOM SHALL BE CENTERED WITHIN THE MAJOR RECTANGULAR SPACE, UNLESS NOTED OTHERWISE. DO NOT CUT CEILING TILES LESS THAN 4" WIDE.
6. REFER TO FINISH SCHEDULE FOR CEILING FINISH HEIGHTS. ANY DISCREPANCIES SHALL BE SUBMITTED TO THE ARCHITECT'S OFFICE FOR CLARIFICATION PRIOR TO COMMENCING WORK.
7. PROVIDE SOLID BACKING AND REINFORCEMENT AS REQUIRED FOR ALL CEILING MOUNTED EQUIPMENT.
8. EXISTING SPRINKLER SYSTEM TO BE MODIFIED AS NECESSARY TO ACCOMMODATE ALL NEW LAYOUTS. GENERAL CONTRACTOR TO COORDINATE WITH FIRE SPRINKLER CONTRACTOR ON ANY NEW OR MODIFIED SYSTEMS TO VERIFY COMPLIANCE ON PROPER SYSTEM APPLICATION, AND FOR COMPLIANCE WITH ALL FEDERAL, STATE, AND LOCAL AUTHORITIES.

CEILING NOTES

1 CEILING TYPE

'A' 24"X48" ACOUSTICAL TILE

'B' 24"X24" ACOUSTICAL TILE

'C' 5/8" GYPSUM BOARD ON METAL FRAMING, PAINTED

ALL CEILING GRIDS SHALL BE CENTERED IN ROOMS AS SHOWN ON PLAN. EXCEPT AS OTHERWISE NOTED

CEILING SYMBOL LEGEND

- 2X4 LIGHT FIXTURE
- 2X2 LIGHT FIXTURE
- DOWN LIGHT FIXTURE
- SINGLE POLE SWITCH
- DIMMER POLE SWITCH
- SP SPEAKER
- EXIT SIGN
- EXHAUST FAN

REFLECTED CEILING PLAN- KEYNOTES

1 GYPSUM BOARD SOFFIT 2' BELOW CEILING

WALL TYPE

- EXISTING WALL TO REMAIN
- EXISTING DEMISING WALL TO REMAIN
- EXISTING WALL TO BE DEMOLISHED
- NEW WALL (4 1/8" THK) 5/8" GYP. BD. BOTH SIDES ON 3 5/8" MTL. STUDS (20g) @ 16" O.C. UP TO 6' ABOVE CEILING.
- NEW WALL WITH BLANKET (4 1/8" THK) 5/8" GYP. BD. BOTH SIDES ON 3 5/8" MTL. STUDS (20g) @ 16" O.C. UP TO 6' ABOVE CEILING. CONTINUOUS SOUND ATTENUATION BLANKET TO 6' ABOVE CEILING & TO 3'-0" EACH SIDE OF PARTITION
- TYPICAL CHASE WALL (8" THK) 5/8" GREEN . BD. BOTH SIDES ON 1 5/8" MTL. STUDS(20g) @ 16" O.C. & 3 5/8" METAL CROSS BRACES @ 48" O.C.VERTICALLY UP TO 6" ABOVE CEILING. PROVIDE 3" BLANKET FULL HEIGHT

NOTE

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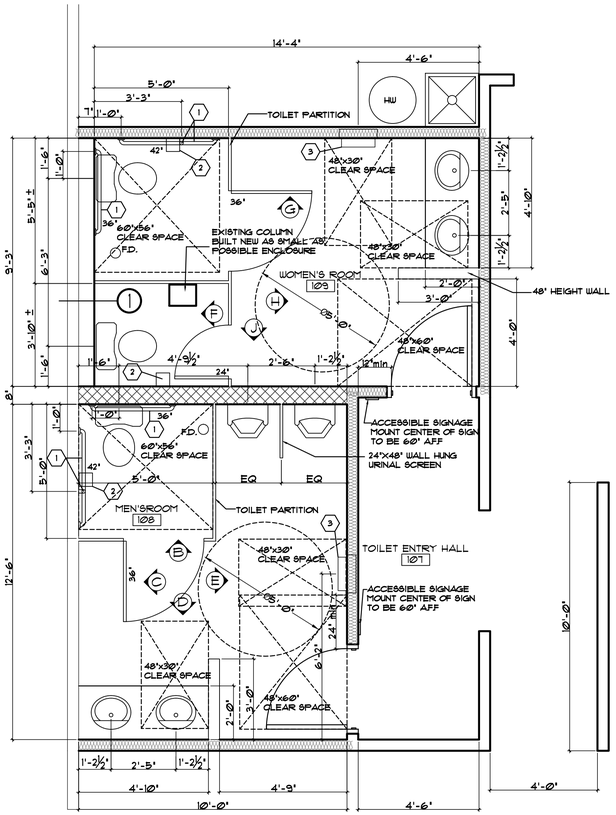
REFLECTED CEILING PLAN

STATE OF ILLINOIS · THOMAS D. ECKHARDT · 01-8736 · LICENSED ARCHITECT

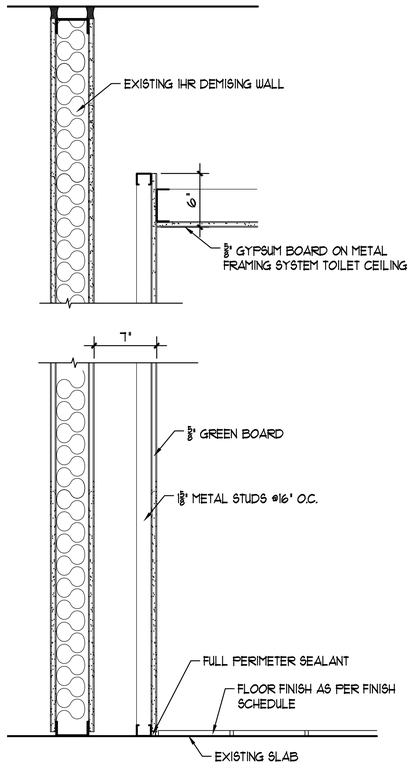
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A102

SHEET OF



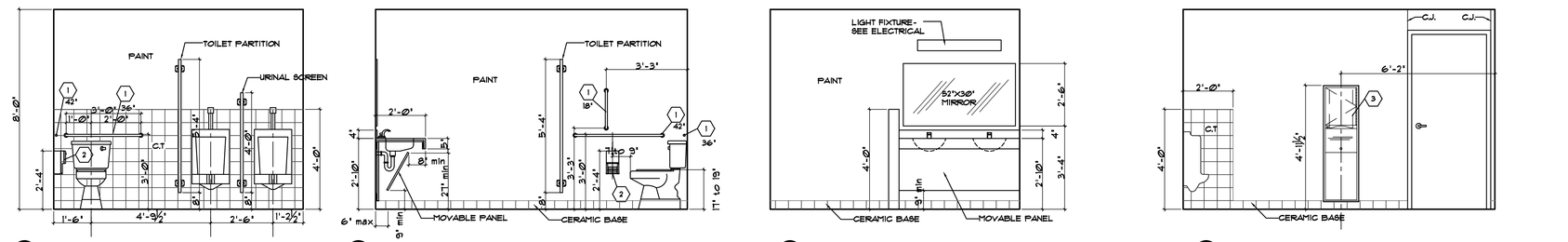
A TOILET ROOM FLOOR PLAN
3/8" =1'-0"



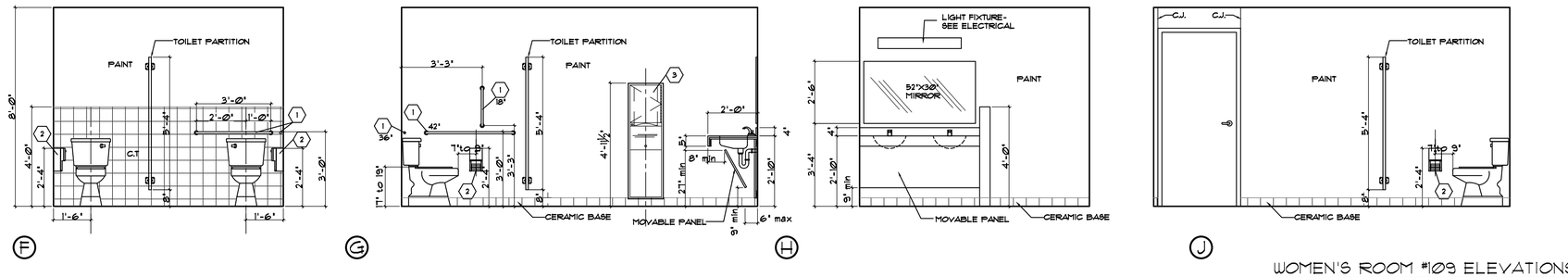
1 WOMEN'S ROOM FURRING WALL
1 1/2" =1'-0"

TOILET ACCESSORIES		
NO.	DESCRIPTION	MODEL NO.
1	1 1/2" DIA. SATIN FINISH STAINLESS STEEL GRAB BAR CONCEALED MOUNTING.	B-6806
2	SURFACE MOUNTED MULTI ROLL TOILET TISSUE DISPENSER	B-2888
3	RECESSED PAPER TOWEL DISPENSER & WASTE RECEPTACLE	B-3944

ALL MODEL NUMBER ARE 'BOBRICK' MODEL NUMBER



MEN'S ROOM #108 ELEVATIONS
3/8" =1'-0"



WOMEN'S ROOM #109 ELEVATIONS
3/8" =1'-0"

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CHK'D BY:

DATE: 01/13/21

SHEET TITLE:

TOILET PLAN & ELEVATIONS

STATE OF ILLINOIS · THOMAS D ECKHARDT · 01-8736 · LICENSED ARCHITECT

SHEET NUMBER

A103

SHEET OF

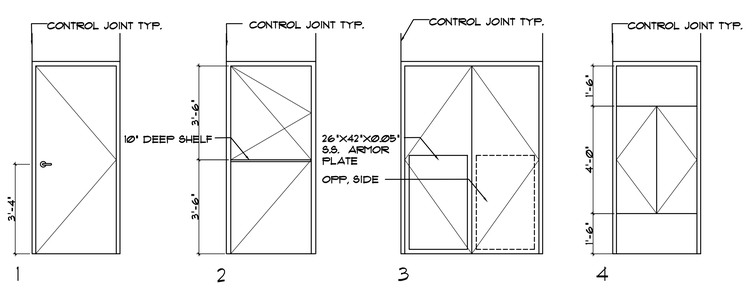
ROOM FINISH SCHEDULE

NO	ROOM NAME	FLOOR	BASE	WALLS	CEILING		ROOM FINISH KEYNOTES
					MATERIAL	HEIGHT	
100	VESTIBULE	CERAMIC TILE	WOOD BASE	PAINT	GYPSUM BOARD PAINTED	10'-0"	
101	LOBBY	CERAMIC TILE	WOOD BASE	PAINT	2X2 LAY IN ACOUSTICAL TILE	10'-0"	
102	COAT ROOM	CERAMIC TILE	WOOD BASE	PAINT	2X2 LAY IN ACOUSTICAL TILE	8'-0"	
103	BANQUET ROOM	CARPET	WOOD BASE	PAINT	2X2 LAY IN ACOUSTICAL TILE	11'-0"	GYP. BD SOFFIT -SEE CEILING PLAN
104	SERVICE CORRIDOR	CERAMIC TILE	CERAMIC TILE	PAINT	2X4 LAY IN ACOUSTICAL TILE	8'-0"	
105	PANTRY	CERAMIC TILE	CERAMIC TILE	PAINT	2X4 LAY IN ACOUSTICAL TILE	8'-0"	
106	SERVICE BAR	CERAMIC TILE	CERAMIC TILE	PAINT	GYPSUM BOARD PAINTED	10'-0"	
107	TOILET ENTRY HALL	CERAMIC TILE	CERAMIC TILE	PAINT	GYPSUM BOARD PAINTED	10'-0"	
108	MEN'S ROOM	CERAMIC TILE	CERAMIC TILE	PAINT/C.T	GYPSUM BOARD PAINTED	8'-0"	SEE ELEVATIONS
109	WOMEN'S ROOM	CERAMIC TILE	CERAMIC TILE	PAINT/C.T	GYPSUM BOARD PAINTED	8'-0"	SEE ELEVATIONS
110	STORAGE	VCT	VINYL	PAINT	2X4 LAY IN ACOUSTICAL TILE	8'-0"	
111	OFFICE	VCT	VINYL	PAINT	2X4 LAY IN ACOUSTICAL TILE	8'-0"	

DOOR SCHEDULE

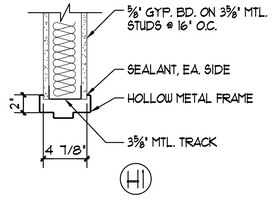
ALL DOORS FINISH AND HARDWARE STYLE/FINISH TO MATCH EXISTING

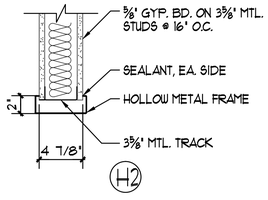
DR #	ROOM NAME	NOMINAL DOOR SIZE			DOOR		FRAME	DETAILS		FIRE LABEL	HARDWARE SCHEDULE																									MISC.
		WIDTH	HEIGHT	THK	MATERIAL	TYPE	MATERIAL	HEAD	JAMB		1 1/2 B.B. BUTTS	2 B.B. BUTTS	DOUBLE ACTING SPRING HINGE	PASSAGE LATCH	PRIVACY LOCK	HOSPITAL PRIVACY LOCK	OFFICE LOCK	ENTRANCE LOCK	CLASSROOM LOCK	STOREROOM LOCK	LATCH PADDLE	STOP	OVERHEAD DOOR STOP	DOOR CLOSER	KICK PLATE	STAINLESS STEEL ARMOR PLATE	DOOR SILENCER	PUSH BUTTON	PANIC HARDWARE	FLASH BOLT	ASTRAGAL	PUSH	PULL	THRESHOLD	DOOR SWEEP	POCKET DOOR HARDWARE	SLIDING DOOR HARDWARE	REMARKS
100	VESTIBULE	3'-0"	7'-0"	1 3/4"	SOLID CORE WOOD	1	HOLLOW METAL	H1	J1		O			O								O					O										
102	COAT ROOM	3'-0"	7'-0"	1 3/4"	SOLID CORE WOOD	2	HOLLOW METAL	H1	J1		O			O								O					O										
104	SERVICE CORRIDOR	2X2'-6"	7'-0"	1 3/4"	SOLID CORE WOOD	3	HOLLOW METAL	H2	J2				O										O	O		O										
106	SERVICE BAR	2X1'-6"	4'-0"	1 3/4"	SOLID CORE WOOD	4	HOLLOW METAL	H2	J2				O																			O					
108	MEN'S ROOM	3'-0"	7'-0"	1 3/4"	SOLID CORE WOOD	1	HOLLOW METAL	H1	J1		O			O								O		O	O		O										
109	WOMEN'S ROOM	3'-0"	7'-0"	1 3/4"	SOLID CORE WOOD	1	HOLLOW METAL	H1	J1		O			O								O		O	O		O										
110	STORAGE	3'-0"	7'-0"	1 3/4"	SOLID CORE WOOD	1	HOLLOW METAL	H1	J1		O			O								O					O										
111	OFFICE	3'-0"	7'-0"	1 3/4"	SOLID CORE WOOD	1	HOLLOW METAL	H1	J1		O						O					O					O										

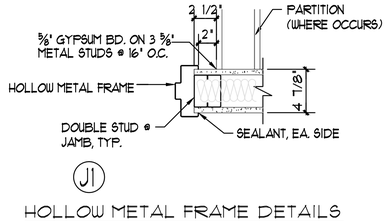


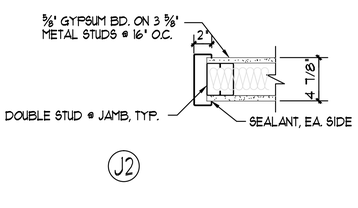
DOOR TYPE

SCALE: 3/8"=1'-0"









HOLLOW METAL FRAME DETAILS

1 1/2": =1'-0"

HARDWARE NOTES:

1) ALL DOORS USED IN CONNECTION WITH EXITS SHALL BE ARRANGED AS TO BE READILY OPENED WITHOUT THE USE OF A KEY FROM THE SIDE FROM WHICH EGRESS IS MADE.
2) PROVIDE HANDICAPPED HARDWARE FOR ALL DOORS. FOLLOW IAC 400.320(h)(1)
3) ALL LOCKET HAVE LEVER HANDLE & PROVIDE TWO KEYS PER DOOR PLUS FOUR MASTERS
4) ALL NEW SOLID CORE WOOD DOORS FINISH TO MATCH EXISTING

ALL PERMANENT ROOM SINAGE SHALL COMPLY REQUIREMENT RAISED CHARACTERS, BRAILLE, FINISH, CONTRAST AND MOUNTING LOCATION.

LOCK FUNCTIONS

PASSAGE LATCH	BOTH LEVERS ALWAYS UNLOCKED.
PRIVACY LOCK	INSIDE PUSHBUTTON LOCKS OUTSIDE LEVER. PUSHBUTTON RELEASED BY TURNING INSIDE LEVER OR CLOSING DOOR.
HOSPITAL PRIVACY LOCK	PUSHBUTTON LOCKING, UNLOCKED FROM OUTSIDE BY EMERGENCY TURN BUTTON. PUSHBUTTON RELEASED BY TURNING INSIDE LEVER OR CLOSING DOOR
OFFICE LOCK	PUSHBUTTON LOCKING. UNLOCKED BY KEY FROM OUTSIDE OR TURNING INSIDE LEVER
ENTRANCE LOCK	KEY OR CARD UNLOCKS DOOR WHEN LOCKED BY INSIDE PUSHBUTTON. INSIDE LEVER ALWAYS UNLOCKED.
CLASSROOM LOCK	OUTSIDE LEVER LOCKED/UNLOCKED BY KEY OR CARD. INSIDE LEVER ALWAYS UNLOCKED
STOREROOM LOCK	OUTSIDE LEVER RIGID. ENTRANCE BY KEY ONLY. INSIDE LEVER ALWAYS UNLOCKED
DUMMY	ONE SIDE OF DOOR ONLY. USE FOR DOOR PULL OR AS MATCHING INACTIVE TRIM

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CHK'D BY:

DATE: 01/13/21

SHEET TITLE:

FINISH SCHEDULE
DOOR SCHEDULE

STATE OF ILLINOIS
THOMAS D. ECKHARDT
01-8736
LICENSED ARCHITECT

SHEET NUMBER

A104

SHEET OF

CHAPTER 3: BUILDING BLOCKS

302 Floor or Ground Surfaces

302.2 Carpet. Carpet or carpet tile shall be securely attached and shall have a cushion, pad, or backing or no cushion or pad. Carpet or carpet tile shall have a level loop, textured loop, level cut pile, or level cut/uncut pile texture.
Pile height shall be 1/2 inch (13 mm) maximum. Exposed edges of carpet shall be fastened to floor surfaces and shall have trim on the entire length of the exposed edge. Carpet edge trim shall comply with 303.

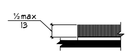


Figure 302.2 Carpet Pile Height

302.3 Openings. Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch (13 mm) diameter except as allowed in 407.4.3, 408.4.3, 410.4, 810.5.3 and 810.10. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

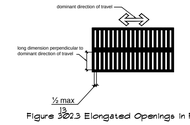


Figure 302.3 Elongated Openings in Floor or Ground Surfaces

303.2 Vertical. Changes in level of 1/4 inch (6.4 mm) high maximum shall be permitted to be vertical.



Figure 303.2 Vertical Change in Level

303.3 Beveled. Changes in level between 1/4 inch (6.4 mm) high minimum and 1/2 inch (13 mm) high maximum shall be beveled with a slope not steeper than 1:2.

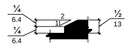


Figure 303.3 Beveled Change in Level

304 Turning Space
304.3 Circular Space. The turning space shall be a space of 60 inches (1525 mm) diameter minimum. The space shall be permitted to include knee and toe clearance complying with 306.

304.32 T-Shaped Space. The turning space shall be a T-shaped space within a 60 inch (1525 mm) square minimum with arms and base 36 inches (915 mm) wide minimum. Each arm of the T shall be clear of obstructions 12 inches (305 mm) minimum in each direction and the base shall be clear of obstructions 24 inches (610 mm) minimum. The space shall be permitted to include knee and toe clearance complying with 306 only at the end of either the base or one arm.

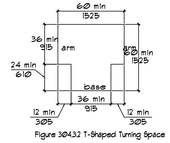


Figure 304.32 T-Shaped Turning Space

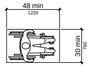


Figure 305.3 Clear Floor or Ground Space

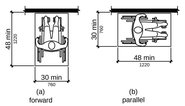


Figure 305.5 Position of Clear Floor or Ground Space

305.7.1 Forward Approach. Alcoves shall be 36 inches (915 mm)wide minimum where the depth exceeds 24 inches (610 mm).



Figure 305.7.1 Maneuvering Clearance in an Alcove, Forward Approach

305.7.2 Parallel Approach. Alcoves shall be 60 inches (1525 mm) wide minimum where the depth exceeds 15 inches (380 mm).

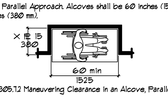


Figure 305.7.2 Maneuvering Clearance in an Alcove, Parallel Approach

306 Knee and Toe Clearance

306.2 Toe Clearance.

306.2.1 General. Space under an element between the finish floor or ground and 9 inches (230 mm) above the finish floor or ground shall be considered toe clearance and shall comply with 306.2.

306.2.2 Maximum Depth. Toe clearance shall extend 25 inches (635 mm) maximum under an element.

306.2.3 Minimum Required Depth. Where toe clearance is required at an element as part of a clear floor space, the toe clearance shall extend 17 inches (430 mm) minimum under the element.

306.2.4 Additional Clearance. Space extending greater than 6 inches (150 mm) beyond the available knee clearance at 9 inches (230 mm) above the finish floor or ground shall not be considered toe clearance.

306.2.5 Width. Toe clearance shall be 30 inches (760 mm) wide minimum.

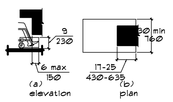


Figure 306.2 Toe Clearance

306.3 Knee Clearance.

306.3.1 General. Space under an element between 9 inches (230 mm) and 27 inches (685 mm) above the finish floor or ground shall be considered knee clearance and shall comply with 306.3.

306.3.2 Maximum Depth. Knee clearance shall extend 25 inches (635 mm) maximum under an element at 9 inches (230 mm) above the finish floor or ground.

306.3.3 Minimum Required Depth. Where knee clearance is required under an element as part of a clear floor space, the knee clearance shall be 11 inches (280 mm) deep minimum at 9 inches (230 mm) above the finish floor or ground, and 8 inches (205 mm) deep minimum at 27 inches (685 mm) above the finish floor or ground.

306.3.4 Clearance Reduction. Between 9 inches (230 mm) and 27 inches (685 mm) above the finish floor or ground, the knee clearance shall be permitted to reduce at a rate of 1 inch (25 mm) in depth for each 6 inches (150 mm) in height.

306.3.5 Width. Knee clearance shall be 30 inches (760 mm) wide minimum.

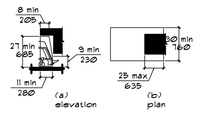


Figure 306.3 Knee Clearance

307 Protruding Objects

307.2 Protrusion Limits. Objects with leading edges more than 27 inches (685 mm) and not more than 80 inches (2030 mm) above the finish floor or ground shall protrude 4 inches (100 mm) maximum horizontally into the circulation path.

EXCEPTION: Handrails shall be permitted to protrude 4 1/2 inches (115 mm) maximum.

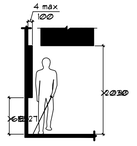


Figure 307.2 Limits of Protruding Objects

307.3 Post-Mounted Objects. Free-standing objects mounted on posts or pylons shall overhang circulation paths 12 inches (305 mm) maximum when located 27 inches (685 mm) minimum and 80 inches (2030 mm) maximum above the finish floor or ground. Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12 inches (305 mm), the lowest edge of such sign or obstruction shall be 27 inches (685 mm) minimum or 80 inches (2030 mm) minimum above the finish floor or ground.

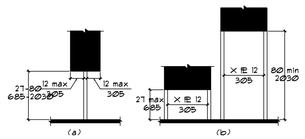


Figure 307.3 Post-Mounted Protruding Objects

307.4 Vertical Clearance. Vertical clearance shall be 80 inches (2030 mm) high minimum. Guardrails or other barriers shall be provided where the vertical clearance is less than 80 inches (2030 mm) high. The leading edge of such guardrail or barrier shall be located 27 inches (685 mm) maximum above the finish floor or ground.

EXCEPTION: Door closers and door stops shall be permitted to be 78 inches (1980 mm) minimum above the finish floor or ground.

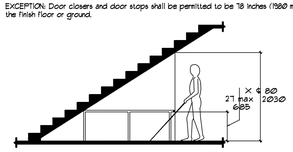


Figure 307.4 Vertical Clearance

308 Reach Ranges
Children's Reach Ranges

Forward or Side Reach	High (maximum)	Low (minimum)
Ages 3 and 4	36 in (915 mm)	20 in (510 mm)
Ages 5 through 8	40 in (1015 mm)	18 in (455 mm)
Ages 9 through 12	44 in (1120 mm)	16 in (405 mm)

308.2 Forward Reach.

308.2.1 Unobstructed. Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

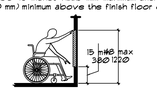


Figure 308.2.2 Obstructed High Forward Reach

308.2.2 Obstructed High Reach. Where a high forward reach is over an obstruction, the clear floor space shall extend beneath the element for a distance not less than the required reach depth over the obstruction. The high forward reach shall be 48 inches (1220 mm) maximum where the reach depth is 20 inches (510 mm) maximum. Where the reach depth exceeds 20 inches (510 mm), the high forward reach shall be 44 inches (1120 mm) maximum and the reach depth shall be 25 inches (635 mm) maximum.

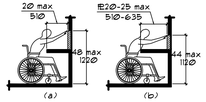
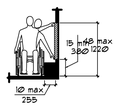


Figure 308.3.1 Unobstructed Side Reach

308.3 Side Reach.

308.3.1 Unobstructed. Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48 inches (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.



308.3.2 Obstructed High Reach. Where a clear floor or ground space allows a parallel approach to an element and the high side reach is over an obstruction, the height of the obstruction shall be 34 inches (865 mm) maximum and the depth of the obstruction shall be 24 inches (610 mm) maximum. The high side reach shall be 48 inches (1220 mm) maximum for a reach depth of 10 inches (255 mm) maximum. Where the reach depth exceeds 10 inches (255 mm), the high side reach shall be 46 inches (1170 mm) maximum for a reach depth of 24 inches (610 mm) maximum.

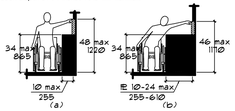


Figure 308.3.2 Obstructed High Side Reach

309 Operable Parts

309.2 Clear Floor Space. A clear floor or ground space complying with 305 shall be provided.

309.3 Height. Operable parts shall be placed within one or more of the reach ranges specified in 308.

309.4 Operation. Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate operable parts shall be 5 pounds (22.2 N) maximum.

CHAPTER 4: ACCESSIBLE ROUTES

402 Components. Accessible routes shall consist of one or more of the following components: walking surfaces with a running slope not steeper than 1:20, doorways, ramps, curb ramps excluding the flared sides, elevators, and platform lifts. All components of an accessible route shall comply with the applicable requirements of Chapter 4.

Advisory 402.2 Components. Walking surfaces must have running slopes not steeper than 1:20, see 403.3. Other components of accessible routes, such as ramps (405) and curb ramps (406), are permitted to be more steeply sloped.

403 Walking Surfaces
403.1 General. Walking surfaces that are a part of an accessible route shall comply with 403.

403.2 Floor or Ground Surface. Floor or ground surfaces shall comply with 302.

403.3 Slope. The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

403.4 Changes in Level. Changes in level shall comply with 303.

403.5 Clearances. Walking surfaces shall provide clearances complying with 403.5.

EXCEPTION: Within employee work areas, clearances on common use circulation paths shall be permitted to be decreased by work area equipment provided that the decrease is essential to the function of the work being performed.

403.5.1 Clear Width. Except as provided in 403.5.2 and 403.5.3, the clear width of walking surfaces shall be 36 inches (915 mm) minimum.

EXCEPTION: The clear width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided that reduced width segments are separated by segments that are 48 inches (1220 mm) long minimum and 36 inches (915 mm) wide minimum.

Figure 403.5.1 Clear Width of an Accessible Route

403.5.2 Clear Width at Turn. Where the accessible route makes a 180 degree turn around an element which is less than 48 inches (1220 mm) wide, clear width shall be 42 inches (1065 mm) minimum approaching the turn, 48 inches (1220 mm) minimum at the turn and 42 inches (1065 mm) minimum leaving the turn.

Figure 403.5.2 Clear Width at Turn

403.5.3 Passing Spaces. An accessible route with a clear width less than 60 inches (1525 mm) shall provide passing spaces at intervals of 200 feet (61 m) maximum.

404 Doors, Doorways, and Gates

404.2.3 Clear Width. Door openings shall provide a clear width of 32 inches (815 mm) minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees. Openings more than 24 inches (610 mm) deep shall provide a clear opening of 36 inches (915 mm) minimum. There shall be no projections into the required clear opening width lower than 34 inches (865 mm) above the finish floor or ground. Projections into the clear opening width between 34 inches (865 mm) and 80 inches (2030 mm) above the finish floor or ground shall not exceed 4 inches (100 mm).

Figure 404.2.3 Clear Width of Doorways

404.2.4 Maneuvering Clearances. Minimum maneuvering clearances at doors and gates shall comply with 404.2.4. Maneuvering clearances shall extend the full width of the doorway and the required latch side or hinge side clearance.

404.2.4.3 Recessed Doors and Gates. Maneuvering clearances for forward approach shall be provided when any obstruction within 18 inches (455 mm) of the latch side of a doorway projects more than 8 inches (205 mm) beyond the face of the door, measured perpendicular to the face of the door or gate.

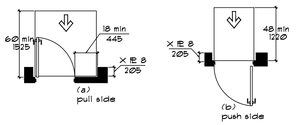


Figure 404.2.4.3 Maneuvering Clearances at Recessed Doors and Gates

404.2.6 Doors in Series and Gates in Series. The distance between two hinged or pivoted doors in series and gates in series shall be 48 inches (1220 mm) minimum plus the width of doors or gates swinging into the space.

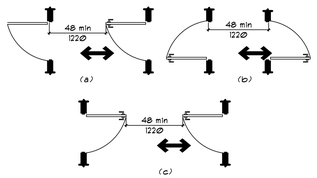


Figure 404.2.6 Doors in Series and Gates in Series

404.2.7 Door and Gate Hardware. Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4. Operable parts of such hardware shall be 34 inches (865 mm) minimum and 48 inches (1220 mm) maximum above the finish floor or ground.
Where sliding doors are in the fully open position, operating hardware shall be exposed and usable from both sides.

404.2.8.1 Door Closers and Gate Closers. Door closers and gate closers shall be adjusted so that from an open position of 90 degrees, the time required to move the door to a position of 12 degrees from the latch is 5 seconds minimum.

404.2.8.2 Spring Hinges. Door and gate spring hinges shall be adjusted so that from the open position of 70 degrees, the door or gate shall move to the closed position in 1.5 seconds minimum.

404.2.9 Door and Gate Opening Force. Fire doors shall have a minimum opening force allowable by the appropriate administrative authority. The force for pushing or pulling open a door or gate other than fire doors shall be as follows:

1. Interior hinged doors and gates: 5 pounds (22.2 N) maximum.

2. Sliding or folding doors: 5 pounds (22.2 N) maximum.

These forces do not apply to the force required to retract latch bolts or disengage other devices that hold the door or gate in a closed position.

404.2.10 Door and Gate Surfaces. Swinging door and gate surfaces within 10 inches (255 mm) of the finish floor or ground measured vertically shall have a smooth surface on the push side extending the full width of the door or gate. Parts creating horizontal or vertical joints in these surfaces shall be within 1/16 inch (1.6 mm) of the same plane as the other. Cavities created by added kick plates shall be capped.

404.2.11 Vision Lights. Doors, gates, and side lights adjacent to doors or gates, containing one or more glazing panels that permit viewing through the panels shall have the bottom of at least one glazed panel located 43 inches (1090 mm) maximum above the finish floor.

404.3 Automatic and Power-Assisted Doors and Gates. Automatic doors and automatic gates shall comply with 404.3. Full-powered automatic doors shall comply with ANSI/BHMA A156.10 (incorporated by reference, see "Referenced Standards" in Chapter 1). Low-energy and power-assisted doors shall comply with ANSI/BHMA A156.19 (1997 or 2002 edition) (incorporated by reference, see "Referenced Standards" in Chapter 1).

404.3.2 Maneuvering Clearance. Clearances at power-assisted doors and gates shall comply with 404.2.4. Clearances at automatic doors and gates without standby power and serving an accessible means of egress shall comply with 404.2.4.

404.3.7 Revolving Doors, Revolving Gates, and Turnstiles. Revolving doors, revolving gates, and turnstiles shall not be part of an accessible route.

405 Ramps
405.2 Slope. Ramp runs shall have a running slope not steeper than 1:12.
405.3 Cross Slope. Cross slope of ramp runs shall not be steeper than 1:48.
405.5 Clear Width. The clear width of a ramp run and, where handrails are provided, the clear width between handrails shall be 36 inches (915 mm) minimum.
405.6 Rise. The rise for any ramp run shall be 30 inches (760 mm) maximum.
405.7 Landings. Ramps shall have landings at the top and the bottom of each ramp run. Landings shall comply with 405.7.

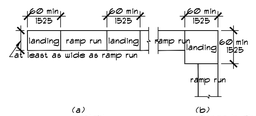


Figure 405.7 Ramp Landings

405.7.1 Slope. Landings shall have slope no steeper than 1:48. Changes in level are not permitted.
405.7.2 Width. The landing clear width shall be at least as wide as the widest ramp run leading to the landing.
405.7.3 Length. The landing clear length shall be 60 inches (1525 mm) long minimum.
405.7.4 Change in Direction. Ramps that change direction between runs at landings shall have a clear landing 60 inches (1525 mm) minimum by 60 inches (1525 mm) minimum.
405.7.5 Doorways. Where doorways are located adjacent to a ramp landing, maneuvering clearances required by 404.2.4 and 404.3.2 shall be permitted to overlap the required landing

405.8 Handrails. Ramp runs with a rise greater than 6 inches (150 mm) shall have handrails complying with 505.
405.9 Edge Protection. Edge protection complying with 405.9.1 or 405.9.2 shall be provided on each side of ramp runs and at each side of ramp landings.
405.9.1 Extended Floor or Ground Surface. The floor or ground surface of the ramp run or landing shall extend 12 inches (305 mm) minimum beyond the inside face of a handrail complying with 505.

Figure 405.9.1 Extended Floor or Ground Surface Edge Protection

405.9.2 Curb or Barrier. A curb or barrier shall be provided that prevents the passage of a 4 inch (100 mm) diameter sphere, where any portion of the sphere is within 4 inches (100 mm) of the finish floor or ground surface.

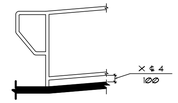


Figure 405.9.2 Curb or Barrier Edge Protection

406 Curb Ramps
406.1 General. Curb ramps on accessible routes shall comply with 406, 405.2 through 405.5, and 405.10.

406.2 Counter Slope. Counter slopes of adjoining gutters and road surfaces immediately adjacent to the curb ramp shall not be steeper than 1:20. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level.

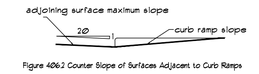


Figure 406.2 Counter Slope of Surfaces Adjacent to Curb Ramps

406.3 Sides of Curb Ramps. Where provided, curb ramp flares shall not be steeper than 1:10.

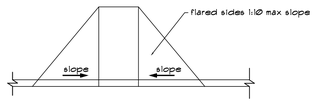


Figure 406.3 Sides of Curb Ramps

406.4 Landings. Landings shall be provided at the tops of curb ramps. The landing clear length shall be 36 inches (915 mm) minimum. The landing clear width shall be at least as wide as the curb ramp, excluding flared sides, leading to the landing.

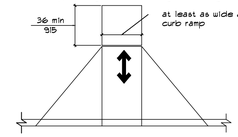


Figure 406.4 Landings at the Top of Curb Ramps

406.5 Location. Curb ramps and the flared sides of curb ramps shall be located so that they do not project into vehicular traffic lanes, parking spaces, or parking access aisles. Curb ramps at marked crossings shall be wholly contained within the markings, excluding any flared sides.

406.6 Diagonal Curb Ramps. Diagonal or corner type curb ramps with returned curbs or other well-defined edges shall have the edges parallel to the direction of pedestrian flow. The bottom of diagonal curb ramps shall have a clear space 48 inches (1220 mm) minimum outside active traffic lanes of the roadway. Diagonal curb ramps provided at marked crossings shall provide the 48 inches (1220 mm) minimum clear space within the markings. Diagonal curb ramps with flared sides shall have a segment of curb 24 inches (610 mm) long minimum located on each side of the curb ramp and within the marked crossing.

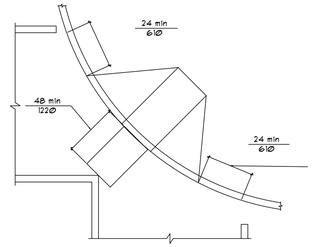


Figure 406.6 Diagonal or Corner Type Curb Ramps

406.7 Islands. Raised islands in crossings shall be cut through level with the street or have curb ramps at both sides. Each curb ramp shall have a level area 48 inches (1220 mm) long minimum by 36 inches (915 mm) wide minimum at the top of the curb ramp in the part of the island intersected by the crossings. Each 48 inch (1220 mm) minimum by 36 inch (915 mm) minimum area shall be oriented so that the 48 inch (1220 mm) minimum length is in the direction of the running slope of the curb ramp it serves. The 48 inch (1220 mm) minimum by 36 inch (915 mm) minimum areas and the accessible route shall be permitted to overlap.

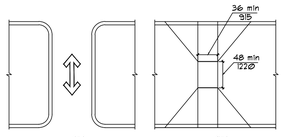


Figure 406.7 Islands in Crossings

CD Group

Construction Design Architects, Ltd.
Construction Design Services, Ltd.

249 E. Prospect Avenue Suite 100
Mount Prospect, IL 60056

T 847.797.1700
F 847.797.7800

www.cdgroupllc.com

PROJECT NAME & LOCATION:

Toscana Banquets

1863 West Central Road
Arlington height, IL. 60005

CONSULTANTS:

MARK	DATE	DESCRIPTION
	01/25/21	ISSUED FOR PERMIT

PROJECT NO: 3838

DRAWN BY: Y.S.

CHK'D BY:

DATE: 01/13/21

SHEET TITLE:

ADA

STATE OF ILLINOIS
THOMAS D. ECKHARDT
01-8736
LICENSED ARCHITECT

SHEET NUMBER

A105

SHEET OF

Marketing Study

The Hiding Place Banquet Hall seeks to promote itself as more than an upscale caterer for the Arlington Heights area. With its upcoming addition of an upscale event venue, it will be able to offer full services event planning and vendor services. Its image will be represented through visual elements and its high quality of service. We seek to expand sales significantly, doubling over the next three years via implementation of this integrated marketing plan.

We are looking to ease the worries of private and corporate event planners by providing an upscale one stop shop solution for everybody needs. We are looking to target the corporate market, non profit market and the private market.

The corporate market is all the businesses which hold at least one off site event each year and a lot of meeting all year long.

Whether entertaining the press, clients or board members, businesses require professional execution, delicious food and drinks, and easy understanding between the event managers/ caterers and their business objectives for the event.

Private market, all the people in the area and also other areas are constantly looking to host their event. Their special day, birthday party, wedding reception or anniversary. In these special moments you need someone to feel and know what are you looking for and make it easy on you by creating your menu, drinks helping with the whole event, leaving you no worries, all we count on is people leaving satisfied and ready to host their next event with us.

The non profit market is defined as non profit organizations which hold at least few off site events each year. Very price conscious the non profit market looks for in kind donations and discounted services whenever possible.

The Hiding Place will create a temporary competitive edge in Arlington Heights area by becoming a true one stop shop for all inclusive events. Clients will not have to work with multiple vendors, but can work directly with us to organize their event needs.

Currently, competitors in the area, do not offer same combination of upscale catering, flexibility of different cuisine, flexibility of event size, beautiful venue which we will be able to offer.

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: Jake Schmidt, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building & Life Safety Department

Subject: 1863 W Central Rd - Hiding Place Banquet Hall

PC#: 21-008 – Round 1

Date: April 14, 2021

General Comments:

The information provided is conceptual only and subject to a formal plan review.

Jake –

I have reviewed the request for the Hiding Place Banquet Hall and have the following comment:

Building Review

- Plans have been submitted and reviewed for the interior alteration of this space under permit application number 21-305 and the floor plan in this submittal is not the same as the plans that were submitted for the permit.

The revised plans for the permit are currently being reviewed.

I have no objections to the Plan Commission application.

Fire Life Safety Review

I have no objections to the Plan Commission application.

RECEIVED
APR 13 2021
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #21-008
Hiding Place Banquet Hall
1863 W Central Road
Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

12. A traffic and parking study shall be provided. Taking into consideration Covid, calculated parking demand for the banquet component is acceptable.

13. If exterior plumbing becomes necessary, an MWRD permit will be required.

Michael L. Pagones 5/12/21

Michael L. Pagones, P.E. Date
Village Engineer

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number 21-008

Project Name Hiding Place Banquet Hall

Project Location 1863 W. Central Raod

Planning Department Contact Jake Schmidt

General Comments

Round 1
General Comments:

1)Please provide a Knox Box for this separate address and business.

2) The Fire Department will defer to Don Lay in the Building and Life Safety Department on any other changes needed due to the change of use of an existing building.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date April 8, 2021 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

RECEIVED
APR 12 2021
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

DEPARTMENT PLAN REVIEW SUMMARY

Hiding Place Banquet Hall
1863 W Central Rd.

Round 1 Review Comments

04/12/2021

1. **Character of use:**
   The character of use is consistent with the area and is not a concern.

2. **Are lighting requirements adequate?**
   Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

3. **Present traffic problems?**
   There are no traffic problems at this location.

4. **Traffic accidents at particular location?**
   This is not a problem area in relation to traffic accidents.

5. **Traffic problems that may be created by the development.**
   This development should not create any additional traffic problems.

6. **General comments:**

   - Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

   - Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

   - Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

A. O. #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

569

Supervisor's Signature

HEALTH SERVICES DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____
Petitioner: Murat Murati
_____
_____
Owner: Clarbrook
1815 Central Rd
Arlington Heights IL 60005
Contact Person: Murat Murati
Address: 1859 W. Central Rd
Arlington Heights IL 60005
Phone #: 347 409 0758
Fax #: _____
E-Mail: mmurati73@yahoo.com

P.I.N.# _____
Location: _____
Rezoning: _____ Current: _____ Proposed: _____
Subdivision: _____
# of Lots: _____ Current: _____ 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. GENERAL COMMENTS:

No comments from this Department

RECEIVED
APR 13 2021
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

Jeff Bohner 4/13/21
Environmental Health Officer Date

James McCalister 4/13/21
Director Date

Planning & Community Development Dept. Review

April 27, 2021

REVIEW ROUND 1

Project: 1815 W Central Rd.
Hiding Place Banquet Hall

Case Number: PC 21-008

General:

1. The following approval has been requested:
   a. **Special Use Permit a Banquet Hall in the B-2 zoning district.**
2. The written response to Special Use Permit Criteria is acceptable.
3. The provided Market Study is acceptable.
4. 5-foot separation between outdoor tables and the edge of the walkway appears to be provided. Please note that a minimum separation of 5 feet between the edge of the outdoor tables and the edge of the walkway must be maintained at all times for accessibility.

Prepared by: _____

Hiding Place Banquet Hall
1863 W. Central Road
PC #21-008
April 27, 2021

Landscape Comments

1) Incorporate raised planters on the perimeter of the outdoor dining where space permits. Must maintain a minimum of five feet between the tables/chairs and the drive aisle for the walkway. The outdoor dining must comply with the provisions outlined in Chapter 28, Section 5.1-22.

Round 1

Building Comments:

1) Please provide a Knox Box for the separate address and business
   Answer: We will comply with the requirement for having a Knox Box , we will contact the landlord or the Fire Department to have it done.

Round 1

Police Comments

2. Are lighting requirements adequate?

Answer: The lighting was existing from the previous restaurant and they are up to the Village of Arlington Heights code. The exterior of the building is illuminated during nighttime hours to provide safety.

3. Present traffic problems?

Answer: There is no traffic at this location. We do not have any problems with that. It is very safe

6. General Comments:

Answer: - We will provide the Arlington Heights Police Departments all the information required to make sure they are able to contact us any time they may need. During all construction phases, they can contact Murat Murati , if they have any concerns or questions

Phone number :847 4090758

-Landscaping should provide open sighting to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drugs, ect

Answer: The location is very open, our landscaping is very well maintenance. There is no blocking of the natural surveillance, and we will make sure to keep it that way to prevent any illegal activities

-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.

Answer : With the assistance of the Police Department we will post any sings for no trespassing/ loitering/ no un authorized use, or any other posting may be appropriate for the location

Planning & Community Development Dept Comments

General:

4. The outdoor dining will comply with all the rules and regulations, ensuring safety for the guests. We are keeping distance between all the tables, entry and sidewalk at least 6 ft apart. If the Space permits us we are planning to put some planting out, and we will provide drawing if needed for all the tables, chairs and plants

Landscaping Comments

1) Incorporate raised planters on the perimeter of the outdoor dining where space permits. Must maintain a minimum of five feet between the tables/ chairs and the drive aisle for the walkway. The outdoor dining must comply with the provisions outlined in Chapter 28, Section 5.1-22
   Answer: The outdoor dining will comply with all the rules and regulations, ensuring safety for the guests. We are keeping distance between all the tables, entry and sidewalk at least 6 ft apart. If the Space permits us we are planning to put some planting out, and we will provide drawing if needed for all the tables, chairs and plants

SPECIAL USE CRITERIA

1. That said special use is deemed necessary for the public convenience at this location

By serving locals and attending to their every need for the last decade, it has come to our attention that this community would really benefit from the opening of a new medium sized banquet hall in the area. Our establishment will be strategically located to cater to our locals' private events and make their special days memorable. Arlington Heights and all Northwest Suburbs' residents will benefit from having another family-owned business accommodating their birthdays, weddings, anniversaries, memorials, charity events, conferences and so on.

2. That such case will not , under any circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity

In our long hospitality experience, we have proven to maintain ourselves up to the highest standards of morals, safety, health, and general welfare of our neighbors. People residing and working in the vicinity will in no way be negatively affected by our friendly and generous reception and entertainment of guests. In such difficult times, we are and will continue to strictly obey the guidelines and regulations to ensure the safety and good health of our guests and nearby residents.

3. That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees

We will fully comply with the regulations and conditions specified in this ordinance and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees. We promise to continue to prove ourselves as valuable members of this community that work hard and use their business to the benefit of our locals, not only as patrons but also as fellow residents. We strongly believe that our business will be a valued addition to the community.

Plan Commission
6/23/2021

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

Department: Planning & Community Development

Requested Action

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

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

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

Variations Required

None

RECOMMENDATION

The Staff Development Committee has reviewed the proposed amendment to the Comprehensive Plan to reclassify the subject property from "Commercial" to "Moderate Density Multi-Family", rezoning of the subject property from the B-2, General Business District, to the R-6, Multiple-Family Dwelling District, and Preliminary Plat of Subdivision approval to consolidate the subject property into one lot and recommends APPROVAL of the application subject to the following conditions:

1. Final Plat of Subdivision approval shall be required.

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

3. Compliance with the March 2, 2021 Housing Commission motion shall be required.

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

5. At time of Final Plat of Subdivision submission, the petitioner shall provide

additional details on the light fixtures, as well as a revised photometric plan that conforms to all code requirements, for review and approval by Staff.

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

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
Aerial	Exhibits
Public Notice	Exhibits
CPRC Minutes 1/27/21	Minutes
HC Staff Report	Board or Commission Report
HC Minutes (Draft) 3-2-21	Minutes
DC Staff Report	Board or Commission Report
DC Minutes 5-11-21	Minutes
Project Narrative	Correspondence
Affordable Housing Plan	Exhibits
Plat of Survey	Exhibits
Architectural Plans	Exhibits
Engineering Plans	Exhibits
Fire Truck Turning Exhibit	Exhibits
Landscape, Tree Survey, Tree Preservation Plans	Exhibits
Photometric Plans	Exhibits
Traffic and Parking Study	Exhibits
Market Study	Exhibits
Preliminary Plat of Subdivision	Exhibits
Dept. Comments - Round 1	Correspondence
Dept Comments - Round 1 Petitioner Response	Correspondence
Dept. Comments - Round 2	Correspondence
Dept. Comments - Round 2 Petitioner Response	Correspondence
Public Comments	Exhibits

VILLAGE OF ARLINGTON HEIGHTS

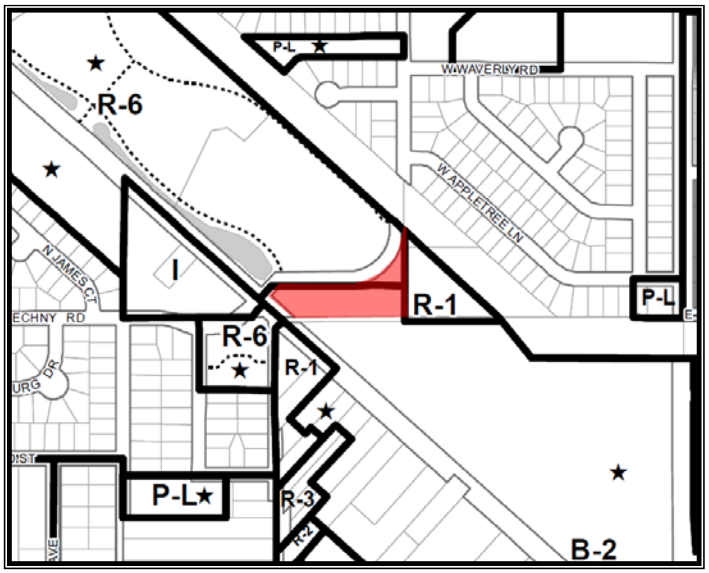
STAFF DEVELOPMENT COMMITTEE REPORT

***Project Number**: PC #21-010*
***Project Title**: Crescent Place*
***Location**: 310 W. Rand Road*
***PIN**: 03-18-204-008, 03-18-204-024*

***To**: Plan Commission*
***Prepared By**: Sam Hubbard, Development Planner*
***Meeting Date**: June 23, 2021*
***Date Prepared**: June 18, 2021*

***Petitioner**: Jake Zunamon*
Housing Trust Group
***Address**: 3225 Aviation Avenue, 6th Floor*
Miami, FL 33133

***Existing Zoning**: B-2: General Business District, R-6: Multiple-Family Dwelling District*
***Comprehensive Plan**: Commercial, Moderate Density Multi-Family*



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-6: Multiple-Family Dwelling District	Multi-Family rental development	Moderate Density Multi-Family
South	B-2: General Business District	Vacant land with power lines	Commercial
East	R-1: One-Family Dwelling District	ComEd substation	Parks
West	R-6: Multiple-Family Dwelling District, I: Institution District	Townhomes, Waverly Inn Memory Care Facility	Moderate Density Multi-Family, Institutional

Requested Action:

1. Amendment to Comprehensive Plan to reclassify the subject property from "Commercial" to "Moderate Density Multi-Family".
2. Rezoning from the B-2, General Business District, to the R-6, Multiple-Family Dwelling District.
3. Preliminary Plat of Subdivision approval to consolidate the subject property into one lot.

Variations Required:

1. None.

Project Background:

The subject property is 2.46 acres in size and located at the southeast corner of the intersection of Chestnut Avenue/Techny Road and Rand Road. The site was formerly used as a restaurant, however, the restaurant building has been demolished and the site has sat vacant for close to 20 years, although it has occasionally been used for the seasonal sale of Christmas trees. Access to the site comes from one existing curb cut along Rand Road and one existing curb cut along Chestnut. The intersection of Chestnut/Techny and Rand Road is non-signalized and under the jurisdiction of IDOT. The Chestnut and Techny approaches are under stop sign control.

Housing Trust Group, a national developer of affordable housing located in Florida, has proposed a 40-unit apartment building on the subject property, comprised of 20 one-bedroom units and 20 two-bedroom units dispersed through-out a four-story building of approximately 45,000 square feet. The project would be developed in conjunction with a local partner (Turnstone Development), which has done similar projects in Northlake, Crystal Lake, and Riverdale.

Approximately 80% of the units (32 units) would be made affordable for families earning no more than 60% of the Area Median Income (AMI). Specifically, 12 one-bedroom units and 20 two-bedroom units would be rented to families earning no more than 60% AMI, which translates to a monthly rent of $871 per month for a one-bedroom unit and $1,047 per month for a two-bedroom unit.

The remaining eight one-bedroom units would be rented to families earning at or below 30% of AMI, which translates to a monthly rent of $384 per month. The petitioner will keep all 40 units rented at affordable levels for no less than 30 years, although a certain percentage of the units must remain affordable in perpetuity per the Villages' Inclusionary Housing Ordinance, and further details on this are outlined within the Housing Commission section of this report.

Access to the site would come from two curb cuts along Chestnut Avenue; the existing curb cut along Rand Road would be eliminated. A total of 80 parking spaces would be provided onsite. The proposed property manager is Carefree Management, and the site would include a full-time property manager and a part-time maintenance supervisor. Through-out the first year, a leasing agent would also be employed at the site. The development would include various amenities, such as a computer café, private storage lockers, library, fitness center, community room, and outdoor amenity areas. Security cameras would be positioned through-out the development and access to all exterior entry doors would be restricted via key-fob readers. The building common areas have been designed to be completely accessible to the disabled and four of the units would also be completely accessible. In addition, 12 units would be handicap adaptable.

Zoning and Comprehensive Plan

The majority of the subject property is within the B-2, General Business District, however, a small portion at the north is within the R-6, Multiple-Family Dwelling District. The proposed use is classified as a "Multi-Family Building", which is not a permitted use in the B-2 District. Therefore, the petitioner has proposed a rezoning of the B-2 portion of the site into the R-6 District; if approved, the entire subject property would be within the R-6, Multiple-Family Dwelling District. The proposed multi-family development is a permitted use within the R-6 District.

The subject property currently exists as two separate lots and must be consolidated into one lot to allow the proposed development. Accordingly, the petitioner has requested Preliminary Plat of Subdivision approval to consolidate both lots. Should the preliminary plat be approved, the petitioner would need to

appear again before the Plan Commission, and ultimately the Village Board, for approval of the Final Plat of Subdivision. There is a 0.14 acre part of the subject property that projects out into Rand Road, and this portion must be dedicated as IDOT Right-of-Way (ROW). The required dedication is shown on the preliminary plat, and the remaining balance of the site would total 2.32 acres (101,166 square feet).

The Comprehensive Plan designates the B-2 portion of the property as "Commercial" and the R-6 portion of the property as "Moderate Density Multi-family". The petitioner has proposed an amendment to the Comprehensive Plan, which would reclassify the "Commercial" portion of the site to "Moderate Density Multi-family", and would align the proposed rezoning with the Comprehensive Plan land use designation for this site. The Staff Development Committee notes that the proposed rezoning would allow a development that conforms to the following goals and policies as identified within the Comprehensive Plan:

- General: To promote affordable housing for various income levels and housing types.
- Housing & Population: To encourage a wide variety of housing alternatives by type, size, and price range.
- Housing & Population: To provide a wide variety of housing for young, elderly, disabled and single households, including rental housing.
- Sustainability: To promote and encourage energy efficiency for residential and commercial buildings (development has committed to obtaining National Green Building "Bronze" status and will have "Energy Star" rated appliances).

In order to justify the change in land use and zoning, the petitioner has provided a market study that analyzed the demand for an affordable housing development in this location. The study concluded that the project was well positioned relative to similar developments in the area; the existing supply of affordable housing within the study area was found to be modest. Given projected rents, unit sizes, and onsite amenities the study estimated a rapid lease up and absorption rate with 95% occupancy expected within six months.

The subject property has sat mostly vacant for close to twenty years and the site is not ideal for commercial uses (as would be allowed under the existing B-2 zoning); there is no signalized access to/from Rand Road and IDOT would likely prohibit any direct access/curb cut to the site from Rand Road due to proximity to the Chestnut Avenue and Rand Road intersection. Given that Crescent Place would: 1) comply with several of the goals and policies within the Comprehensive Plan, 2) provide a product that is underserved in the current market, and 3) provide a viable use on a site that is not ideal for commercial uses as allowed under the current zoning, the Staff Development Committee is supportive of the proposed rezoning, lot consolidation, and amendment to the Comprehensive Plan.

Conceptual Plan Review Committee:

The petitioner appeared before the Conceptual Plan Review Committee (CPRC) on January 27, 2021 for review of their development concept. The CPRC did not express any major concerns with the proposed use and conceptual plan, and were generally favorable of this redevelopment as they recognized that the site had been vacant for many years and had certain characteristics that were impediments towards redevelopment. There was discussion on the affordable component of the development and how long the units would be required to remain affordable. The CPRC encouraged the petitioner to conduct outreach with the surrounding neighbors to introduce their project and understand potential concerns. The minutes from the CPRC meeting are included within the Plan Commission packet.

Housing Commission:
On March 2, 2021, the petitioner appeared before the Housing Commission for review of this project, which resulted in a unanimous recommendation of approval. While the financing sources for the development require that all units be rented at affordable levels (as outlined above) for a period of no less than 30 years, the Village's Inclusionary Housing Ordinance (IHO) has slightly different requirements. Specifically, the IHO requires two actual one-bedroom and two actual two-bedroom units be rented to individuals or families earning no more than 60% of AMI. Accordingly, although the developers' lenders only require 30 years of affordability, the four units as outlined above shall be rented at affordable levels in perpetuity in order to comply with the Inclusionary Housing Ordinance.

Neighborhood Meeting:
As recommended by both staff and the Conceptual Plan Review Committee, on the evening of March 10th, 2021 the petitioner held a neighborhood meeting via Zoom to introduce the project to adjacent neighbors. Three members of the public attended the meeting, and according to the petitioner, asked questions about traffic movements at the intersection of Chestnut and Rand Road. The petitioner responded that they had hired a traffic consultant to analyze the impact of the development on traffic movements in the vicinity, but that they expected traffic generation from the 40-unit development to be minimal.

Design Commission:
On May 11, 2021, the Design Commission met to discuss the project and voted unanimously to recommend approval of the application subject to six required modifications relative to material colors, window trim, and additional brick along the southwest corner of the building. Subsequent to this meeting, the petitioner made all of the changes as required by the Design Commission; the plans provided to the Plan Commission reflect these design changes. Meeting minutes from the May 11th Design Commission meeting are included in the packet to the Plan Commission.

Building, Site, and Landscaping:
The proposed development conforms to all height, bulk, density, and setback requirements. No variations are required for the building, site, or landscaping. The petitioner has submitted fire truck turning exhibits showing that emergency service vehicles can adequately maneuver through the site. The development would provide several sustainable design features, such as native seed mixes within the detention/bioswale/volume control areas, National Green Building "Bronze" status, and "Energy Star" related appliances, exhaust systems, and light fixtures.

A stormwater detention area is proposed at the northeast of the site, which has been designed to hold water during heavy rain events but will gradually drain after rainfall has ceased to where it is considered a "dry bottom" stormwater basin. This basin will be well screened with perimeter landscaping and the interior will include a layered mix of low-profile native plantings and slightly taller bioswale plantings within the center of the basin. The landscaping has been designed to provide a dense buffer to the east abutting the ComEd substation property, including preservation of six existing trees along the eastern property line and the installation of a mix of 17 new deciduous and evergreen trees. To the south abutting the commercial uses, the petitioner has proposed over 20 new deciduous and evergreen trees, along with the preservation of an existing Syberian Oak tree that is in fair condition. The landscape plan goes above and beyond code requirements.

At the request of staff, the petitioner has relocated the proposed transformer on the west side of the structure to within a wing wall enclosure at the southwest corner of the building. However, staff notes that

the landscape plan will need to be revised to reflect this change. Additionally, the petitioner has not provided sufficient specificity on the heights of the proposed fixtures, and illumination values along the eastern property line abutting the ComEd substation slightly exceed code requirements. A condition of approval have been recommended that would require the petitioner to provide a revised photometric plan and fixture details at time of Final Plat of Subdivision submission, for review and approval by staff.

Parking & Traffic:

The petitioner has provided a traffic and parking study prepared by a Certified Traffic Engineer, which has surveyed traffic volumes during April of this year and assessed the existing roadway system characteristics, anticipated trip generation, directional distribution of the site traffic, capacity analysis at area intersections, site access, and parking for the proposed development. Based on the information provided, the Staff Development Committee believes the proposed low-intensity development will not create hazardous travel conditions; the existing roadway network in the vicinity of the site is capable of handling the anticipated traffic volumes from the proposed multi-family development.

Specifically, the study estimated that during peak morning travel times (7:15am – 8:15am) and peak evening travel times (4:45pm - 5:45pm), the site is estimated to generate 14 additional vehicle trips and 18 additional vehicle trips, respectively. This translates to one additional car every 4 minutes on average during the morning peak and one additional car every three minutes on average during the evening peak. Furthermore, the study found that the proposed development would result in an additional delay time of 3 seconds for left-hand turns from westbound Chestnut Avenue onto Rand Road during the evening peak, and approximately 1 additional second of delay for the same movement during the morning peak.

Although on days when traffic is significantly heavy, the queue on westbound Chestnut awaiting movement through the Rand Road intersection will stack to reach the westernmost entrance drive to the Stonebridge Apartments, this is estimated to occur only 5% of the time. Furthermore, Stonebridge has three additional curb cuts onto Chestnut Avenue located further east of this intersection, which provide viable alternatives to enter/exit that development. Left turn movements from southeast bound Rand Road onto Chestnut Avenue, which has a dedicated left-turn lane on Rand Road, will operate with minimal delay and this movement is classified with a Level of Service (LOS) of “A” during the morning peak and LOS “B” during the evening peak. No stacking issues are projected for the dedicated left turn lane on Rand Road and the study has found that no traffic infrastructure improvements are necessary as a result of the proposed development.

In comparison to an approximately 5,000 square foot restaurant on the subject property, which would be an acceptable use for the site given the existing commercial zoning, the proposed multi-family development would generate significantly less traffic (more than 50% reduction in trips both overall and during peak travel times). The Staff Development Committee believes the proposed development would not create an undue traffic burden on the adjacent roadway network.

With regards to parking, 80 parking stalls are required and 80 stalls have been proposed on the site. In comparison to two similar affordable rental developments in the Chicagoland suburbs, the study found that parking demand would equate to approximately one parking space per unit whereas the proposed development would provide two parking spaces per unit. When compared to ITE parking generation models for multi-family housing developments, which would expect peak parking demand of 1.47 cars per unit, the proposed parking supply at Crescent Place would exceed demand. The SDC believes that sufficient parking has been provided onsite and does not have concerns over the proposed parking supply. Finally,

the petitioner has proposed four bike parking stalls adjacent to the front entrance of the building, which satisfies the code requirement of four bike parking spaces.

RECOMMENDATION

The Staff Development Committee has reviewed the proposed amendment to the Comprehensive Plan to reclassify the subject property from "Commercial" to "Moderate Density Multi-Family", rezoning of the subject property from the B-2, General Business District, to the R-6, Multiple-Family Dwelling District, and Preliminary Plat of Subdivision approval to consolidate the subject property into one lot and recommends **APPROVAL** of the application subject to the following conditions:

1. Final Plat of Subdivision approval shall be required.
2. Impact fees in accordance with Chapter 29 of the Municipal Code shall be required for each unit within the development.
3. Compliance with the March 2, 2021 Housing Commission motion shall be required.
4. Compliance with the May 11, 2021 Design Commission motion shall be required.
5. At time of Final Plat of Subdivision submission, the petitioner shall provide additional details on the light fixtures, as well as a revised photometric plan that conforms to all code requirements, for review and approval by staff.
6. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

_____ June 18, 2021
Bill Enright, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads


Rand Connector Parkway
Stonebridge of Arlington Heights
Autumn Travel
NORTH
ComEd Substation
Waverly Inn Memory Care Community
W Rand Rd
Techny Rd
JD's Q & Brew
Takeout • Delivery
Shiny Nails
Foot Nirvana
Community Threads
Thrift store
W Ivy Ln
N Chestnut Ave
Arlington Performance Center
Just Tires
Tire shop
N Walnut Ave
Raceway Carwash & Detail Center
Car wash
America's Flooring Store
Flooring store
Sun Shui
Takeout • Delivery
Yelena Levitin MD, FACS
12

NOTIFICATION AFFIDAVIT

I, John P. Green of Groundwork, Ltd. hereby certify as follows:

1. That on the 7th day of June, 20 21, affiant caused to be mailed in the Post Office of Buffalo Grove, IL, copies of the attached Notice of Public Hearing to all listed tax payers of real estate within 250 feet, excluding all Public Right-of-Ways of the subject property and to the owners, or representatives, of property listed as exempt, and to all Condominium Associations whose property is within 250 feet of the subject site for which the hearing is being held..

2. That the parties to whom said notice was mailed are set forth on the attached list.

3. That the petitioner stated that the required sign(s) were erected as required by the Village of Arlington Heights.

Signature

Subscribed and Sworn to before me
this 7TH day of JUNE, 20 21.

Notary Public

OFFICIAL SEAL
DAVID M. WYTMAR
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires July 19, 2023

June 4, 2021

NOTICE OF PUBLIC HEARING

Please be advised that a petition has been filed with the Village of Arlington Heights for: An amendment to the Arlington Heights Comprehensive Plan to reclassify the subject property from "Commercial" to "Moderate Density Multi-Family", for a Rezoning from the B-2, General Business District to the R-6, Multiple-Family Dwelling District, and for Preliminary Plat of Subdivision approval to consolidate the subject property into one lot of record.

These requests are being made to permit the development of a 40-unit apartment building on the 2.326-acre subject property.

The location of the subject property is 310 W Rand Road (southeast corner of Rand Road and Chestnut Avenue). The subject property is currently owned by Stonebridge Real Estate Company, LLC. HTG Illinois Developer LLC (HTG) is the contract purchaser and petitioner for these requested actions. Local contact for the petitioner is c/o Groundwork, LTD, Architects/Planners/Engineers (see below).

A Plan Commission public hearing on this petition will take place at 7:30pm on June 23, 2021. In accordance with orders issued by the State of Illinois in response to the COVID-19 pandemic, this Plan Commission hearing may take place at the Arlington Heights Municipal Building, located at 33 S. Arlington Heights Road, or may take place virtually via Zoom Meeting.

If held virtually via Zoom, or in person at the Arlington Heights Municipal Building, individuals who wish to comment or ask a question on an item on the Agenda may either participate via Zoom, or send an email to the Village at shubbard@vah.com. Please limit emails to 200 words or less. To be shared at the hearing, the email must be received by 3:00 p.m. on June 23rd.

Specific details on the location of the hearing, as well as how to access and participate in the hearing, will be available at www.vah.com no later than June 18, 2021.

This notice is provided on behalf of HTG by Groundwork, LTD

John P Green, Partner

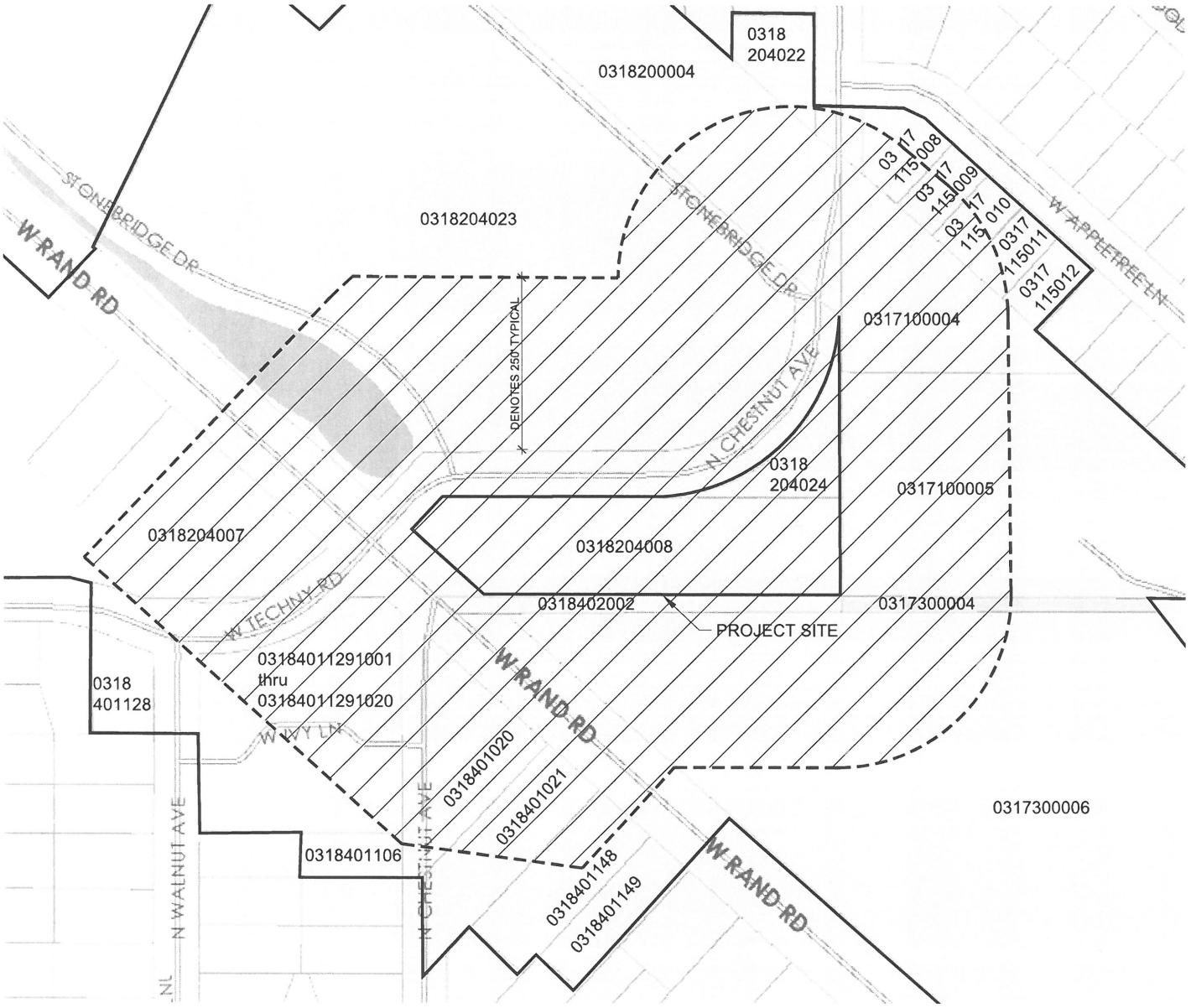
Groundwork can be contacted at:
351 W Dundee Rd, Suite A
Buffalo Grove, IL 60089
John@groundworkltd.com
Office: 847-541-4151

Any individual who would like to attend this meeting but because of disability needs some accommodation to participate should contact: David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, IL 60005; (847) 368-5793 or TDD #(847) 368-5794.

PUBLIC NOTICE PIN MAP

CRESCENT PLACE

PROPOSED FAMILY APARTMENT DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
FEBRUARY 25, 2021



LIMIT OF PROPERTIES WITHIN 250' OF PROJECT SITE

N

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

© 2021

www.groundworkltd.com

PIN 1018

PIN's that must receive a public hearing notification letter and can be used for neighborhood meeting invitation.

03171000040000	2315 N CHESTNUT AVE	COMMONWEALTH EDISON CO	THREE LINCOLN CTR 4TH	OAKBROOK, IL 60181
03171000050000	2300 N ARLINGTON HEIGHTS RD	COMMONWEALTH EDISON CO	THREE LINCOLN CTR 4TH	OAKBROOK, IL 60181
03171150080000	219 W APPLETREE LANE	NORBERT/ KAY DUBA	219 W APPLETREE LANE	ARLINGTON HEIGHTS IL 60004
03171150090000	207 W APPLE TREE LN	PAUL C MICULA	207 W APPLE TREE LN	ARLINGTON HEIGHTS IL 60004
03171150100000	123 W APPLETREE LN	KENNETH S RAMDASS	123 W APPLETREE LN	ARLINGTON HEIGHTS IL 60004
03171150110000	117 W APPLETREE LN	ASMAR NAJAM	117 W APPLETREE LN	ARLINGTON HEIGHTS IL 60004
03171150120000	111 W APPLETREE LN	ROSE LEE ROSENTHAL	111 W APPLETREE LN	ARLINGTON HEIGHTS IL 60004
03173000040000	166 W RAND ROAD	COMMONWEALTH EDISON CO	THREE LINCOLN CTR 4TH	OAKBROOK, IL 60181
03173000060000	200 W RAND ROAD	ROBIN REALTY MGT	1333 N WELLS ST	CHICAGO, IL 60610
03182000040000	900 W RAND ROAD	COMMONWEALTH EDISON CO	THREE LINCOLN CTR 4TH	OAKBROOK, IL 60181
03182040070000	227 W RAND ROAD	ARLINGTON HTS MEMORY	111 MARKET ST STE 200	OLYMPIA, WA 98501
03182040080000	310 W RAND ROAD	STONEBRIDGE REAL ESTATE	230 E OHIO ST #400	CHICAGO, IL 60611
03182040220000	2424 N CHESTNUT AVE	JAMES ABRAHAM	2424 N CHESTNUT AVE	ARLINGTON HEIGHTS IL 60004
03182040230000	400 W RAND ROAD	STONEBRIDGE VILLAGE	10510 SPRINGBORO PIKE	MIAMISBURG, OH 45342
03182040240000	600 W RAND ROAD	STONEBRIDGE REAL ESTATE	230 E OHIO ST #400	CHICAGO, IL 60611
03184010200000	315 W RAND ROAD	CHRISTOPHER R PLUMMER	315 W RAND RD	ARLINGTON HEIGHTS IL 60004
03184010210000	2201 N CHESTNUT AVE	CHRISTOPHER R PLUMMER	315 W RAND RD	ARLINGTON HEIGHTS IL 60004
03184011060000	2208 CHESTNUT AVENUE	YADEGAR VARDA	PO BOX 826	SKOKIE, IL 60076
03184011280000	503 W TECHNY RD	LEONIDAS HARISIADIS	503 W TECHNY RD	ARLINGTON HEIGHTS IL 60004
03184011291001	350 IVY LN	BORIS BOGDANOVSKI	350 W IVY LN 1A	ARLINGTON HEIGHTS IL 60004
03184011291002	340 IVY LN	JASPREET SINGH	340 IVY LN	ARLINGTON HEIGHTS IL 60004
03184011291003	330 IVY LN	VENKATESH RAMAMURTHY	330 W IVY LN #1C	ARLINGTON HEIGHTS IL 60004
03184011291004	320 IVY LN	GEORGE JANET BUZINSKI	320 W IVY LN 1D	ARLINGTON HEIGHTS IL 60004
03184011291005	310 IVY LN	NAMAKA & DUDKO	310 W IVY LN #1E	ARLINGTON HEIGHTS IL 60004
03184011291006	450 IVY LN	CHITRA DHINGRA 2A	450 W IVY LN	ARLINGTON HEIGHTS IL 60004
03184011291007	440 IVY LN	KAMILA DUCHNOWSKA	440 W IVY LN	ARLINGTON HEIGHTS IL 60004
03184011291008	430 IVY LN	GAYLE RUTSTEIN	430 W IVY LN UNIT 2C	ARLINGTON HEIGHTS IL 60004
03184011291009	420 IVY LN	K J BOLIGER LLC	1631 W CANTERBURY CT	ARLINGTON HEIGHTS IL 60004
03184011291010	410 IVY LN	*none listed - EXEMPT*	*none listed*	ARLINGTON HEIGHTS IL 60004
03184011291011	345 IVY LN	SRIDHAR IYER	345 W IVY LN	ARLINGTON HEIGHTS IL 60004
03184011291012	335 IVY LN	MARK J VAN DER BOSCH	335 W IVY LANE 3B	ARLINGTON HEIGHTS IL 60004
03184011291013	325 IVY LN	RONALD L WILLIAMS	325 W IVY LANE	ARLINGTON HEIGHTS IL 60004
03184011291014	315 IVY LN	RACHEL L GUTTERMAN	315 W IVY LN UNIT 3D	ARLINGTON HEIGHTS IL 60004
03184011291015	305 IVY LN	EDMUNDAS JANUSKIS	305 W IVY LN	ARLINGTON HEIGHTS IL 60004
03184011291016	405 IVY LN	MICHAEL T MENKE	405 W IVY LN	ARLINGTON HEIGHTS IL 60004
03184011291017	415 IVY LN	OYUNBAT PERENLII	415 W IVY LN UNIT 4B	ARLINGTON HEIGHTS IL 60004
03184011291018	425 IVY LN	BEVERLY FREEZE	425 W IVY LN 4C	ARLINGTON HEIGHTS IL 60004
03184011291019	435 IVY LN	CHRISTINE L BERG	435 W IVY LN	ARLINGTON HEIGHTS IL 60004
03184011291020	445 IVY LN	STEVEN S WERKER	445 W IVY LN UNIT 4E	ARLINGTON HEIGHTS IL 60004
03184011480000	229 W RAND ROAD	BITCO HOLDINGS LLC	56 SKOKIE VALLEY RQ	HIGHLAND PK, IL 60035
03184011490000	221 W RAND ROAD	PM 221 RAND LLC	1817 N WASHTENAW AVE	CHICAGO, IL 60647
03184020020000	324 W RAND ROAD	COMMONWEALTH EDISON CO	THREE LINCOLN CTR 4TH	OAKBROOK, IL 60181

COMMONWEALTH EDISON CO
THREE LINCOLN CTR 4TH
OAKBROOK, IL 60181

KENNETH S RAMDASS
123 W APPLETREE LN
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JAMES ABRAHAM
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ARLINGTON HEIGHTS IL 60004

YADEGAR VARDA
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SKOKIE, IL 60076

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NAMAKA & DUDKO
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ARLINGTON HEIGHTS IL 60004

GAYLE RUTSTEIN
430 W IVY LN UNIT 2C
ARLINGTON HEIGHTS IL 60004

SRIDHAR IYER
345 W IVY LN
ARLINGTON HEIGHTS IL 60004

RACHEL L GUTTERMAN
315 W IVY LN UNIT 3D
ARLINGTON HEIGHTS IL 60004

NORBERT/ KAY DUBA
219 W APPLETREE LANE
ARLINGTON HEIGHTS IL 60004

ASMAR NAJAM
117 W APPLETREE LN
ARLINGTON HEIGHTS IL 60004

ARLINGTON HTS MEMORY
111 MARKET ST STE 200
OLYMPIA, WA 98501

STONEBRIDGE VILLAGE
10510 SPRINGBORO PIKE
MIAMISBURG, OH 45342

LEONIDAS HARISIADIS
503 W TECHNY RD
ARLINGTON HEIGHTS IL 60004

VENKATESH RAMAMURTHY
330 W IVY LN #1C
ARLINGTON HEIGHTS IL 60004

CHITRA DHINGRA 2A
450 W IVY LN
ARLINGTON HEIGHTS IL 60004

K J BOLIGER LLC
1631 W CANTERBURY CT
ARLINGTON HEIGHTS IL 60004

MARK J VAN DER BOSCH
335 W IVY LANE 3B
ARLINGTON HEIGHTS IL 60004

EDMUNDAS JANUSKIS
305 W IVY LN
ARLINGTON HEIGHTS IL 60004

PAUL C MICULA
207 W APPLE TREE LN
ARLINGTON HEIGHTS IL 60004

ROSE LEE ROSENTHAL
111 W APPLETREE LN
ARLINGTON HEIGHTS IL 60004

STONEBRIDGE REAL ESTATE
230 E OHIO ST #400
CHICAGO, IL 60611

CHRISTOPHER R PLUMMER
315 W RAND RD
ARLINGTON HEIGHTS IL 60004

BORIS BOGDANOVSKI
350 W IVY LN 1A
ARLINGTON HEIGHTS IL 60004

GEORGE JANET BUZINSKI
320 W IVY LN 1D
ARLINGTON HEIGHTS IL 60004

KAMILA DUCHNOWSKA
440 W IVY LN
ARLINGTON HEIGHTS IL 60004

CURRENT RESIDENT
410 W IVY LN
ARLINGTON HEIGHTS IL 60004

RONALD L WILLIAMS
325 W IVY LANE
ARLINGTON HEIGHTS IL 60004

MICHAEL T MENKE
405 W IVY LN
ARLINGTON HEIGHTS IL 60004

OYUNBAT PERENLII

415 W IVY LN UNIT 4B

ARLINGTON HEIGHTS IL 60004

STEVEN S WERKER

445 W IVY LN UNIT 4E

ARLINGTON HEIGHTS IL 60004

GROUNDWORK, LTD

351 W. DUNDEE RD, SUITE A

BUFFALO GROVE, IL 60089

BEVERLY FREEZE

425 W IVY LN 4C

ARLINGTON HEIGHTS IL 60004

BITCO HOLDINGS LLC

56 SKOKIE VALLEY RQ

HIGHLAND PK, IL 60035

STONEBRIDGE OF ARLINGTON HGTS

650 W RAND RD

ARLINGTON HEIGHTS IL 60004

CHRISTINE L BERG

435 W IVY LN

ARLINGTON HEIGHTS IL 60004

PM 221 RAND LLC

1817 N WASHTENAW AVE

CHICAGO, IL 60647

CHESTNUT PLACE OF ARLINGTON HEIGHTS CONDOMINIUM ASSOCIATION

660 LASALLE PL STE 100

HIGHLAND PARK IL 60035


NOTICE OF PUBLIC HEARING
Hearing for: Amendement to Comprehensive Plan to reclassify site from "Commerical" to "Moderate Density Multi-Family", a Rezoning from B-2 District to R-6 District and Preliminary Plat of Subdivison approval.
Hearing Location: This hearing may take place at the Arlington Heights Municipal Building located at 33 S Arlington Heights Road, or virtually via Zoom Meeting. Details on the location of the hearing, as well as instructions on how to access and participate in this hearing, will be available at vah.com no later than June 18th 2021
Date: June 23rd 2021
Time: 7:30pm
PUBLIC ATTENDANCE & COMMENTS INVITED
For Details call:
HTG Illinois Developer (John Green) C/O Groundwork Ltd. 847-541-4151
OR:
Village of Arlington Heights Department of Planning and Community Development Phone: (847) 368-5200


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OR:
Village of Arlington Heights Department of Planning and Community Development Phone: (847) 368-5200




GROUNDWORK, LTD.
Architects/Planners/Engineers
211 West Dundee Road, Suite A
Buffalo Grove, IL 60089
US POSTAGE
$ 000.51

REPORT OF THE PROCEEDINGS OF

THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

A VIRTUAL MEETING VIA ZOOM WAS HELD ON: **January 27, 2021**

Project Title: Housing Trust Group Multi-Family Housing

Address: 310 W. Rand Rd.

Petitioner: Jake Zunamon
Address: 3225 Aviation Avenue - 6th Floor
Coconut Grove, FL 33133

Requested Action:

1. Amendment to Comprehensive Plan to reclassify the subject property from "Commercial" to "Moderate Density Multi-Family".
2. Rezoning from the B-2, General Business District, to the R-6, Multiple-Family Dwelling District.
3. Preliminary and Final Plat of Subdivision approval to consolidate the subject property into one lot.

Variations Required:

- None identified at this time

Attendees:
Jake Zunamon, Petitioner
John P. Green, Groundwork Ltd.
Bill Schneider, Turnstone Development
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Jay Cherwin, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is 2.32 acres in size and located at the southeast corner of the intersection of Chestnut Avenue/Techny Road and Rand Road. The site was formerly used as a restaurant, however, the restaurant building has been demolished and the site has sat vacant for close to 20 years, although it has occasionally been used for the seasonal sale of Christmas trees. Access to the site comes from one existing curb cut along Rand Road and one existing curb cut along Chestnut. The intersection of Chestnut/Techny and Rand Road is non-signalized and under the jurisdiction of IDOT.

Housing Trust Group, a national developer of affordable housing located in Florida, would like to construct a 40-unit apartment building on the subject property, comprised of 20 one-bedroom units and 20 two-bedroom units dispersed though-out a four-story building. The project would be developed in conjunction with a local partner (Turnstone Development), which has done similar projects in Northlake, Crystal Lake, and Riverdale. Approximately 88% of the units (35 units) would be made affordable for families earning no more than 60% of the Area Median Income (AMI), and the remaining 12% (5 units) would be made affordable for families earning no more than 35% of the AMI. Access to the site would come from two curb cuts along Chestnut Avenue; the existing curb cut along Rand Road would be eliminated. The site and building would include various amenities, such as a computer café, private storage lockers, library, fitness center, community room, and outdoor amenity areas. A total of 80 parking spaces would be provided onsite.

Meeting Discussion:

Mr. Zunamon introduced himself and his team and provided background on the Housing Trust Group (HTG), which is a

national developer of multi-family housing which is based out of South Florida. HTG has partnered with Turnstone Development, a local developer, for this project. They were very excited for the opportunity to bring a new affordable "workforce housing" development to Arlington Heights. He encouraged the Conceptual Plan Review Committee to visit the HTG website for examples of similar projects they've done across the nation. HTG owns and manages over 30 properties.

Mr. Schneider introduced himself as a member of Turnstone Development, which has been in business since 1998. Turnstone Development is a non-profit corporation that operates approximately 1,800 units of affordable housing. Turnstone has partnered with HTG on a few projects in Florida in the past and was excited to partner together on the proposed project in Arlington Heights.

Mr. Green explained that he was with Groundwork, which is the project architect for this development. Groundwork has been involved in Illinois Housing Development Authority (IHDA) housing developments for the last 15-18 years, and two of the most recent projects they've worked on were developed by Turnstone. He outlined the development characteristics, site attributes, and the zoning approvals that were required. The project has been designed to conform to all requirements of the R-6 District. The building was designed to foster social interactions and would include a number of common and community areas both within the building and on the exterior. The developer believed that they will be able to address all of the preliminary staff review comments as this project moves forward.

Mr. Hubbard stated that the proposed development was for a 40-unit residential building. Staff has asked for additional details on the programing within the building and any supportive services that may be offered to residents in order to verify that the project can be classified as a multi-family residence, as opposed to care facility as defined by the Zoning Code. Should the development be classified as a multi-family residence, staff concurs with the petitioner that the correct zoning action would be to rezone the B-2 portion of the site into the R-6 Multiple-family Dwelling District. The entire development would be affordable, with 35 of the 40 units rented at levels affordable for families earning 60% of Area Median income (AMI) or less, and 5 units rented at levels affordable for families earing 30% of AMI or less.

An amendment to the Comprehensive Plan would be needed as the majority of the site is designated as "Commercial" and should be reclassified as "Moderate Density Multi-Family". Housing Commission review would be required and the development will need to provide an affordable housing plan illustrating how the project would conform to the Inclusionary Housing Ordinance. A neighborhood meeting was recommended and a Design Commission application would be required. The property would need Plat of Subdivision approval to consolidate the site from two lots into one lot. Landscaping has been well designed to provide buffers from the commercial uses to the south and ComEd substation to the east. The project conformed to density requirements. Compliance to both Village and MWRD stormwater regulations would be required. Detention areas would need perimeter screens and retaining walls were discouraged. Sidewalk improvements would be required.

A traffic and parking study will be required, and analysis of the traffic movements through and around the Rand Rd./Chestnut Avenue intersection will be important as this intersection was not signalized and only under stop sign control. The proposed parking supply complies with code. Staff was generally supportive of this project subject to the petitioner's ability to address the items as raised within the staff report.

Commissioner Sigalos stated that he believed the proposed use was suitable for the site and asked about the affordability component.

Mr. Zunamon replied that that all 40 units would be designated as affordable.

Commissioner Sigalos asked about the developers affordability requirements in comparison to the Villages' affordability requirements.

Mr. Hubbard stated that the Inclusionary Housing Ordinance only required that 4 out of the 40 units be designated as affordable in perpetuity, for families earning at or below 60% AMI. There was no threshold on the maximum number of affordable units and the developer could provide all units as affordable, but per the Village regulations, they could not provide

any less than 4 affordable units, which four units had to remain affordable in perpetuity.

Commissioner Sigalos asked about the timeline for affordability of the remaining 35 units.

Mr. Schneider explained that they would be putting a covenant on the land that would require the units to remain affordable for no less than 30 years. Their lenders would require the establishment of the 30-year covenant.

Commissioner Sigalos asked about rental rates.

Mr. Zunamon responded that rates would range from $384-$870 for a one-bedroom apartment and two-bedroom apartments would range from $463-$1,047. He confirmed that the 30-year covenant would be established and would run with the land, so if the development was ever sold in the future, the future owner would be required to abide by that covenant.

Commissioner Sigalos reiterated his support for the project and encouraged the petitioners to move forward.

Commissioner Cherwin asked about the previous use on the site.

Commissioner Jensen said that it had previously been a polish restaurant; he believed the restaurant name may have been Sonya's.

Commissioner Cherwin asked about onsite support services and how they affected zoning.

Mr. Hubbard explained that the Hearts Place development on Boeger Drive had provided an onsite space for supportive services for the residents that lived there, such as an office space for meetings between a case manager and a resident, and/or dedicated spaces to provide services like counselling and therapy for residents. It was in integrated part of the development model for that facility, and due to the supportive services provided onsite, the facility was classified as an Intermediate Care Facility.

Commissioner Cherwin stated that if the developer was proposing to have all 40 units as affordable, then it seemed somewhat redundant to have them appear before the Housing Commission. He asked if the development would be utilizing Low Income Housing Tax Credit (LIHTC) funding.

Mr. Schneider replied that they would be using LIHTC funding for a portion of the project, but also be applying for a permanent loan and a construction loan.

Commissioner Cherwin asked about what percentage of the development would be funded through the LIHTC program.

Mr. Schneider responded that a typical project would be 80% debt, 20% equity. He believed that the total development cost for the project was around $16,000,000.

Mr. Zunamon confirmed total development cost would be around $16,000,000. The developers would be requesting about $13,000,000 from the LIHTC program and the remaining portion would come from various loans.

Commissioner Cherwin stated that the lenders requirement for 30 years of affordability seemed like a solid timeframe. He stated that the Village's requirement for perpetual affordability did not seem like a great idea as he was not supportive of anything being done in perpetuity. He thought the project was a pretty good fit for this area and was inclined to provide support. He acknowledged that the site had some challenges towards redevelopment but felt that the proposal did a good job addressing those challenges. He asked about the State of Illinois requirement for all communities to include at least 10% of their housing stock as "affordable".

Mr. Hubbard replied that Arlington Heights was in compliance with this requirement but did not know the exact threshold.

Commissioner Cherwin stated that he did not see any major red flags at this point but would be interested to hear what the public had to say as this project moved forward.

Commissioner Jensen stated that he was very much in favor of the project and was supportive of the redevelopment on this long vacant site. He asked if there would be any difference between the units rented to families earning at or less than 30% AMI versus the units rented to families earning at or less than 60% AMI.

Mr. Zunamon explained that there would be no difference.

Commissioner Jensen reiterated his support for the project.

Commissioner Green stated that he thought this was a good use for the site. The site was a difficult one to develop and he commended the petitioner on putting together a good development concept. He encouraged to the petitioner to move forward and recommended that they begin working on the neighborhood meeting.

Commissioner Green opened up the floor for public comments.

Mr. Moens commented that on behalf of residents and families that earned less than the AMI, he encouraged the Plan Commission to approve the Housing Trust Group project.

Commissioner Green closed the public comment portion of the meeting.

RECOMMENDATION

The Conceptual Plan Review Committee encouraged the petitioner to proceed forward with their application while taking the comments from the Conceptual Plan Review Committee into consideration.

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

Staff Report to the Housing Commission

To:	The Chairman and Members of the Housing Commission
From:	Nora Boyer, Housing Planner
Re:	310 Arlington - Affordable Housing Plan Housing Guidelines
Report Prepared:	February 25, 2021
Meeting Date:	March 2, 2021

Background

310 Arlington is an affordable housing project proposed to be located at 310 W. Rand Road at the southeast corner of Rand Road and N. Chestnut Avenue. The developer's Affordable Housing Plan (attached) indicates the following about the proposed project:

- Current condition of property: Vacant land; 2.2 acres
- Type of housing proposed: New construction; multi-family
- Total number of units: 40
- Number of affordable units: 40
- Number of market rate units: 0
- Unit mix: 20 one-bedroom/one-bath (690 sf); and 20 two bedroom/two bath (910 sf)
- Affordability levels: 32 units to be affordable at 60% of area median income (AMI); 8 units to be affordable at 30% of area median income (AMI)
- Rents
    - 8 one-bedroom units affordable at 30% AMI: $384/month
    - 12 one-bedroom units affordable at 60% AMI: $871/month
    - 20 two-bedroom units affordable at 60% AMI: $1,047/month
- Affordability period: 30 years

Also attached are the developer's responses to questions posed by staff. This supplement:

- Provides locations of other Housing Trust Group and Turnstone Development Projects
- Indicates that the anticipated public sources of funding are: Illinois Housing Development Authority (IHDA) 9% tax credits; and a $1 million dollar Cook County HOME loan
- The developer is not applying for IHDA supportive housing financing and there is no plan to provide supportive services at this project
- Provides the staffing plan
- Describes the tenant selection process
- Explains the source of the maximum monthly rent amounts

Inclusionary Housing Requirement

Number of Required Affordable Units:

In August 2020, the Village Board approved the Village's Inclusionary Housing Ordinance. Since this development is proposed to be publicly assisted, the affordable housing requirement is found at Section 7-1707(b)(3) of the Ordinance:

> "All Zoning Districts – Publicly Assisted Development. The affordability requirement is that 10% of the total number of units in the development must be affordable on-site units. There is no fee-in-lieu option for publicly assisted development."

- Number of Affordable Units required by the Inclusionary Housing Ordinance: 4

Affordability Period

According to Section 7-1701 of the Inclusionary Housing Ordinance, the affordable units created under this Ordinance shall be affordable in perpetuity.

- Required affordability period as per the Inclusionary Housing Ordinance for the 4 units: in perpetuity

Maximum Rents

Section 7-1707(c) provides that the maximum gross rent for affordable units created under the ordinance, including a utility allowance for utilities not provided with the rent, shall be the gross rent affordable to households with annual incomes at 60% of area median income as devoting no more than 30 percent of their gross income to monthly housing expenses as calculated annually by the Illinois Housing Development Authority based on number of bedrooms in the unit. The current (2020) IHDA rent limits at 60% of AMI are $1,023 for a one-bedroom unit and $1,228 for a two-bedroom unit.

The rents proposed by the developer 95% off the IHDA maximum rent limits. IHDA Low Income Housing Tax Credit financing requires a utility allowance.

- Maximum rents for the 4 units required as per the Inclusionary Housing Ordinance: IHDA rents for applicable unit size at 60% of AMI less a utility allowance.

Preference

The Village's Inclusionary Housing Guidelines include preferences for tenancy of the affordable units provided under the ordinance for (not in an order of priority): veterans, persons with disabilities, Arlington Heights residents who have resided in Arlington Heights for at least the past two years, and people who are employees of an Arlington Heights business or organization.

According to the developer, the Illinois Housing Development Authority financing they hope to secure required the following preferences:

1. Existing tenant transfers based on household size or the need for an accessible unit
2. Applicants displaced from an urban renewal area
3. Applicants displaced as a result of a governmental action
4. Applicants displaced as a result of a major disaster
5. Veterans

The developer also plans to have 8 units which are reserved for referrals from Illinois' Statewide Referral Network program. These units must be held for 30 days so the state can send referrals. If no referrals qualify for occupancy, then a waiver is requested and the unit is rented in a manner consistent with all other units.

The developer states that they "must incorporate IHDA's mandated waitlist preferences as stated above but additional pre-approved preferences are allowed. A preference for veterans is already required by IHDA and a preference for persons with disabilities is one which the developer will comply with and customarily does in other projects.

The developer states they have "no issue complying with the residency and local working preferences; however, HUD approval is required before it can be instituted. Once HUD and IHDA confirm that establishing such a preference will not be in direct conflict with the Affirmative Fair Housing Marketing Plan, approval should be received."

The developer has also stated that they "will submit a request for residency and local working preferences to HUD and IHDA to demonstrate the need for the preferences. Once approved, they will be put into effect immediately. Additionally, the developer can work with the Village to find the most effective outlets for advertising and marketing so that local residents are aware of the new development."

Recommendation

It is recommended that the affordable housing component of 310 Arlington meet the following conditions:

1. Two 2 actual affordable one-bedroom and 2 actual affordable two-bedroom units be provided (10% of all units).

2. Maximum gross rent for the four (4) affordable units created under the ordinance, including a utility allowance for utilities not provided with the rent, shall be the gross rent affordable to households with annual incomes at 60% of median income for the Chicago-Joliet-Naperville-area as calculated annually by the Illinois Housing Development Authority based on number of bedrooms.

3. The income eligibility standard for the affordable units is to be 60% of the Area Median Income (AMI) for the Chicago-Joliet-Naperville area, adjusted for household size, as updated annually by HUD.

4. Preference for tenancy for the four (4) affordable units shall be given in compliance with the Inclusionary Affordable Housing Guidelines.

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

6. The developer shall comply with the Village's Inclusionary Housing Ordinance and Guidelines.

7. The developer shall submit an annual report concerning compliance with the affordable housing program by March 1 of each year in a form as determined by the Village and in compliance with all other elements of the guidelines.

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MINUTES OF A MEETING OF
THE ARLINGTON HEIGHTS HOUSING COMMISSION
VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS
March 2, 2021

IN ATTENDANCE:

Commissioners Present:	Andrew Tripp	Ken Kiefer	John Eggum
	David Miller	Jennifer Sweis	
Commissioners Absent:	Alex Hageli	William Delea	
Staff Present:	Nora Boyer, Housing Planner/Staff Liaison		

I. CALL TO ORDER
The meeting was called to order at 7:00 p.m.

II. Roll Call
The following Commissioners responded to roll: Tripp, Kiefer, Eggum, Miller & Sweis.

III. APPROVAL OF MINUTES

A motion was made by Commissioner Eggum, seconded by Commissioner Kiefer to approve the minutes of the February 2, 2021 meeting with the correction of one typographical error.

The motion was approved
Ayes: Tripp, Kiefer, Eggum, Miller & Sweis
Nays: 0.

IV. REPORTS
None

V. NEW BUSINESS

New Business was moved ahead of Old Business by Chairman Tripp for the convenience of the persons presenting at the meeting and the public.

A. 310 Arlington
Ms. Boyer introduced the 310 Arlington development that was before the Housing Commission for a review of its affordable housing component. It is proposed to be a 40-unit, 100% affordable rental building with 20 one-bedroom and 20 two-bedroom units. Tenants will be at 30% of area median income and

60% of area median income. The Inclusionary Housing Ordinance requires that 10% of the units in publicly financed housing developments be affordable. Therefore, the requirements of the Ordinance apply to 4 units. Ms. Boyer stated that the staff recommendation is that 2 of the units be one-bedroom units and the other two be two-bedroom units, to be affordable in perpetuity. Under the Ordinance the rents for the units would be limited to the rent maximums set by the Illinois Housing Development Authority (IHDA), less a utility allowance for the unit sizes (numbers of bedrooms) for persons at 60% of area median income. There are recommendations regarding the preferences which need to be discussed with the developer. The other 36 affordable units will be subject to the affordability rules of the financing sources for the development.

Commissioner Eggum asked which other Village approvals have been sought so far. Ms. Boyer said the development was before the Conceptual Plan Committee for review, but it has not yet been reviewed by the Design Commission or Plan Commission.

Jake Zunamon with Housing Trust Group (HTG) stated that the development will provide workforce/multi-family housing in a 4-story building. HTG has primarily developed housing in Florida and is one of the top 50 affordable housing developers in the county. A partnership has been formed between HTG, Turnstone Development, Care Free Management, and Groundworks. Mr. Zunamon said the financing has been requested in the form of tax credit financing through the Illinois Housing Development Authority (IHDA).

Commissioner Eggum recognized that the developer is well exceeding the Village's affordable housing goal. His questions are intended to help the Housing Commission and the public understand the project. He asked if HTG is a for-profit company using tax credit and other affordable housing programs.

Mr. Zunamon responded that they are, and that this type of partnership (public/private) is a usual arrangement for this type of funding and project. He said that they were drawn to Arlington Heights as an opportunity area with good schools and resources. He said that they expect results from IHDA with regard to the tax credit application in May. Cook County would also be providing "soft financing" in the form of a low interest or forgivable loan of $1 million. In response to a question from Commissioner Eggum, Mr. Zunamon said that the total development cost of the project is around $16 million with the majority of the financing coming through the State or Cook County. The development would be approximately 10 – 15% privately funded. The developer is also leaving deferred development fees in the project. HTG will be a 75% owner and Turnstone will be a 25% owner. Care Free Management will be the leasing and management company. Groundworks is providing engineering services.

Commission Eggum asked what the developers have to report about the quality of the units and plans for continuing maintenance. Mr. Schneider said that the units will be 115% of the minimum size required by IHDA. The one-bedroom units will be 635 sf (Village minimum is 600 sf) and the two-bedroom units will be 845 sf (Village minimum is 700 sf). Mr. Green reported that the building will be completely accessible, 4 units being completely accessible, and 12 units will be adaptable. All of the units will have the same finishes and the building will include amenities such as a community room, fitness room, and computer room. There will be an operating deficit reserve for maintenance costs.

Commissioner Eggum asked about the decision and number of units to be affordable at 30% of area median income and 60% of area median income. Ms. Poirier said that the 8 units are 30% of area median income and are an IHDA requirement for financing. Mr. Zunamon said that the 60% of area median

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income level at the number to be provided is needed for the building to be financially viable.

Mr. Zunamon explained that there are maximum household incomes, but tenants will need to have sufficient income to afford the rent using 30% of the monthly income for rent. This is not a Section 8 project and not a permanent supportive housing project.

There will be a neighborhood meeting for the project. For the neighborhood meeting, the developer doubled the distance required to notify those about about public hearings for the project.

Commissioner Kiefer asked to what extent the units will be available to persons in the preference groups contained in the Inclusionary Housing Ordinance Guidelines – especially current Arlington Heights residents.

Ms. Poirier responded that the developers must follow the IHDA mandated preferences, which includes veterans. She said they are willing to do whatever they can to put the local residency preferences into effect. HUD approval would be needed and she expects that IHDA will help in submitting the proposal for the Village's preferences, but a formal process is required. Commissioner Kiefer asked whether they thought the Village would be able to expect as far as including residents in the building from the preference categories in the Guidelines.

Mr. Schneider responded that they had a project recently in Northlake where HUD approved a set aside of 10 units out of 50 for local residents. Fair housing concerns limited that number. It was stressed that this was the set aside number but it is not necessarily the number of local residents who get units. Local marketing makes a big difference in who is on the waiting list. Commissioner Eggum mentioned that the Senior Commission is interested in units being available for seniors who do not wish to leave the community but are looking to leave their single-family homes.

Commissioner Miller asked why the developer chose Arlington Heights. Mr. Schneider responded that the Village has demonstrated that it is interested in addressing its affordable housing needs. It was also a matter of finding a cooperative land seller. They also looked at locations in Northbrook and Wheeling.

Commissioner Miller asked about the timeline for the project. Mr. Schneider said that they expect to close on financing in June, complete plans by October, bid out the project over the winter, and start construction in March/April 2022. The project needs a zoning change, but they are not requesting any variations.

The discussion was opened to the public. Peg Lane asked about the nearest accessible, public transportation. Mr. Green said that it was about ½ mile away. Constance Wayman asked about the location of the project. Mr. Green said it is at the southeast corner of Rand and Chestnut – across from the automotive use.

The Commissioners discussed the Staff recommendations.

DRAFT

A motion was made by Commissioner Eggum, seconded by Commissioner Kiefer that the affordable housing component of 310 Arlington meet the following conditions:

1. Two actual one-bedroom and two actual two-bedroom units be provided in perpetuity.

2. The maximum gross rent of the four (4) affordable units created under the ordinance, including a utility allowance for utilities not provided with the rent, shall be the gross rent affordable to households with annual income at 60% of area median income for the Chicago-Joliet-Naperville area as calculated by the Illinois Housing Development Authority (IHDA).

3. The income eligibility standard for the four (4) affordable units created under the ordinance is to be 60% of the area median income (AMI) for the Chicago-Joliet-Naperville area, adjusted for household size, as updated annually by HUD.

4. Preference for tenancy for the four (4) affordable units shall be given in compliance with the Inclusionary Housing Ordinance Guidelines, subject to approval by HUD and IHDA.

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

6. The developer shall comply with the Village's Inclusionary Housing Ordinance and Guidelines.

7. The developer shall submit an annual report concerning compliance with the affordable housing program by March 1 of each year in a form as determined by the Village and in compliance with all other elements of the Guidelines.

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

Ayes: Tripp, Kiefer, Eggum, Miller, & Sweis
Nays: 0.

NEXT MEETING: The next meeting be held on April 21, 2021 at 7 pm.

DRAFT

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: Crescent Place
Project Address: 310 W Rand Road

Prepared By: Steve Hautzinger
Date Prepared: May 3, 2021

PETITIONER INFORMATION:

DC Number: 21-025
Petitioner Name: John Green
Petitioner Address: Groundwork Ltd.
351 W Dundee Rd, Suite A
Buffalo Grove, IL 60089

Meeting Date: May 11, 2021

Requested Action(s):
Approval of the proposed architectural design for a new apartment building.

Design Commission Responsibility for Projects Being Reviewed by Plan Commission:
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code.

This project requires Plan Commission review and Village Board approval for Rezoning from B-2, General Business District to R-6, Multiple-Family Dwelling District. Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's responsibility is as outlined in Chapter 28 of the Municipal Code, Section 14.2-1, which states:

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

Architectural Design:
The petitioner is proposing to build a new four-story apartment building on an existing vacant site. Overall, the proposed design has a modern aesthetic that will fit well with the adjacent recently refreshed Stonebridge Apartments. The design does somewhat lack a residential feel, which could be enhanced with balconies for each apartment. However, the petitioner has reported that balconies are not possible due to the specified mechanical system which requires louvers under every window, thereby prohibiting balcony doors.

The primary exterior materials consist of brown brick combined with white and blue fiber cement siding panels, which are nicely varied and balanced on all sides of the building. However, the areas of blue siding panels do appear a bit monochromatic and flat. It is recommended to consider adding an enhanced window trim detail to add more color contrast and depth to the blue siding wall, such as shown in Image 1 below.



Image 1. Example of a modern style projected window trim detail.

In the perspective view rendering from Rand Road, the large white wall with blue rectangular panel at the third and fourth floor has a bold appearance that is a focal point which detracts from the rest of the design. It is recommended that the blue rectangular panel be omitted, and the brick wall at the third floor be continued across to reduce the size and prominence of the white wall.

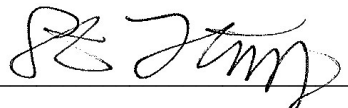
Mechanical Equipment, Utility Equipment, and Utility Meter Screening:
All exterior mechanical equipment is required to be screened from public view. The plans indicate three mechanical units to be located on the roof. The proposed design includes perimeter parapet walls which should screen the view of the equipment. However, if the equipment is visible from the adjacent public way, then additional equipment screens will be required around each unit.

All exterior wall-mounted equipment and meters must also be screened from view. Where possible, all equipment and meters should be located inside the buildings. For equipment that is required to be on the exterior, it shall be located on the side or rear elevations, away from the street frontage, and screened with an appropriate enclosure or landscaping.

Signage:
One monument style ground sign is proposed at the intersection of Chestnut Avenue and Rand Road. In a residential zoning district, development identification signs are permitted and shall be no more than 25 square feet in area and six feet in height. The proposed sign is no more than six feet tall, and the sign panel is 13.7 square feet, which complies with code. The sign design is very nicely done with colors and materials to match the building design.

RECOMMENDATION:
It is recommended that the Design Commission **approve** the proposed design for Crescent Place apartments at 310 W Rand Road. This recommendation is based on, and subject to compliance with, the plans received 4/23/21, the perspective rendering view from Rand Road received 4/26/21, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. A recommendation to consider a modern style projected window trim detail around all windows within the areas of blue siding panels to add more color contrast and depth to the design.
2. It is recommended to omit the blue rectangular panel at the third and fourth floors on the south elevation, and instead continue the brick across the third floor in that location to reduce the size and prominence of the white wall.
3. Where possible, all equipment and meters should be located inside the buildings. For equipment that is required to be on the exterior, it shall be located on the side or rear elevations, away from the street frontage, and screened with an appropriate enclosure or landscaping.
4. All signage is required to comply with Chapter 30 Sign Code, or seek variations.
5. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, sign code or building or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/owner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans and sign permit plans comply with all zoning code, building code and sign code requirements.



May 4, 2021

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

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 20-025

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION
VIRTUAL MEETING

MAY 11, 2021

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

Members Present:	Ted Eckhardt, Acting Chair Scott Seyer John Fitzgerald
Members Absent:	Jonathan Kubow Kirsten Kingsley
Also Present:	John Green, *Groundwork Ltd*. for Crescent Place Jake Zunamon, *Housing Trust Group* for Crescent Place Sue Weimer, *Turnstone Development* for Crescent Place Steve Hautzinger, Staff Liaison

Acting Chair Eckhardt read the following statement: I find that the public health concerns related to the coronavirus pandemic render in-person attendance at the regular meeting location not feasible.

REVIEW OF MEETING MINUTES FOR APRIL 27, 2021

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER SEYER, TO APPROVE THE MEETING MINUTES OF APRIL 27, 2021. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 1. MULTI-FAMILY REVIEW

DC#21-025 – Crescent Place – 310 W. Rand Rd.

John Green, representing *Groundwork Ltd*, Jake Zunamon, representing *Housing Trust Group*, and Sue Weimer, representing *Turnstone Development,* were present on behalf of the project.

Mr. Hautzinger summarized Staff comments. This project requires Plan Commission review and Village Board approval for Rezoning from B-2, General Business District to R-6, Multiple-Family Dwelling District. Because this project is going to the Plan Commission, the role of the Design Commission is limited to building and signage only.

The petitioner is proposing to build a new four-story apartment building on an existing vacant site. Overall, the proposed design has a modern aesthetic that will fit well with the adjacent recently refreshed Stonebridge Apartments. The design does somewhat lack a residential feel, which could be enhanced with balconies for each apartment. However, the petitioner has reported that balconies are not possible due to the specified mechanical system which requires louvers under every window, thereby prohibiting balcony doors.

The primary exterior materials consist of brown brick combined with white and blue fiber cement siding panels, which are nicely varied and balanced on all sides of the building. However, the areas of blue siding panels do appear a bit monochromatic and flat. It is recommended to consider adding an enhanced window trim detail to add more color contrast and depth to the blue siding wall, such as shown in Image 1 of the Staff Report.

In the perspective view rendering from Rand Road, the large white wall with blue rectangular panel at the third and fourth floor has a bold appearance that is a focal point which detracts from the rest of the design. It is recommended that the blue rectangular panel be omitted, and the brick wall at the third floor be continued across to reduce the size and prominence of the white wall.

All exterior mechanical equipment is required to be screened from public view. The plans indicate three mechanical units to be located on the roof. The proposed design includes perimeter parapet walls which should screen the view of the equipment. However, if the equipment is visible from the adjacent public way, then additional equipment screens will be required around each unit.

All exterior wall-mounted equipment and meters must also be screened from view. Where possible, all equipment and meters should be located inside the buildings. For equipment that is required to be on the exterior, it shall be located on the side or rear elevations, away from the street frontage, and screened with an appropriate enclosure or landscaping.

One monument style ground sign is proposed at the intersection of Chestnut Avenue and Rand Road. In a residential zoning district, development identification signs are permitted and shall be no more than 25 square feet in area and six feet in height. The proposed sign is no more than six feet tall, and the sign panel is 13.7 square feet, which complies with code. The sign design is very nicely done with colors and materials to match the building design.

With these comments and suggestions, Staff recommends approval of the proposed design.

Mr. Zunamon, Senior VP of Development with Housing Trust Group, said that they have partnered with Turnstone Development to bring this development to life and have applied to the State for funding. He thanked Staff for their initial feedback that has elevated their original design to what is being presented tonight, and he introduced John Green, who has taken the design from start to where it is tonight.

Mr. Green said that the site is very long and very narrow, 150' from north to south and several hundred feet deep, which is one of the more entertaining elements of dealing with this project. The proposed apartment building has been

oriented north/south because it is the only way it can work on the site, and it will meet all requirements for setbacks, fire lanes, etc. They are proposing to change the existing B-2 zoning on a portion of the site to R-6, so the entire site will be zoned R-6 and will meet all R-6 requirements with no zoning variations needed. They are also working with IHDA to achieve approval of their requirements. There are Village requirements to try to connect this site into the existing surrounding pedestrian systems, and they are proposing to extend and build some sidewalks on the site to create that loop opportunity. Because the site is long and narrow, there is an additional constraint of a gas main that runs through the site, east to west and approximately 30-feet north of the south lot line, which pushed their site even tighter; however, they feel the proposed project has successfully accomplished bringing the entire site together and making all elements work to meet all R-6 zoning requirements.

Mr. Green referred to the overall building floor plan and said that the building is a non-age restricted, family apartment building with a total of 40 units, comprised of an equal mix of 1 and 2-bedroom units, with 10 units on each floor. The color coding on the floor plans depict units designed to meet accessibility needs, based on IHDA requirements, and the entire building is designed to become completely adaptive to meet the needs of those with disabilities. All of the units have been increased in size by a minimum of 15% so space can be put where families will need it most. A communal neighborhood within the building has also been created by providing a lot of community space and setting them on each floor of the building so that residents are brought together as a neighborhood both inside and outside. Windows are located at the ends of the halls to bring the outside in as well.

Mr. Green said that they have been working with Village Staff for six months on the building design, receiving valuable comments and suggestions, and as a result, the original design has evolved. Revisions to the design include large corner windows added at the second and third-floor on the west elevation (right side) of the building that are designed to feel and look more contemporary while keeping the building exciting, useful, and inviting, as well as have depth and character on the long and narrow site. Interesting and unique materials are being proposed that are intended to be bright and include the color 'Summer White' on the lighter of the panel areas, 'Summer Night' on the darker panel areas, and 'Iron Spot – Vulcan Velour' for the utility brick. The louvers of the mechanical units will match the brick color, and the white windows were changed to casement windows, to help modernize the building.

Mr. Green also clarified that the left side of the south elevation at the top, the upper element is about 18 to 20-feet further away than the masonry element below it. The entire west end of the building embraces the floor plan, and where the elements come through, they let them come through, and where the elements step back, they let them step back. Negative space was also created; the entry cuts into the corner at the northwest side and then lifts up, which was also a Staff suggestion, and the canopy extends over both ends. They want to embrace the parking at the east side of the building by making that elevation as welcoming to the residents as the west side.

Mr. Green referred to the renderings and said that after working with Staff, the entry was lifted, bays are located on the four-story sections of the building to allow for expansion of the bedrooms of the 2-bedroom units, and stairs are located behind the brick sections that go all the way up the building. Staff suggested dressing up the corner of the building where the outside refuse is located, and although the refuse is stored inside the building, it needs to be wheeled outside without being visible; therefore, they added a pergola to cover the outside refuse area. A few levels of landscaping are not shown on the rendering, such as evergreens in the foreground, higher landscaping at the corner to the left of the refuse enclosure, and landscape screening for the transformer. Mr. Green also said that since the original design was submitted, the projection of the bays was increased from 8-inches to 2-feet by offsetting the west wing about 1 and ¼-feet so the building could be shifted, while still working within the narrowness of the site.

Mr. Green responded to the suggestions in the Staff report. He presented a new rendering and elevations dated May 7th, that showed 4-inch white trim surrounds at all the windows that are set in the blue panel areas. Instead of pulling the windows out as suggested by Staff, they decided to push the windows in to create a sense of depth, but only at the areas of the blue panels. The upper section of the south elevation has also been changed to eliminate the blue rectangular panel, and the height of the masonry has been married to the masonry to the right to be consistent. Although they do not object to this change, they are also open to having a discussion about it. Mr. Green clarified that

all equipment and meters will be located inside the building; the only outside meters will be gas and water, which will not be on the front of the building, and the transformer has been relocated to the back of the building and screened. All signage will meet code.

Acting Chair Eckhardt asked if there was any public comment on the project and Mr. Hautzinger said there is one hand raised at this time.

PUBLIC COMMENT

Alice Sylvester, thanked the petitioner for developing this property that has been empty for a very long time; it is exciting to see development here. She asked about density and how the 40 units fit into this particular plot, and she also had questions about traffic patterns on Chestnut, although she understood that is not this commission's purview. She said the building design is nice and fits in pretty well with nearby Stonebridge, and she presumed that studies were done on whether or not the blue color is a good color culturally for most of the cultures in this immediate community.

Acting Chair Eckhardt said the commissioners will be discussing the blue color, and density and traffic will be discussed at the Plan Commission review. He clarified that the petitioner is asking that the entire site be zoned R-6, which provides for the density being proposed.

The commissioners summarized their comments. Commissioner Seyer said that overall the massing and design are nice, and he was glad that the process of working with Staff was productive and the design improved. He was in favor of the revised elevation (dated May 7) of the southwest corner of the building that eliminates the blue panel and continues the brick, as suggested by Staff. He wanted to make this a requirement to move forward. He found the blue accent panels to be a little too playful, and was not a fan of any of them because the massing itself is nice enough without the panels. The panels feel like the potential for a window that will never be there, or that the panels are covering up a window that was there that cannot be there. He also felt the panels take away from the canopy. Commissioner Seyer was in favor of all 3 blue panels being removed. He also commented that although he could see the material of the roof screening in plan, he did not see them in any elevation, and he asked if they are all covered below any existing parapet. Mr. Green said the parapets are designed to cover the roof screening.

Commissioner Seyer said the revised 4-inch wide white trim detail is very nice and added a level of enhanced detail; he would recommend moving forward with this revision. He pointed out that it looked like the revised south elevation with the continued brick did not show the horizontal stone sill, and he he wanted to be sure these sill accents will remain because they greatly help give the massing and scale that it has. Mr. Green confirmed that the horizontal stone stills are still there. With regards to the color palette, Commissioner Seyer said the renderings show the metal louvers for both the brick and the blue siding to appear darker, and the metal doors that are adjacent to any brick appear to blend nicely; however, when he looks at the material sample palette, it looks like Louver 1 is a lot lighter, which he was unsure how well it would go with the brick, and the blue color of Louver 2 looks really light. He was concerned about how well the colors really blend the way they are intended. The renderings look nice, but the material sample palette, especially the photo, give him pause. Commissioner Seyer also commented that the canopy itself did not need the white background where there is signage; if it was all blue it would be sharper, and it would be nice if the signage was a contrasting series of numbers. He also said that the monument sign looked nice.

Commissioner Fitzgerald agreed that the project looks nice and he had a lot of the same comments as Commissioner Seyer. He appreciated that the building looks good on all four sides and asked why the rooftop screening color is a different color than the blue or white on the building. Mr. Green replied that they want a more neutral tone and felt the proposed putty color seemed more of a natural color for the screens that are set back about 15 to 20-feet from the roof; however, he had no objection to going with white for the screening, although it is a bit stark. Commissioner Fitzgerald preferred that the screening color blend with the building and not be a new color on the building. He liked the revised elevation dated May 7th that shows white trim around the windows, and he was in favor of omitting the blue panel on the south elevation and adding the brick as shown. He was unsure how he felt about the blue panels on the first-floor; he acknowledged the blank wall that they are on, and that the loading zone on the south end does not allow for

landscaping there to help soften that wall. He was interested to hear comment from the other commissioners on this. Commissioner Fitzgerald said that the monument sign is very nice and he asked how it would be lit at night, and Mr. Green said it would be up lit from the ground. Commissioner Fitzgerald liked that the transformer was moved to the back of the building, and he agreed with the previous comment about the color of the louvers and the suggestion to remove the white color behind the numbers on the canopy.

Acting Chair Eckhardt was in support of the other commissioners' comments. He said that when he first looked at the color palette, the white color really jumped out, and he understood Staff's comments that the building looks a little institutional without balconies. He liked that there are 3 colors on the building and he liked the massing; however, he was concerned about the white color, specifically the top parapet that is very tall with a lot space above the windows, as well at the elevation section on the Rand Road elevation. He liked the petitioner's solution on the revised elevation dated May 7th to carry the brick over on the upper section of the south elevation, and he was in favor of eliminating the blue panels. He felt the massing of the building was done very well, especially with the corner of the building facing Rand Road.

Acting Chair Eckhardt also commented about the colors; the blue color really jumps out and the white is very bright, they are very contrasting colors and he tried to visualize a lighter brick color, something more taupe colored so there is not much contrast; however, the petitioner probably intended these bold colors to make the building more exciting. He wanted the other commissioners to talk more about the color palette being shown, as well as hear from the petitioner about why they chose the bright white color.

Commissioner Seyer said that he liked the colors shown in the rendering, which he could support, but he was concerned that the colors in the rendering do not match the colors of the material sample board, especially the blue panel color that feels much stronger on the sample board. He felt the metal color for both Louver 1 and 2 should be darker than the brick and darker than the fiber cement panels, but right now they are lighter; he felt darker will look better. He was okay with the brick color, he felt the color of Louver 1 should be darker to better blend in, he was okay with the white color of Panel 2, but he was concerned about the blue color of the fiber cement panel and the blue color of the louver.

Commissioner Fitzgerald agreed with comments from Commissioner Seyer. He wanted to see the real colors being proposed because Louver 2 does not look like it matches Panel 1, but rather like an additional color. He liked the white color and the idea of the blue color, and he was okay with the boldness of the colors; however, he wanted the louvers to match the colors they represent; Louver 1 to the brick and Louver 2 to Panel 1.

Commissioner Seyer felt this could be easily fixed by looking at opportunities for other colors to go darker and maybe a bit more muted on Panel 1 for the blue siding; he would be happy to support Staff's approval of that. Acting Chair Eckhardt agreed with Commissioner Seyer's comments about the colors. Mr. Green held up the actual sample board and said that the color for the blue panel is lighter than the color shown in the photograph of the sample board. He explained that the panel on the sample board has a lot of texture and grain to it; however, they are proposing a smooth panel.

Acting Chair Eckhardt said that the virtual meeting did not allow the commissioners to see and touch the material samples in person. He was looking for a recommendation that the Louvers match the panels, or that they be a darker tone, but not a lighter color. He said the commissioners prefer a more muted blue color for Panel 1, similar to the real sample held up by Mr. Green tonight. He asked if Staff was comfortable with interpreting the commissioners' comments about the blue color for Panel 1, and Mr. Hautzinger said yes.

Acting Chair Eckhardt asked if the petitioner had any further comments at this time. Mr. Green appreciated the comments and asked for clarification on omitting the 3 blue panels; is the preference to change the panels from blue to white, or completely eliminate the panels. Commissioner Seyer said to eliminate the panels completely because the panels draw your attention to the idea that something could be there, or something was there and has been

replaced. Mr. Green said the commissioners also suggested changing the placard for the address on the building, and they would probably go with the white colored numbers that are even bigger and mounted on the blue. Commissioner Seyer said that by eliminating the panel, it will allow for a slightly bigger sign so it stands out as well as a richer canopy. Acting Chair Eckhardt asked the petitioner to prepare an exhibit on what that might look like and submit it to Staff as part of their final review, as well as add to any motion tonight. Mr. Green agreed with the request.

Commissioner Fitzgerald agreed with omitting all 3 blue panels, and he clarified his preference to eliminate the white background but keep the black letters on the canopy. Mr. Green asked that they be allowed to check with the Fire Department to verify that their requirements for contrast are still being met. Commissioner Seyer asked for clarification on a previous comment that the transformer was moved, and Acting Chair Eckhardt said that the alternate elevation presented tonight by the petitioner dated May 7th, shows the trash area moved toward the direction of the building, and the transformer being moved to behind the edge of the building so it is not seen from the front entrance. Mr. Hautzinger said the transformer is covered under the purview of the Plan Commission as a site design element; therefore, he recommended this item be left out of any motion made tonight. Mr. Green appreciated the commissioners' feedback on the new location of the transformer.

Acting Chair Eckhardt briefly summarized the commissioner's comments. In general, the commissioners like the 4-inch wide alternate window detail; there are concerns about the color palette, with Staff to review the actual sample of the blue siding color of Panel 1, with the commissioners' preference that the blue color be more muted; the louvers should either match its adjacent surface or be a darker tone, with the final color to be approved by Staff; a suggestion to eliminate the white surround behind the address numbers on the canopy, subject to Fire Department requirements for contrast; continue the brick over on the backside of the elevator, consistent with the May 7th exhibit; eliminate all 3 blue panels; the monument sign is well received with no comments; the roof screening appeared to be painted an off-white color, not bright white. Commissioner Seyer clarified that the color of the roof screening is shown as 'putty', and Acting Chair Eckhardt was okay with that.

A MOTION WAS MADE BY COMMISSIONER SEYER, SECONDED BY COMMISSIONER FITZGERALD, TO RECOMMEND APPROVAL OF THE PROPOSED DESIGN FOR *CRESCENT PLACE APARTMENTS* TO BE LOCATED AT 310 W. RAND ROAD. THIS RECOMMENDATION IS BASED ON THE PLANS RECEIVED 4/23/21, THE PERSPECTIVE RENDERING VIEW FROM RAND ROAD RECEIVED 4/26/21, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A REQUIREMENT TO REMOVE THE 3 BLUE PANELS AND REPLACE THEM WITH THE MATERIAL SURROUNDING IT.
2. A REQUIREMENT TO CONTINUE THE BRICK AT THE SOUTHWEST CORNER ON THE THIRD FLOOR, PER THE MAY 7, 2021 ELEVATION.
3. A REQUIREMENT TO INCORPORATE THE WHITE 4-INCH WIDE TRIM AT THE WINDOWS WITHIN THE BLUE COLORED FIBER CEMENT PANEL ELEVATIONS, PER THE MAY 7, 2021 ELEVATIONS.
4. A REQUIREMENT THAT THE METAL COLORS FOR THE DOORS AND THE LOUVERS MATCH THE MATERIAL THAT IS ADJACENT TO THEM, AND THAT THE ACTUAL SAMPLES BE RE-SUBMITTED, ALONG WITH THE ACTUAL MATERIALS FOR THE FIBER CEMENT PANEL AND THE BRICK, FOR STAFF TO REVIEW AND APPROVE BASED ON THE COMMISSIONERS' REQUIREMENT TO MATCH THE COLORS.
5. A REQUIREMENT TO REMOVE THE WHITE BACKING ON THE CANOPY ADDRESS AT THE ENTRANCE, AND ONLY HAVE THE COLORED FIBER CEMENT ALONG WITH SINGULAR LETTERS THAT WOULD BE A PROPER CONTRAST TO MEET FIRE DEPARTMENT REGULATIONS.
6. A REQUIREMENT TO SUBMIT MATERIAL SAMPLES FOR THE FIBER CEMENT SIDING PANEL COLORS FOR STAFF REVIEW AND APPROVAL.
7. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR

DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILTY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.

8. ALL SIGNAGE IS REQUIRED TO COMPLY WITH CHAPTER 30 SIGN CODE, OR SEEK VARIATIONS.

Mr. Hautzinger asked for clarification on requirement #6; specifically that the blue color be a more muted blue as discussed tonight. Commissioner Seyer clarified the intent for approval is to bring in actual material samples that match the colors shown in the renderings, which the commissioners feel are appropriate and a pleasing aesthetic. Acting Chair Eckhardt added that in the event that Staff is not comfortable approving those materials, then it should come back before the Design Commission.

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

May 18, 2021

PROPOSED "CRESCENT PLACE"
FAMILY APARTMENT DEVELOPMENT
310 W Rand Road, Arlington Heights

Developers: **Housing Trust Group & Turnstone Development**



GENERAL PROJECT & COMPREHENISVE PLAN MODIFICATION NARRATIVE

The proposed affordable-housing development at 310 W Rand Road (Crescent Place) will include a new-construction, Four (4) story, multifamily building with approximately 45,000 square feet and containing forty (40) units. The project will provide eighty (80) surface parking spaces (2 spaces per unit). The main entry and community space portion of the building is situated to interface with Rand Road. This element will be (3) three stories in height. The currently vacant site is situated between the existing Arlington Plaza commercial center to the south and the four-story Stonebridge Apartments development to the north.

The proposed unit mix consists of twenty (20) one-bedroom / one-bathroom units and twenty (20) two-bedroom / two-bathroom units. The units designed to be 15% larger than the Illinois Housing Development Authority (IHDA) minimum standards. Consistent with the intent of Arlington Heights Inclusionary Housing Guidelines, Crescent Place is designated to serve families with units set-aside for both families earning 60% AMI or below and for families earning 30% AMI or below.

Crescent Place will include several communal amenity spaces to promote resident interaction and engagement. Interior community spaces include: fitness center, community room, library, computer café, open lobby, individual tenant storage, and secure bicycle storage. Exterior amenities are scheduled to include: weather protection covered entries; community patio; outdoor bicycle storage; and resident garden plots.

The development partnership team consists of: Housing Trust Group (HTG) – a Florida based organization with over 40 years of history and over three dozen affordable communities located primarily in the southeast United States and Arizona; and Turnstone Development – an Illinois-based not-for-profit organization dedicated to providing affordable housing opportunities, either independently or in partnership with other developers, to Illinois residents with about two dozen existing developments in the immediate Chicagoland area.

It is requested to rezone the property from its existing combination of R-6 (Residential) and B-2 (Commercial) to be R-6 (Multi-family Housing) in its entirety. A Plat of Consolidation is proposed to unite the two existing parcels into a single lot of record. It is also requested that the Current Village Comprehensive Plan and Map (2015) be modified over the portion currently depicted for commercial to medium density residential over the total lot area.

The proposed property manager is Carefree Management who manages numerous affordable housing developments in the Chicagoland Area. The specific property management team for Crescent Place will include a full-time property manager and a maintenance supervisor. A leasing agent will be employed the first year after the project is completed in order to ensure thorough background, credit and other financial checks are conducted while maintaining the highest level of compliance necessary for IHDA and the multiple private financial investors. The building will also utilize key-fob readers at all entry doors and have security cameras throughout. The asset manager and corporate staff will visit the property once a month to ensure cleanliness, safety, and compliance.

Comprehensive Plan:

Fronting on Rand Road, the Crescent Place site area is located within Corridor "D" (Rand Road: Hintz to Oakton) as defined within the current Village Comprehensive Plan. The site area, while formerly a restaurant location, is immediately adjacent to the Stonebridge Apartments development and isolated from nearby commercial properties to the south and east by a ComEd transfer station facility and power service lines. Crescent Place, as a moderate density multiple family residential proposal, provides a transitional use that offers to meet several of the goals and policies outlined in the Village Comprehensive Plan:

- Redevelopment Plans:
    - To limit the impacts of non-residential uses on adjacent residential uses by providing adequate buffering and screening. (Objective 2)
- General Planning Goals
    - To create a flexible plan which will reflect changing conditions (Goal #4)
    - To promote affordable housing for various income levels and housing types (Goal #9)

- Land Use Goals
    - Incompatible zoning should be avoided (Goal #4
    - Future growth should be accommodated and encouraged through a redevelopment program in selected priority areas as identified in the Comprehensive Planning Program (Goal #7)
- Population & Housing Goals
    - To utilize Federal, State, and local programs to assist in the development of affordable housing while retaining Village controls pursuant to the Village's affordable housing tool kit for homeownership and rental units (Policy #4)
    - To provide a wide variety of housing for young, elderly, disabled and single households, including rental housing (Policy #6)
- Sustainability
    - The building and site design will be consistent with a number of energy and environmental green building practices outlined in the "Sustainability" section of the Comprehensive Plan. These are planned to include: commitment to achieve National Green Building (NGB) Bronze Level status; use of locally native seed mix in detention/bioswale/volume control areas; majority percentage of locally obtained/native species planting materials; retaining of a number of existing, healthy mature trees on the subject property; minimization of impervious surfacing via design of parking with vehicle overhangs to reduce overall stormwater run-off surface area; "Energy Star" rated appliances, exhaust systems, and light fixtures throughout building; energy and water efficient plumbing fixtures in all units; communal garden area; separate waste chute for recyclable materials; plastic bag collection containers on each floor; third party testing and inspection for compliance with applied energy efficient standards during construction.

CRESCENT PLACE **Proposed Family-Housing Apartment Facility** **June 3, 2021**

310 W Rand Road, Arlington Heights, IL **GW #DD57**

GENERAL SITE AND ZONING DATA

ZONING:	Existing:	Parcel 1	General Business	B-2
		Parcel 2	Multi-Family Resid	R-6
	Proposed:	Entire Site Area	Multi-Family Resid	R-6
SITE AREA:	Required:			N/A (See "Density")
	Actual:	Parcel 1	1.977 Acre	86,120 SF (net)
		Parcel 2	0.345 Acre	15,047 SF
		Total:	2.322 Acres	101,167 SF
PROPOSED USE	Permitted		Under R-6 Zoning	Multi-Family Resid
	Proposed			Multi-Family Resid
EXISTING SURROUNDING USES	North (R-6)	Multi-Family	South (B-2)	Powerlines & Commercial
	East (R-1)	Utility (ComEd)	West (R-6 & I)	Townhomes/Memory Care
LOT WIDTH		Minimum:		N/A
		Existing	N-S at Parcel 1	150'
BUILDING HEIGHT:	Permitted		4-stories	50'
	Proposed		4-stories	45' (+/-) to roof
COVERAGE:	Impervious	Permitted	50% max	50,583 SF
		Proposed	49.80%	50,375 SF
	Buildings	Permitted	35%	34,408 SF
		Proposed	11.76%	11,900 SF
DENSITY	Permitted	(for 1 & 2 Bedrooms)	101,167 / 2,500	40 DU
	Proposed	(1 & 2 Bedrooms only)		40 DU
FLOOR AREA RATIO	Permitted	151,750 SF (150%)	Proposed	45,500 SF (30%)
DWELLING UNIT FLOOR AREA		1-Bdrm DU	600 SF min Required	635 SF Proposed
		2-Bdrm DU	750 SF min Required	845 SF Proposed
YARDS:	Front Yard:	Rand Road	Required	25' min
			Proposed	95' (min) (Building)
	Corner Side:	Chestnut	Required	20' min
			Proposed	20' min (Bldg & parking)
	Side	South side of site	Required	17.9' (10% of site)
			Proposed	65' min (Building)
			Proposed	10' min (Parking)
	Rear:	East Side of site	Required	30' min
			Proposed	220' min (Building)
			Proposed	30' (+/-) (Parking)
PARKING:	Required:		2.0 spaces / DU	80 spaces
	Proposed:	Senior Housing	2.0 spaces / DU	80 spaces
LOADING	Required	Residential	10'x35' min	1 stall
	Proposed		10'x35' min	1 stall

Crescent Place

Affordable Housing Plan

Housing Trust Group

The subject development site is currently a vacant, unimproved, 2.2-acre parcel of land situated between the existing Arlington Plaza commercial center and the four-story Stonebridge Apartments development.

The proposed development at 310 W Rand Road ("Crescent Place") will include a new-construction four (4) story multifamily building with approximately 45,000 square feet and containing forty (40) affordable housing units and zero (0) market rate. The project will provide eighty (80) surface parking spaces (2 spaces per unit). The main entry and community space portion of the building is situated to interface with Rand Road. This element will be three (3) stories in height. The residential units' portion of the building is designed to extend parallel to and set back from Chestnut.

The proposed unit mix entails twenty (20) one-bedroom / one-bathroom units and twenty (20) two-bedroom / two-bathroom units. The units are stacked to provide an efficient floor layout that helps maximize on-site open space and designed to be 15% larger than the Illinois Housing Development Authority (IHDA) minimum standards. Crescent Place is designated to serve families, with thirty-two (32) of the units set-aside for families earning 60% AMI or below and eight (8) of the units set-aside for families earning 30% AMI or below.

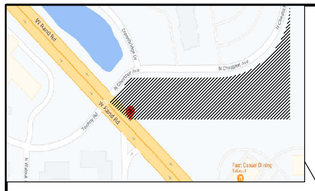
There are two different bedroom types being offered in Crescent Place. Bedroom 1A is a one-bedroom/one-bathroom with 690 gross square feet. Bedroom 2A is a two-bedroom/two-bathroom with 910 gross square feet.

The eight (8) one-bedroom units designated for the 30% AMI will be priced at three hundred eighty-four dollars ($384.00) a month. The other twelve (12) one-bedrooms at 60% AMI will be priced at eight hundred seventy-one dollars ($871.00) a month. The twenty (20) two-bedroom units, which are all at 60% AMI, will be priced at one-thousand forty-seven ($1,047.00) a month.

All forty (40) units provided at Crescent Place will be for affordable housing. These units will remain affordable for the next thirty (30) years subject to a land use restriction agreement that will be recorded against the land. The finishes throughout the development will be the same for each unit and the construction schedule and phasing are not applicable. As there is only one building and will have all units completed as part of the CO process.

ALTA/NSPS LAND TITLE SURVEY

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



VICINITY MAP
~ NO SCALE ~

SURVEYOR'S NOTES

1. THE UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD MARKS ON THE GROUND, AND ABOVE GROUND OBSERVABLE EVIDENCE ONLY. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES STATE THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

2. COMPARE THE DESCRIPTION ON THIS PLAT WITH YOUR DEED, ABSTRACT, OR CERTIFICATE OF TITLE; ALSO COMPARE ALL POINTS BEFORE BUILDING BY SAME, AND REPORT ANY DIFFERENCE IMMEDIATELY.

3. BEARINGS (MEASURED) SHOWN HEREON ARE BASED ON THE ILLINOIS STATE PLANE – EAST ZONE COORDINATE SYSTEM.

4. BUILDING LINES ARE SHOWN ONLY WHERE THEY ARE SO RECORDED ON THE MAPS. REFER TO YOUR DEED OR ABSTRACT FOR ADDITIONAL ZONING RESTRICTIONS

5. THIS SURVEY IS NOT VALID WITHOUT THE SURVEYOR'S ORIGINAL SIGNATURE IN BLUE INK AND EMBOSSED SEAL.

6. EASEMENTS AND SERVITUDES SHOWN HEREON ARE BASED UPON A COMMITMENT FOR TITLE INSURANCE ISSUED BY NEAR NORTH TITLE GROUP IDENTIFIED AS NUMBER IL1904721-B WITH AN COMMITMENT DATE OF DECEMBER 30, 2020, A REVIEW OF WHICH INDICATES THAT:

6a. THE GENERAL REQUIREMENTS ALONG WITH EXCEPTIONS 1–7, 10, 12, AND 15–18 ARE NOT SURVEY RELATED.

6b. NUMBER 8 PERTAINS TO AN EASEMENT IN FAVOR OF NORTHERN ILLINOIS GAS COMPANY PER DOCUMENTS 17264172 AND 17264173 AND IS SHOWN HEREON.

6c. NUMBER 9 PERTAINS TO AN EASEMENT IN FAVOR OF NORTHERN ILLINOIS GAS COMPANY PER DOCUMENT 18654754 AND AMENDED BY DOCUMENT 26881691 AND IS SHOWN HEREON.

6d. NUMBER 11, AS RECITED IN SAID COMMITMENT, PERTAINS TO AN EASEMENT IN FAVOR OF ILLINOIS BELL TELEPHONE COMPANY AND COMMONWEALTH EDISON COMPANY PER THE PLAT RECORDED AS DOCUMENT 21837755 WHICH REFERENCES DOCUMENT NUMBER 20301388 AND AN EXHIBIT A. THIS EXHIBIT NOT ATTACHED TO COPY OF LATTER DOCUMENT REVIEWED AT TIME OF SURVEY.

6e. NUMBER 13 PERTAINS TO EASEMENT RIGHTS FOR ELECTRIC AND PHONE INSTALLATION ON LOT C IN REFERENCED PLAT AND DOES NOT APPEAR TO AFFECT THE SUBJECT PROPERTY.

6f. NUMBER 14 PERTAINS TO AN EASEMENT IN FAVOR OF COMCAST OF ILLINOIS X1, LLC PER DOCUMENT 0511641104. THIS IS NOT PLOTTABLE AND NOT SHOWN HEREON.

7. (R) = RECORD DATA
(M) = MEASURED DATA
R.O.W. = RIGHT OF WAY

8. AREA OF SURVEY:

PARCEL 1 = 92,262 SQ. FT., OR 2.118 ACRES, MORE OR LESS, GROSS (INCLUSIVE OF IN ROADWAY). 86,120 SQ. FT. OR 1.977 ACRES, MORE OR LESS, NET.

PARCEL 2 = 15,047 SQ. FT., OR 0.345 ACRES, MORE OR LESS.

9. NO MEASUREMENTS ARE TO BE ASSUMED BY SCALING

10. PROPERTY DESCRIBED HEREON LIES WITHIN ZONE X AS DELINEATED ON THE NATIONAL FLOOD INSURANCE RATE MAP 17031C0201J WITH AN EFFECTIVE DATE OF AUGUST 19, 2008.

11. A CURRENT ZONING REPORT WAS NOT FURNISHED TO THE SURVEYOR.

12. SOME RECORD ANGLES AND DISTANCES ILLEGIBLE ON REFERENCED PLAT.

13.. HEAVY SNOW COVER WAS PRESENT AT TIME OF SURVEY. NOT ALL FEATURES MAY BE REPRESENTED.

14. ACCESS TO AND FROM RAND ROAD AND CHESTNUT AVENUE, PUBLICLY DEDICATED RIGHTS-OF-WAY.

LEGAL DESCRIPTION

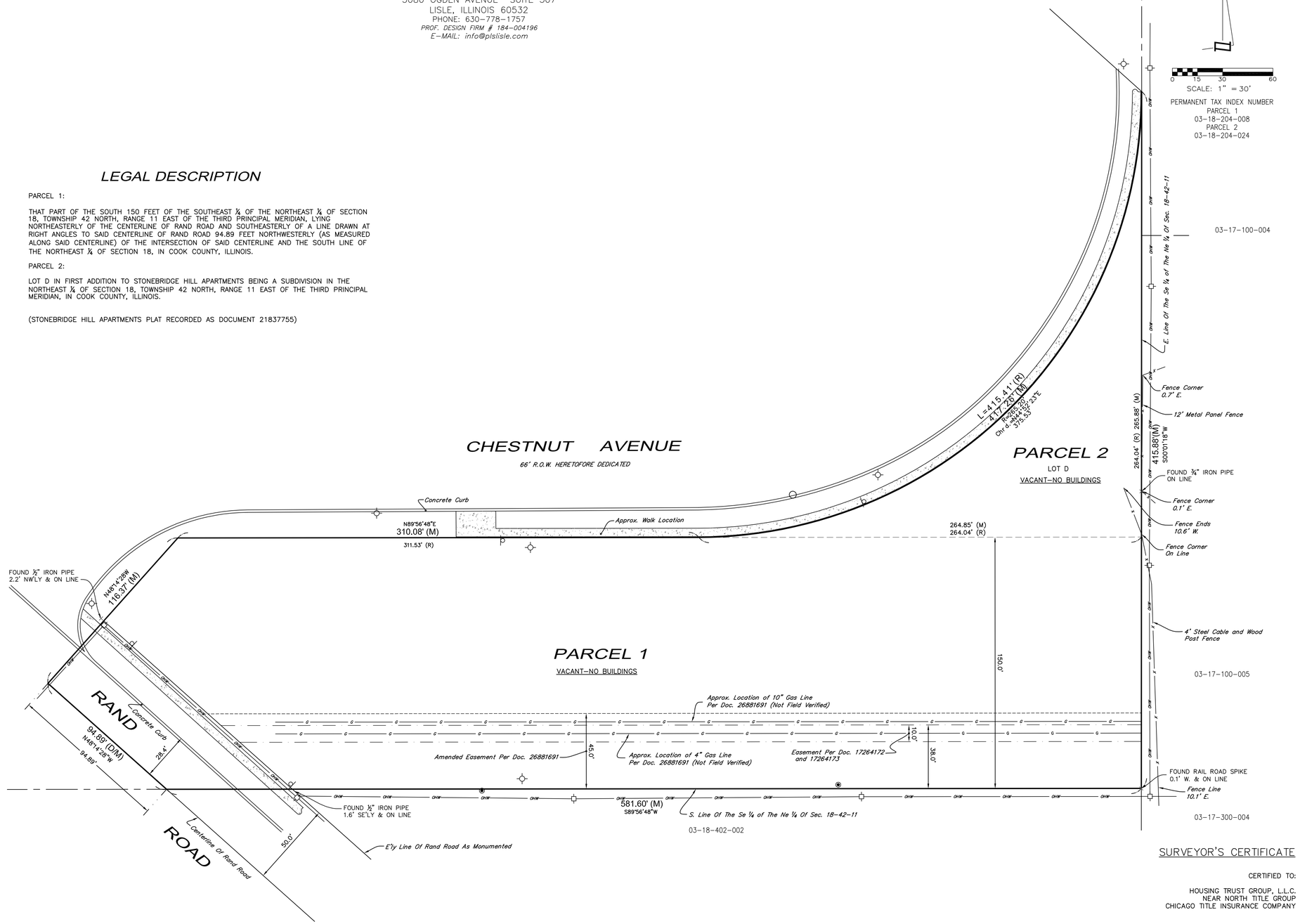
PARCEL 1:

THAT PART OF THE SOUTH 150 FEET OF THE SOUTHEAST ¼ OF THE NORTHEAST ¼ OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTHEASTERLY OF THE CENTERLINE OF RAND ROAD AND SOUTHEASTERLY OF A LINE DRAWN AT RIGHT ANGLES TO SAID CENTERLINE OF RAND ROAD 94.89 FEET NORTHWESTERLY (AS MEASURED ALONG SAID CENTERLINE) OF THE INTERSECTION OF SAID CENTERLINE AND THE SOUTH LINE OF THE NORTHEAST ¼ OF SECTION 18, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

LOT D IN FIRST ADDITION TO STONEBRIDGE HILL APARTMENTS BEING A SUBDIVISION IN THE NORTHEAST ¼ OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

(STONEBRIDGE HILL APARTMENTS PLAT RECORDED AS DOCUMENT 21837755)



PERMANENT TAX INDEX NUMBER
PARCEL 1
03-18-204-008
PARCEL 2
03-18-204-024

SYMBOL LEGEND

- ◎ – MANHOLE
- ○ – CATCHBASIN
- □ – INLET
- ⊕ – POWER POLE
- ⊽ – STREET SIGN
- ⊠ – STREET LIGHT
- ◉ – SIGN POST

- (R) – RECORD DATA
- (M) – MEASURED DATA
- (D) – DEED DATA
- ⋰⋱ – CONCRETE SURFACE

SURVEYOR'S CERTIFICATE

CERTIFIED TO:

HOUSING TRUST GROUP, L.L.C.
NEAR NORTH TITLE GROUP
CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1–4, 6(a), 8, 13, 14 AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON FEBRUARY 22, 2021.

DATE OF PLAT OR MAP: FEBRUARY 24, 2021

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

IPLS No. 3483
MY LICENSE EXPIRES 11/30/2022

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

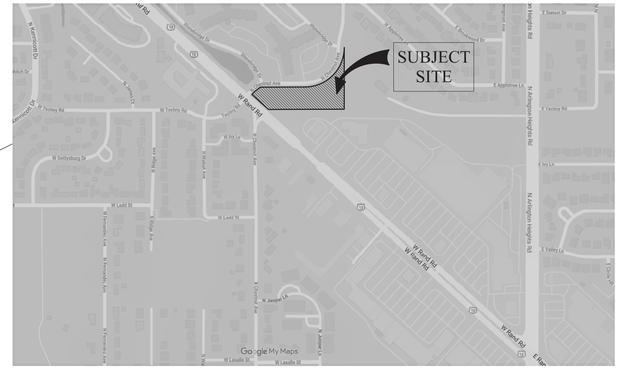
PREPARED FOR: HTG ILLINOIS DEVELOPER, L.L.C.
ADDRESS: 310 W. RAND ROAD ARLINGTON HEIGHTS, IL
BOOK & PG: 245/38 DATE: 02/24/21 JOB NO.: 2019018
DRAWN BY: JRP CHECK BY: GLK
REVISED: 2/25/2021 V2 GLK PER CLIENTS REVIEW

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PRELIMINARY SITE PLAN

CRESCENT PLACE

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



LOCATION MAP 0 500' 1000'

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

STONEBRIDGE APARTMENTS
(R-6)

DETENTION

N. CHESTNUT AVENUE

EXISTING SIDEWALK

414.90'
R=365.20'

DETENTION AND VOLUME CONTROL

PARCEL 2 (R-6)

COMED (R-1)

PARCEL 1 (B-2)

15' MIN.

415.88'

NEW SIDEWALK

310.08'

MONUMENT SIGN

15' SIGHT TRIANGLE

116.57'

20' (±)

BIKE

20' MIN (21.25' SHOWN)

24' (±)

20' BUILDING SETBACK

GARDEN PLOTS

3 STORY PORTION

214' (±)

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

60' (±)

55' (±)

24'

115'

30' (±)

220' MIN (226' SHOWN)

8' (±)

71'

58'

24' DRIVE

2.5'

PATIO

25' BUILDING SETBACK

VOLUME CONTROL

LOADING

REFUSE
TRELLIS
TRANSFORMER

15' MIN.

26' FIRE LANE

65' MIN (67.66' SHOWN)

17'

10' MIN

95' MIN (95.5' SHOWN)

150.13'

W. RAND ROAD

15' BUILDING SETBACK

45' GAS EASEMENT

581.60'

TOWNHOME
(R-6)

ARLINGTON PLAZA
(B-2)

RESTAURANT

RESTAURANT

N

0 15' 30' 60'

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PRELIMINARY FLOOR PLANS

CRESCENT PLACE

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

UNIT MIX

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

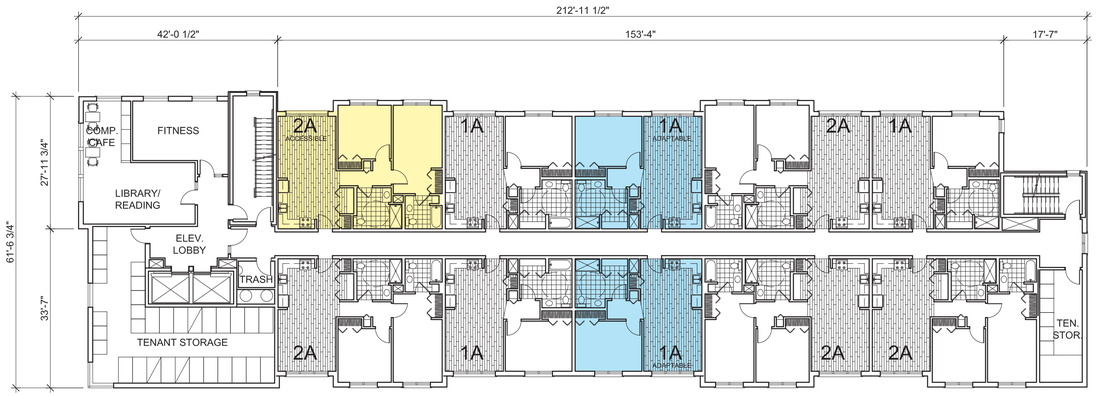
ACCESSIBLE 4 TOTAL

ADAPTIVE 8 TOTAL

SENSORY 1 TOTAL

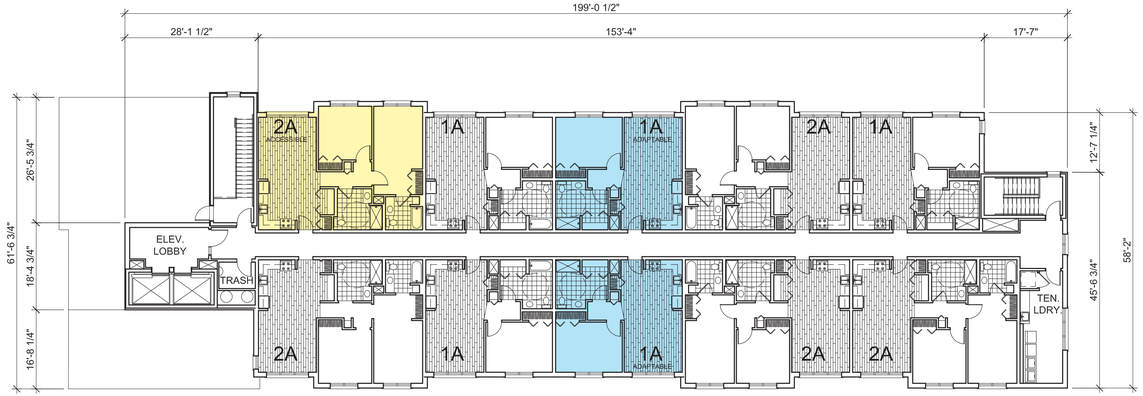
SECOND FLOOR

12,155 SF



FOURTH FLOOR

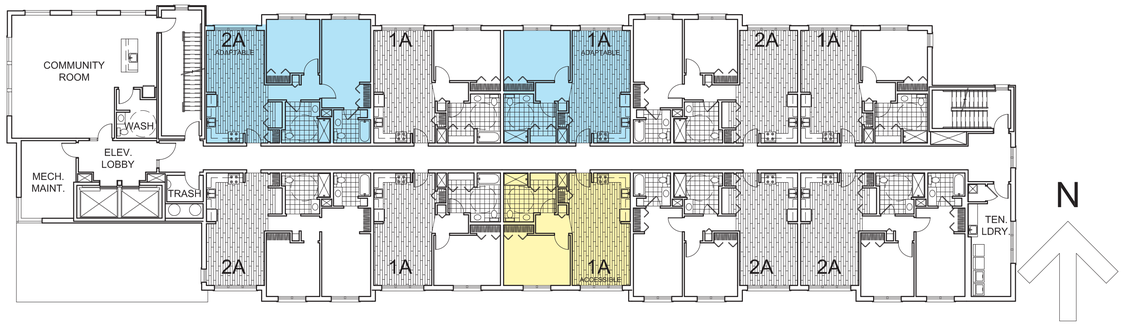
10,435 SF





FIRST FLOOR

12,045 SF



THIRD FLOOR

11,500 SF

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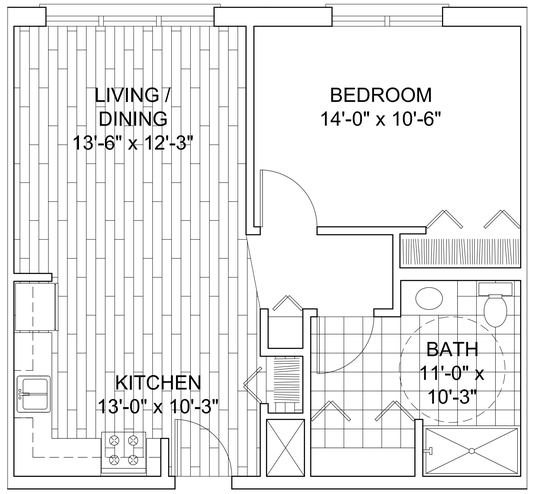
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PRELIMINARY UNIT PLANS

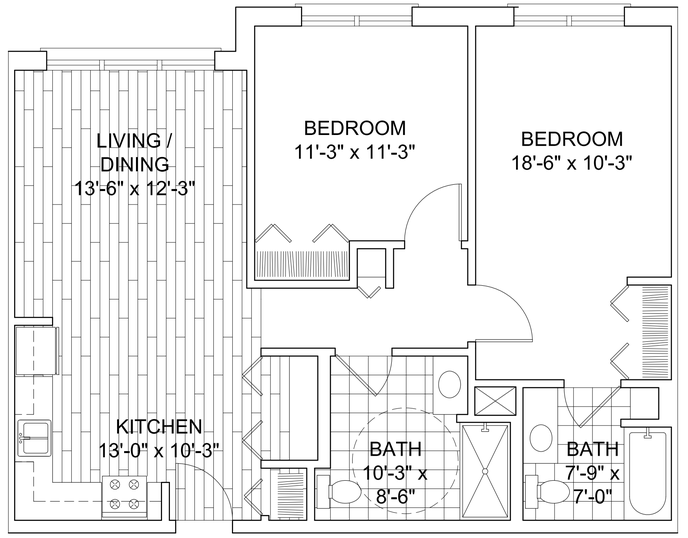
CRESCENT PLACE

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



1A - ONE BEDROOM

690 SF GROSS
635 SF NET



2A - TWO BEDROOM

940 SF GROSS
875 SF NET

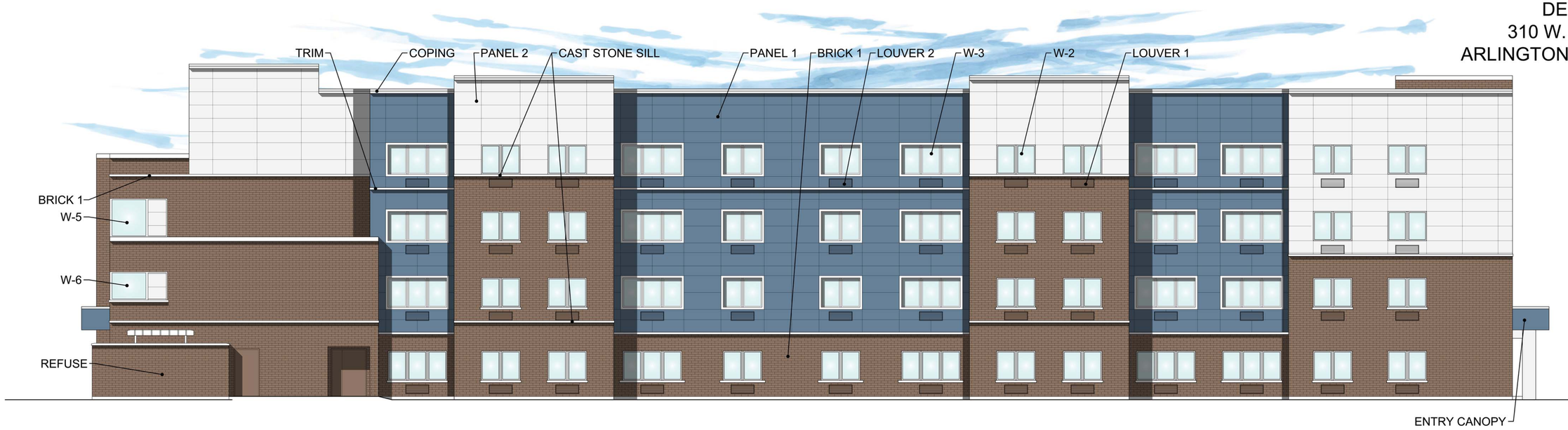
N

0 2' 4' 8'

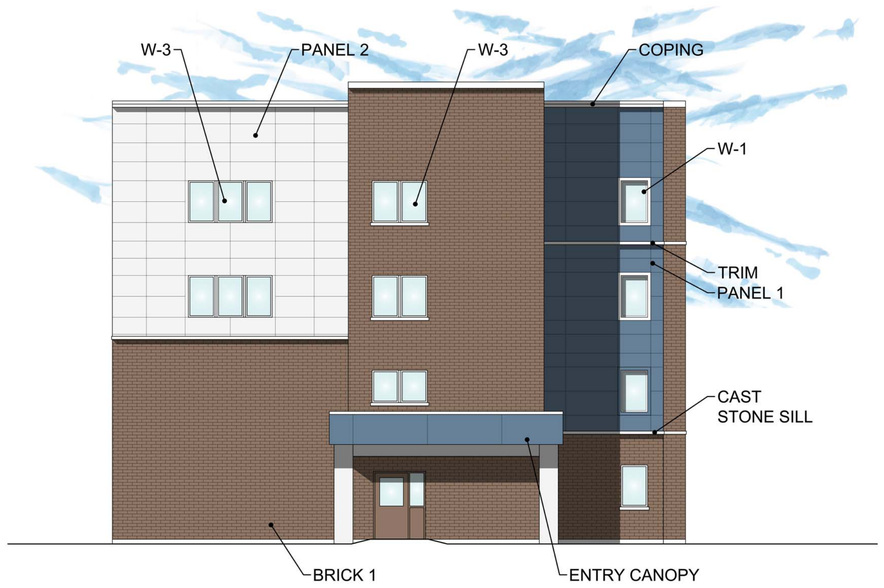
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REVISED PRELIMINARY BUILDING ELEVATIONS

CRESCENT PLACE
PROPOSED FAMILY APARTMENT DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
JUNE 8, 2021



SOUTH ELEVATION



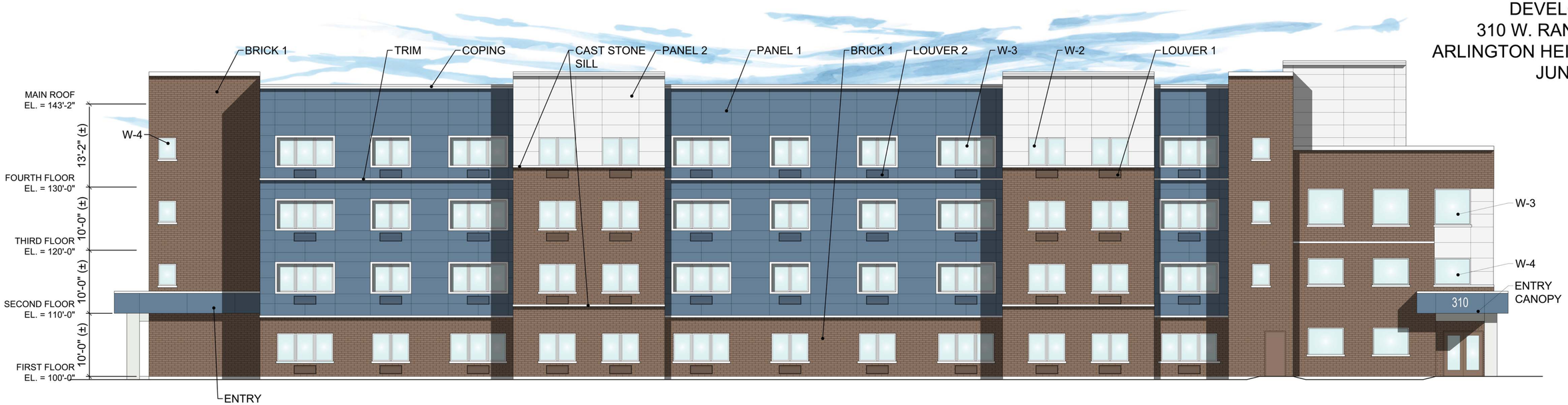
EAST ELEVATION

0 4' 8' 16'

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REVISED PRELIMINARY BUILDING ELEVATIONS

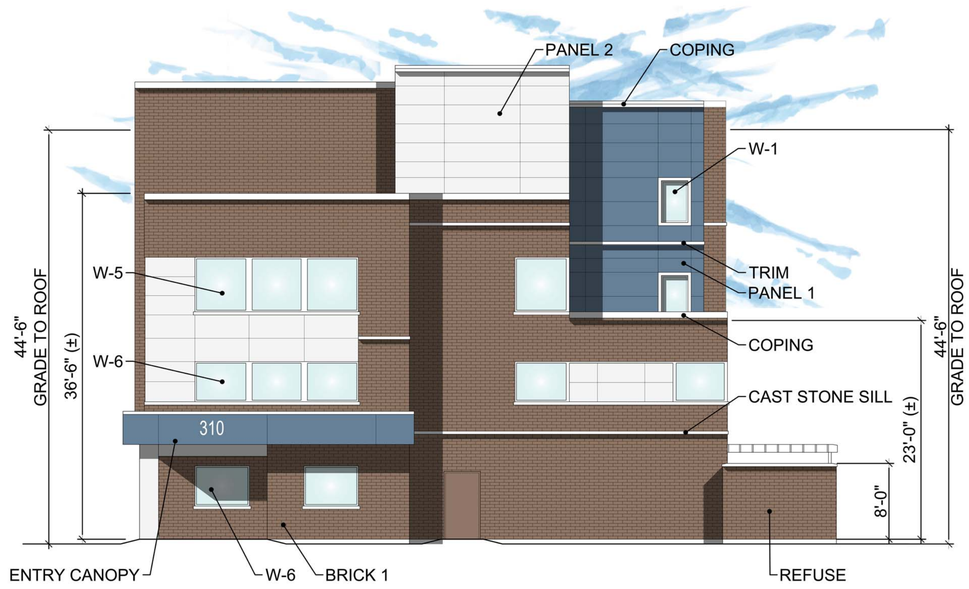
CRESCENT PLACE
PROPOSED FAMILY APARTMENT DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
JUNE 8, 2021



NORTH ELEVATION

WINDOW SCHEDULE

W-1	2'-10"	x 4'-5"
W-2	5'-8"	x 4'-5"
W-3	8'-6"	x 4'-5"
W-4	2'-10"	x 3'-5"
W-5	5'-9"	x 5'-9"
W-6	5'-9"	x 3'-9"



WEST ELEVATION

0 2' 4' 8'

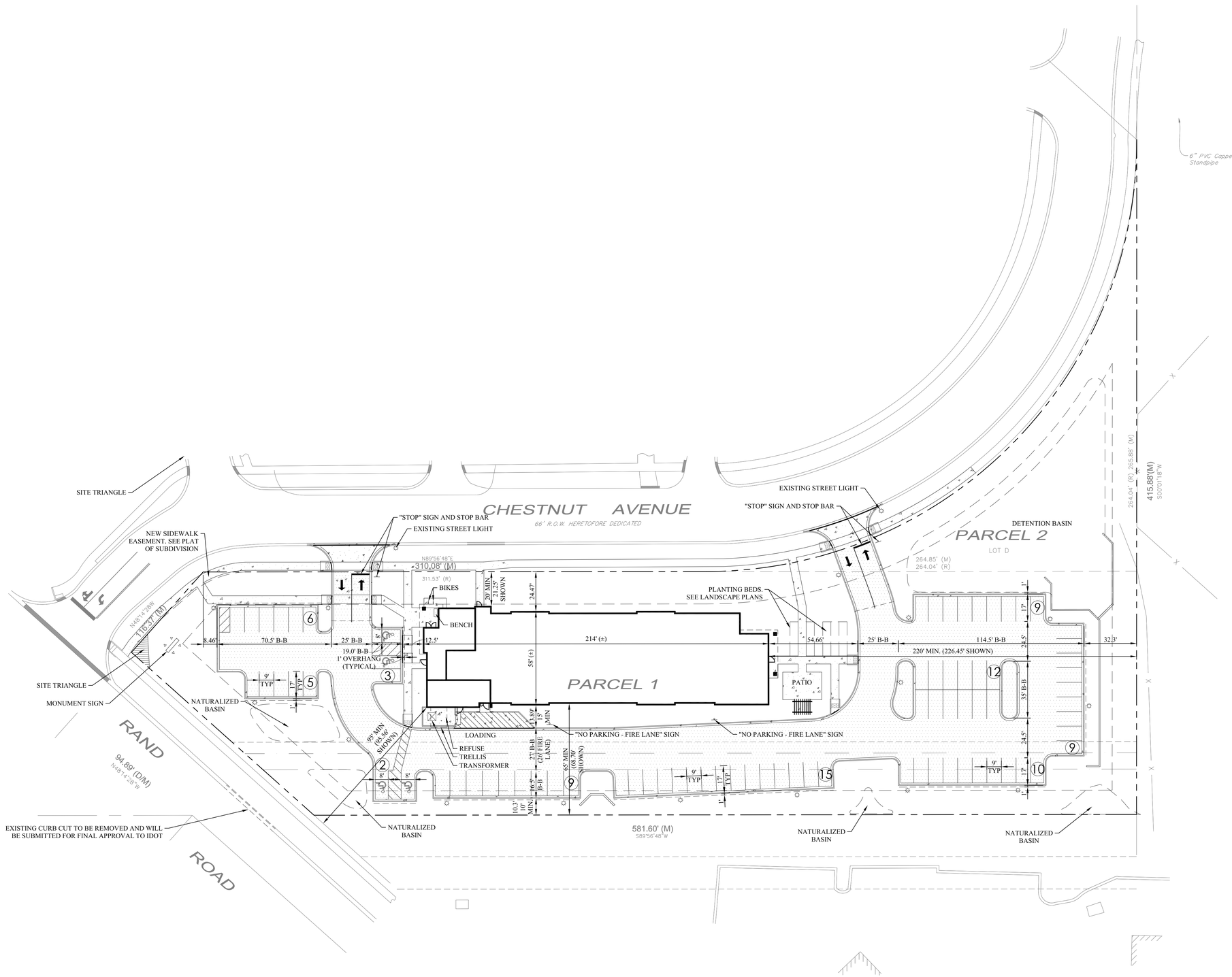
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REVISED
PRELIMINARY RENDERING
CRESCENT PLACE
PROPOSED FAMILY APARTMENT
DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
MAY 18, 2021



REVISED
PRELIMINARY RENDERING
CRESCENT PLACE
PROPOSED FAMILY APARTMENT
DEVELOPMENT
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL
MAY 18, 2021





FOR REVIEW
NOT FOR CONSTRUCTION
06/03/21

LEGEND

- PROPOSED CONCRETE
- PROPOSED BITUMINOUS PAVEMENT
- DEPRESSED CURB
- STREET LIGHT
- (6) PARKING STALL COUNT

0 15 30 60

N W E S

GROUNDWORK
ARCHITECTS
PLANNERS
ENGINEERS

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351 WEST DUNDEE ROAD, SUITE A
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SCOPE DOCUMENTS

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- ☐ BIDDING
- ☐ CONSTRUCTION

CRESCENT PLACE

310 W. RAND ROAD, ARLINGTON HEIGHTS, IL 60004

SCALE	AS SHOWN
DRAWN BY	RJT
CHKD BY	MKK
DATE	
FILE NAME	
JOB NO.	DD57

PRELIMINARY SITE / PAVING PLAN

SHEET NO.

C2-0

A SECTION A

Scale: 4 FEET

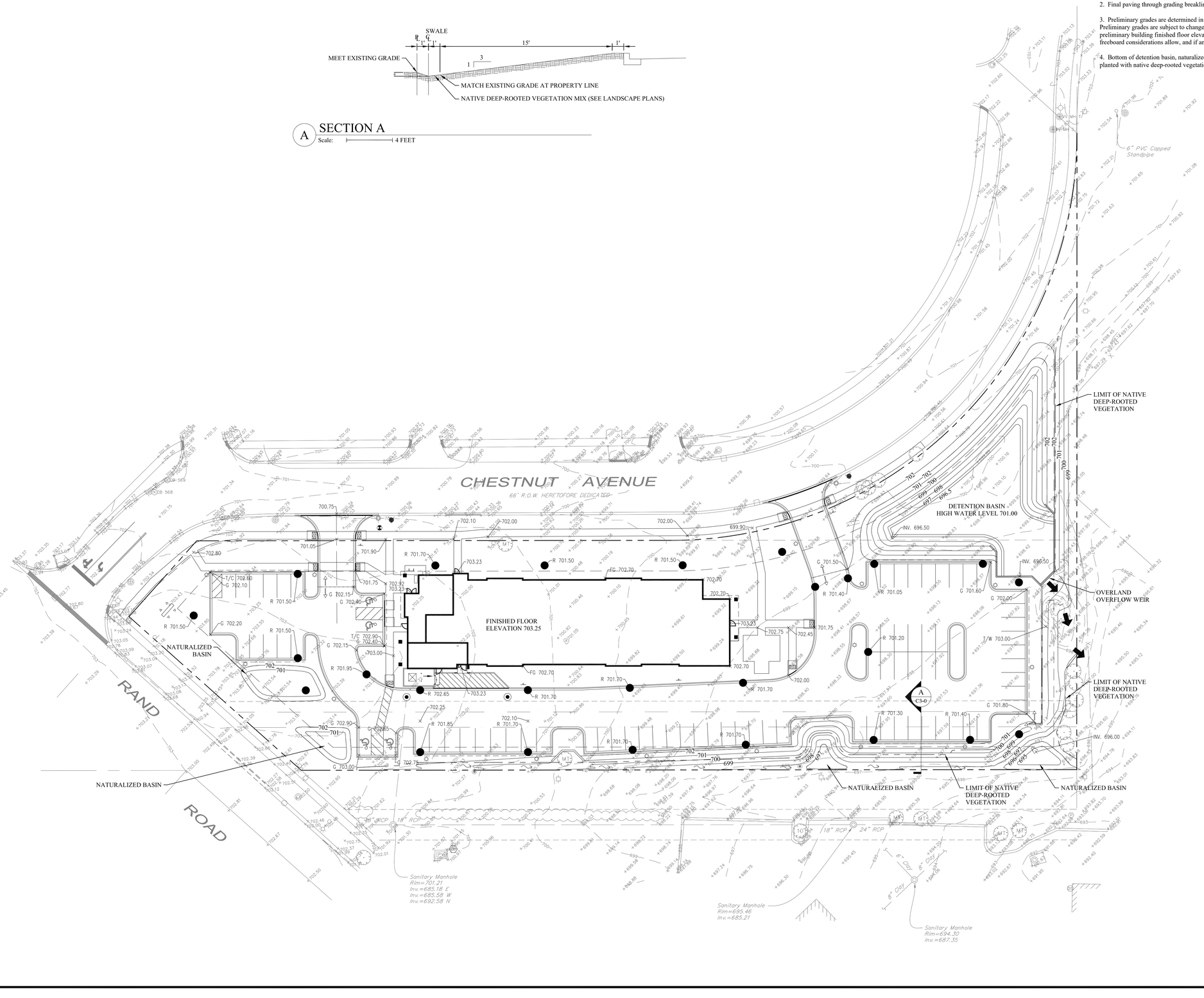
PRELIMINARY GRADING NOTES

1. Grade all surfaces to drain. All low points are shown; high points (drainage divides) are not all included as part of preliminary grading.

2. Final paving through grading breaklines and drainage divides shall be smooth and rounded.

3. Preliminary grades are determined in part by preliminary stormwater management system design. Preliminary grades are subject to change as the stormwater management design is finalized. The preliminary building finished floor elevation will be lowered if final stormwater management and freeboard considerations allow, and if any public or private utility cover requirements allow.

4. Bottom of detention basin, naturalized basins, and drainage swale at south property line will be planted with native deep-rooted vegetation (see landscape plans).



LEGEND

- EMERGENCY OVERFLOW ROUTE
- DRAINAGE DIVIDE
- SWALE
- T/C TOP OF CURB
- G GUTTER
- R RIM ELEVATION

FOR REVIEW NOT FOR CONSTRUCTION 06/03/21

0 15 30 60

N W E S

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CRESCENT PLACE

310 W. RAND ROAD, ARLINGTON HEIGHTS, IL 60004

SCALE: AS SHOWN

PRELIMINARY GRADING PLAN

DRAWN BY: RJT

CHK'D BY: MKK

FILE NAME

DATE

JOB NO. DD57

SHEET NO. C3-0

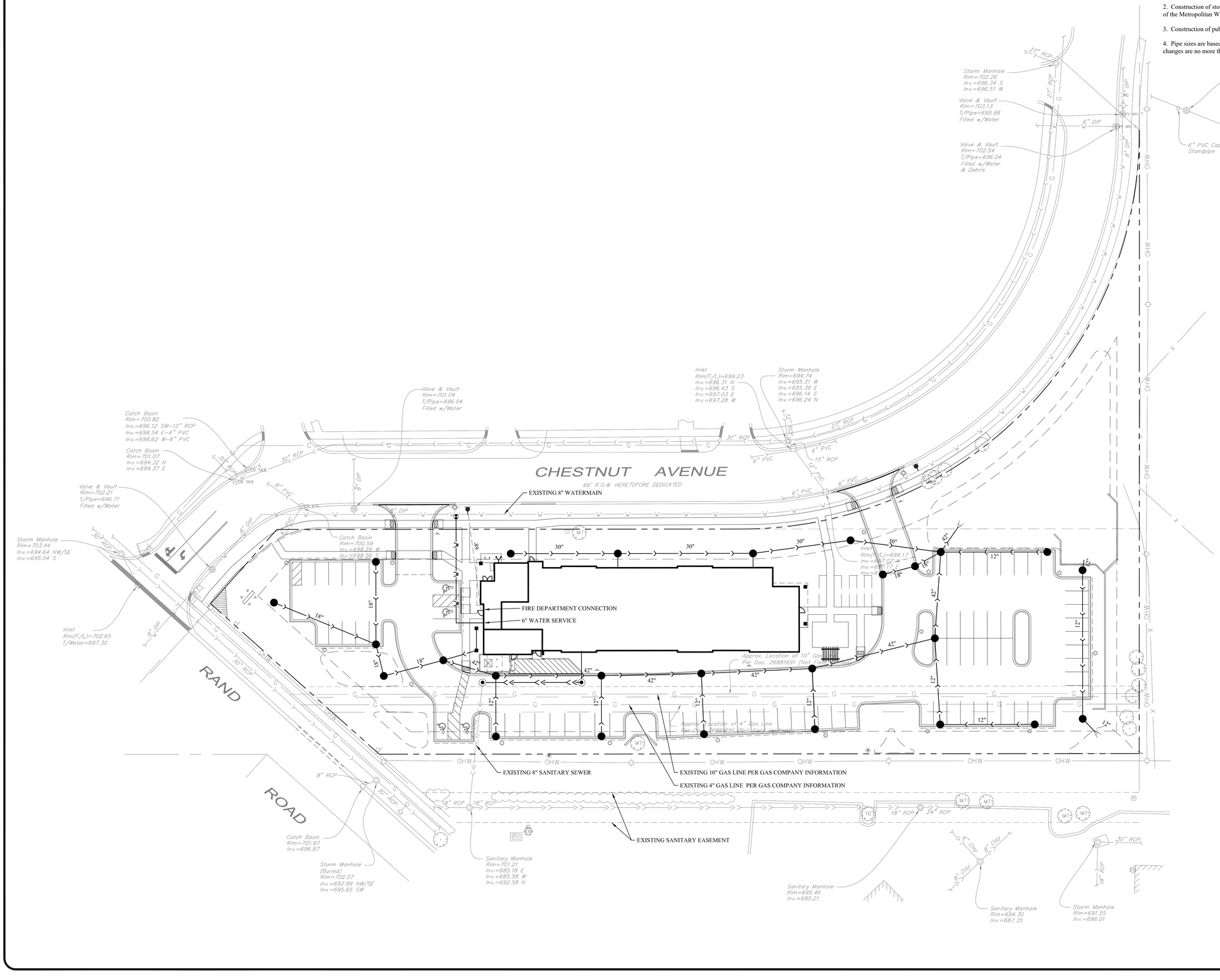
PRELIMINARY UTILITY NOTES

1. Construction of water main and sanitary sewer shall conform to the "Standard Specifications for Water and Sewer Main Construction in Illinois", current edition.

2. Construction of stormwater management system and sanitary sewer shall conform to the requirements of the Metropolitan Water Reclamation District of Greater Chicago.

3. Construction of public utilities shall conform to the requirements of the Village of Arlington Heights.

4. Pipe sizes are based on preliminary information; as such, pipe sizes are subject to change. Anticipated changes are no more than one standard size of commercially readily available pipe.



LEGEND

- 36" — STORM SEWER AND PIPE DIAMETER
- STORM STRUCTURE
- FLARED END SECTION
- STORM YARD DRAIN
- SANITARY SEWER
- SANITARY STRUCTURE
- WATERMAIN
- PRESSURE CONNECTION IN VAULT
- FIRE HYDRANT ASSEMBLY

FOR REVIEW NOT FOR CONSTRUCTION 06/03/21

0 15 30 60

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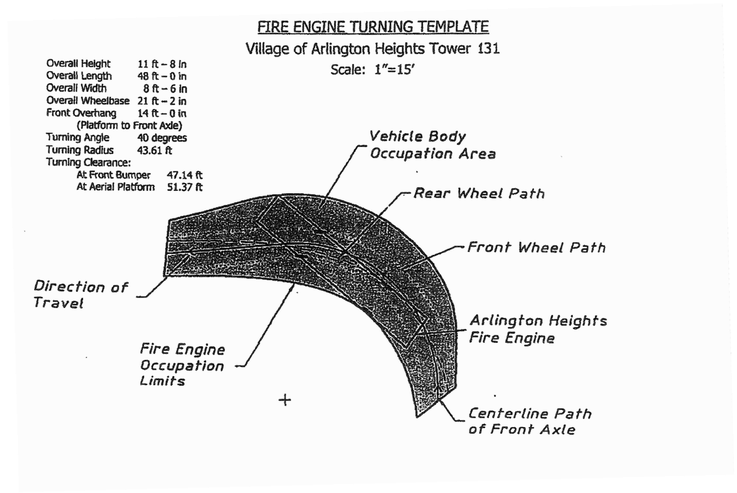
PRELIMINARY UTILITY PLAN

SHEET NO.

C4-0

PRELIMINARY AUTOTURN

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



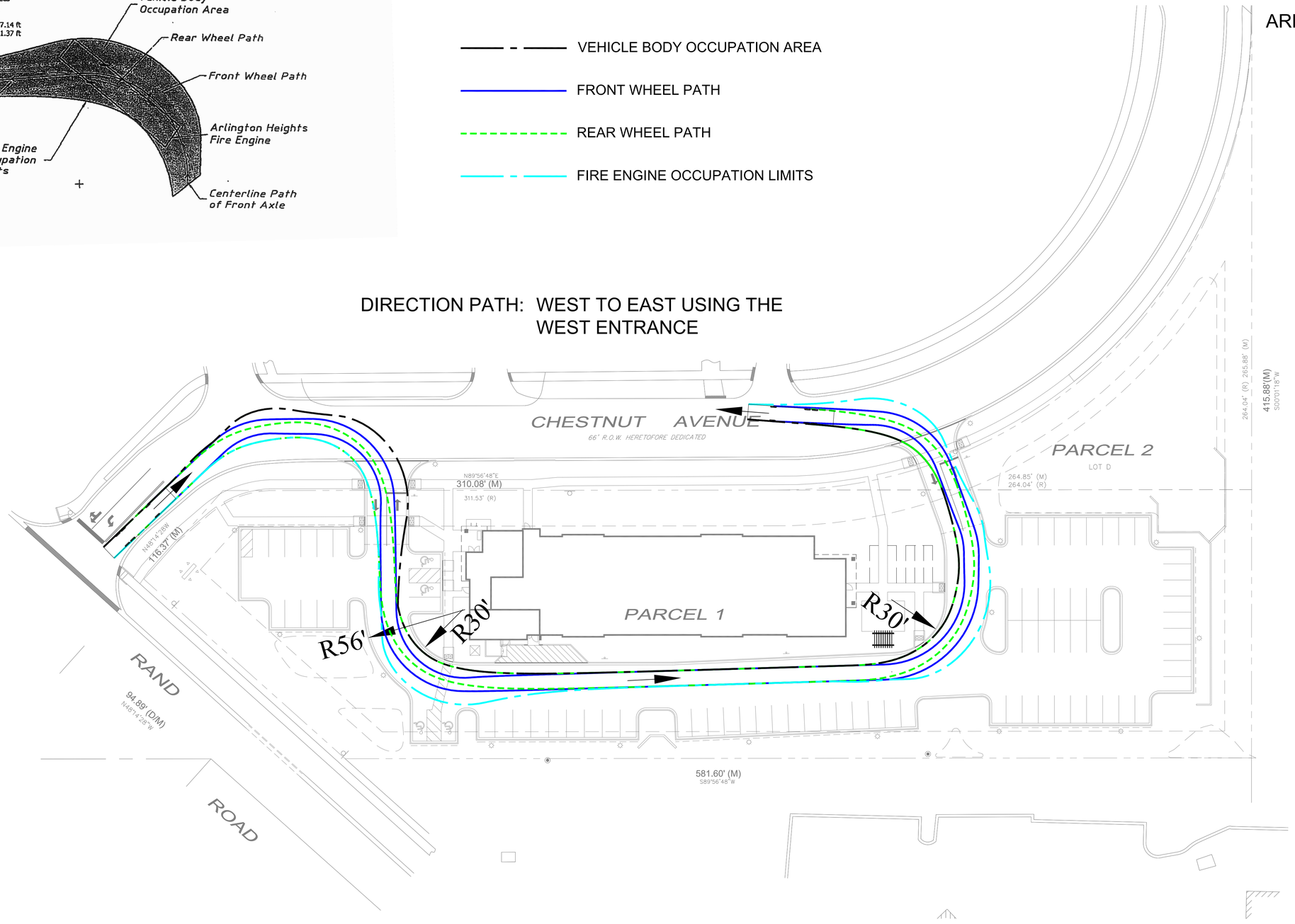
VEHICLE BODY OCCUPATION AREA

FRONT WHEEL PATH

REAR WHEEL PATH

FIRE ENGINE OCCUPATION LIMITS

DIRECTION PATH: WEST TO EAST USING THE WEST ENTRANCE



N

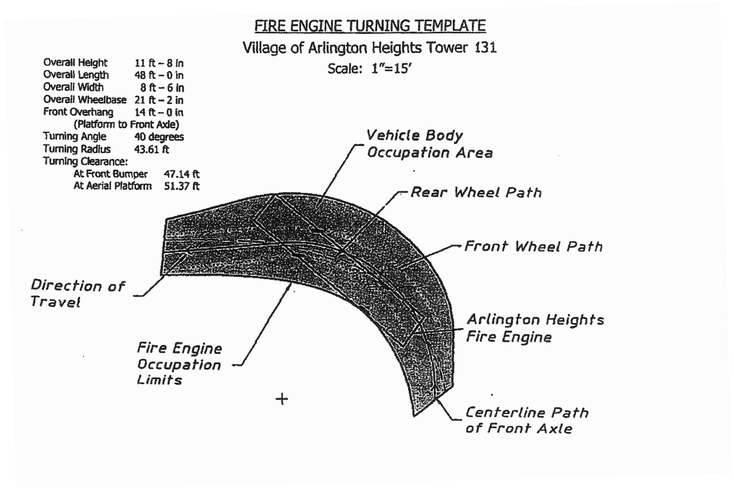
0 15' 30' 60'

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PRELIMINARY AUTOTURN

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



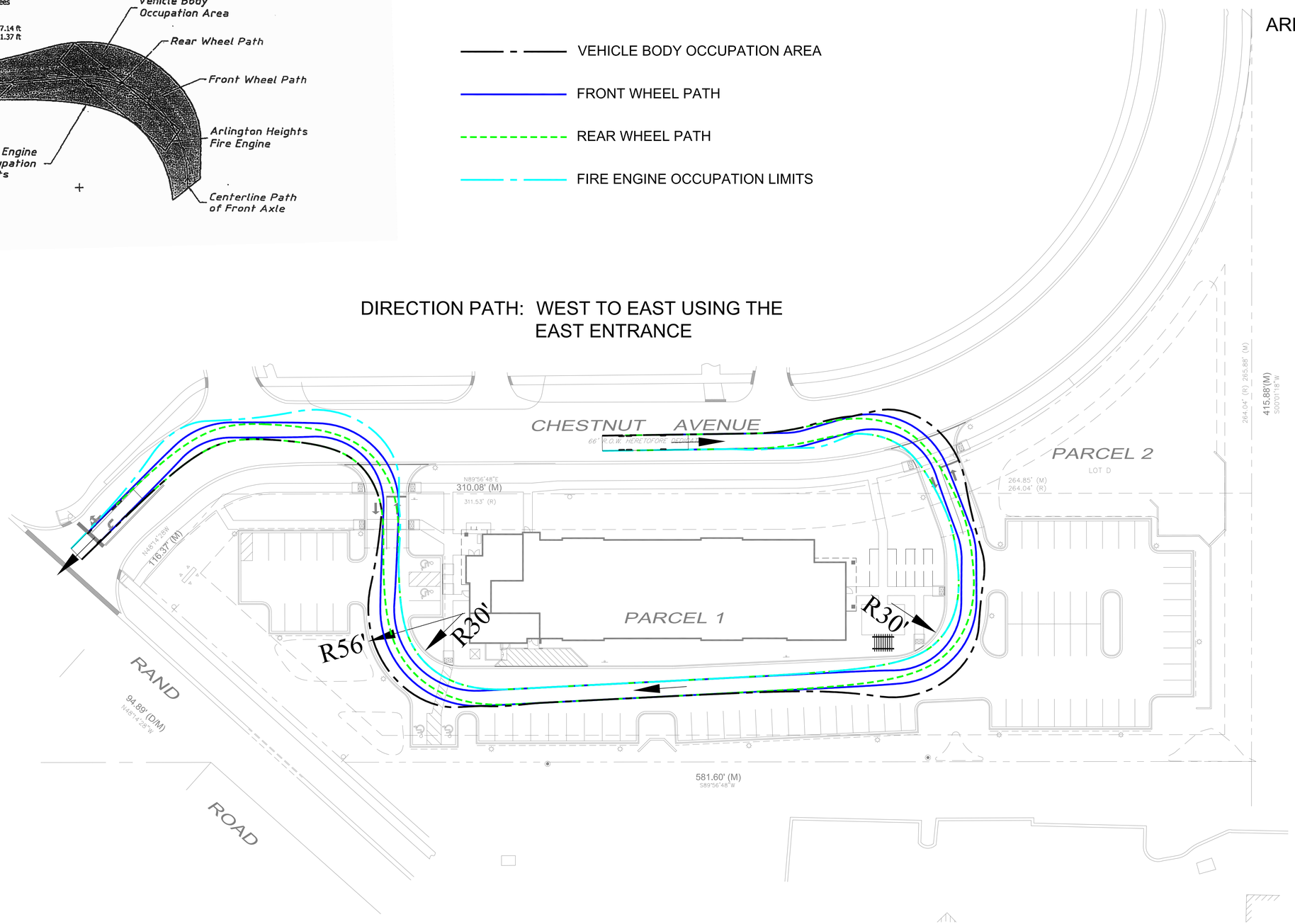
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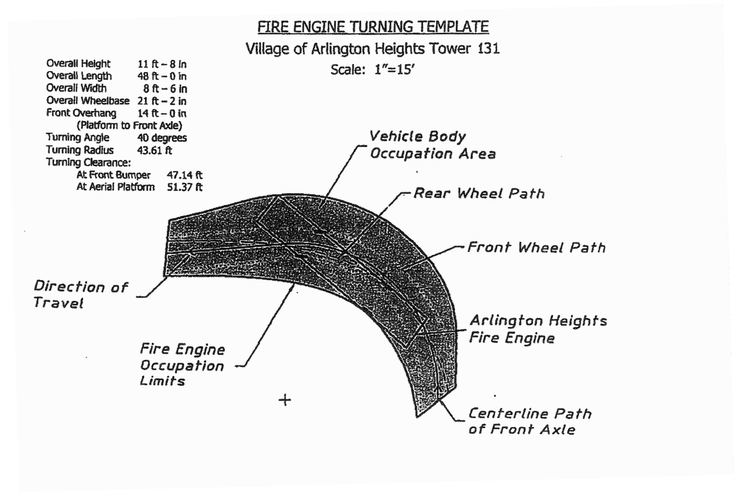
DIRECTION PATH: WEST TO EAST USING THE EAST ENTRANCE



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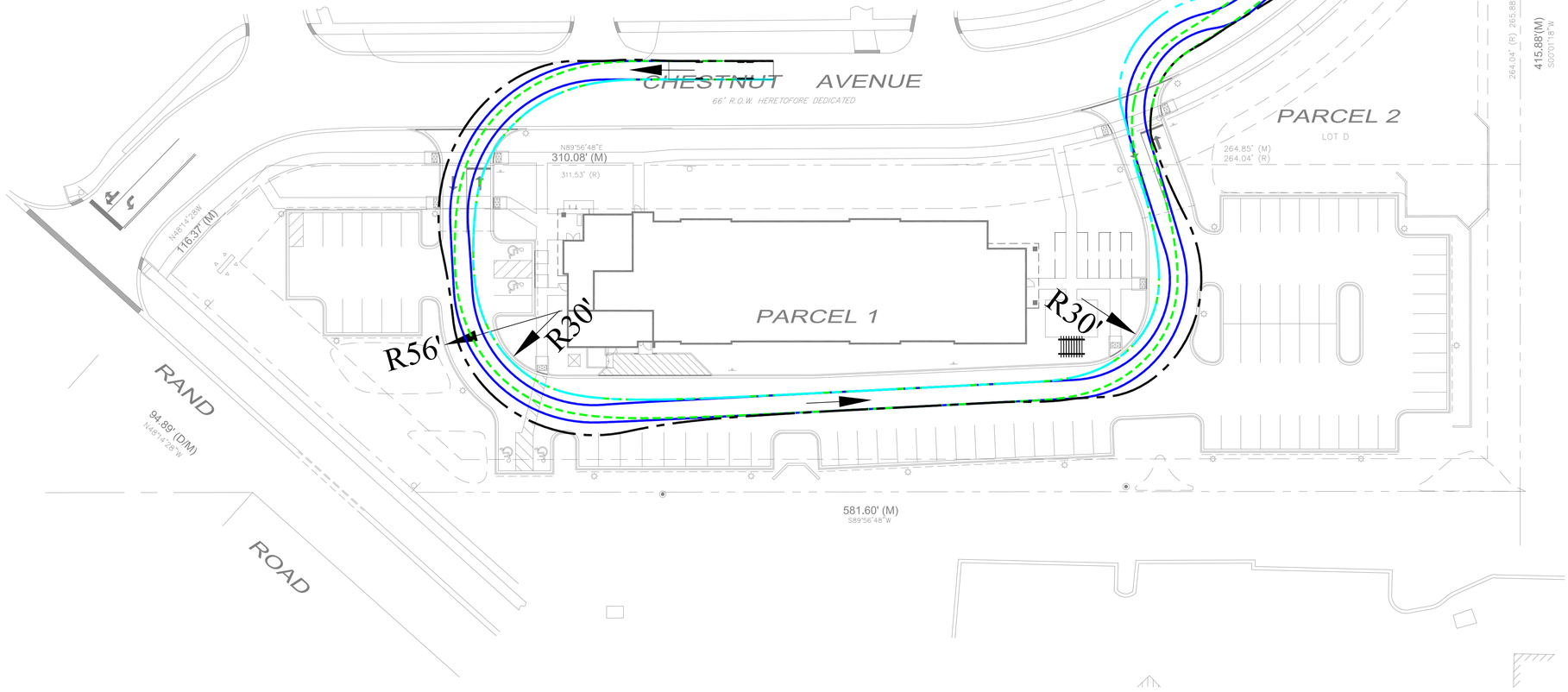
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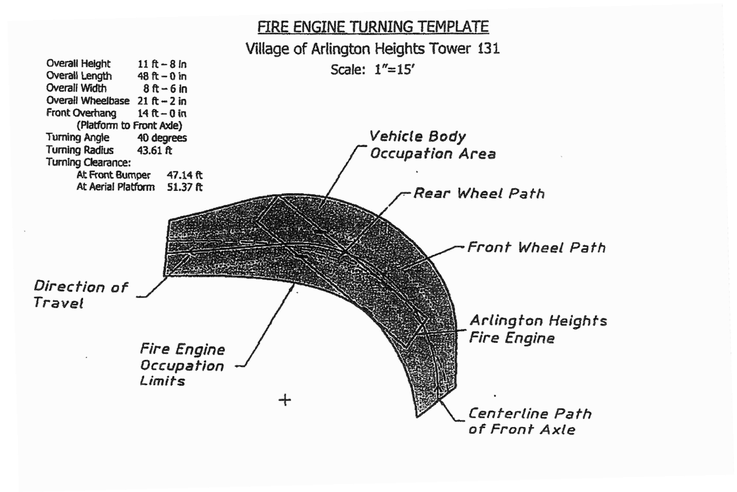
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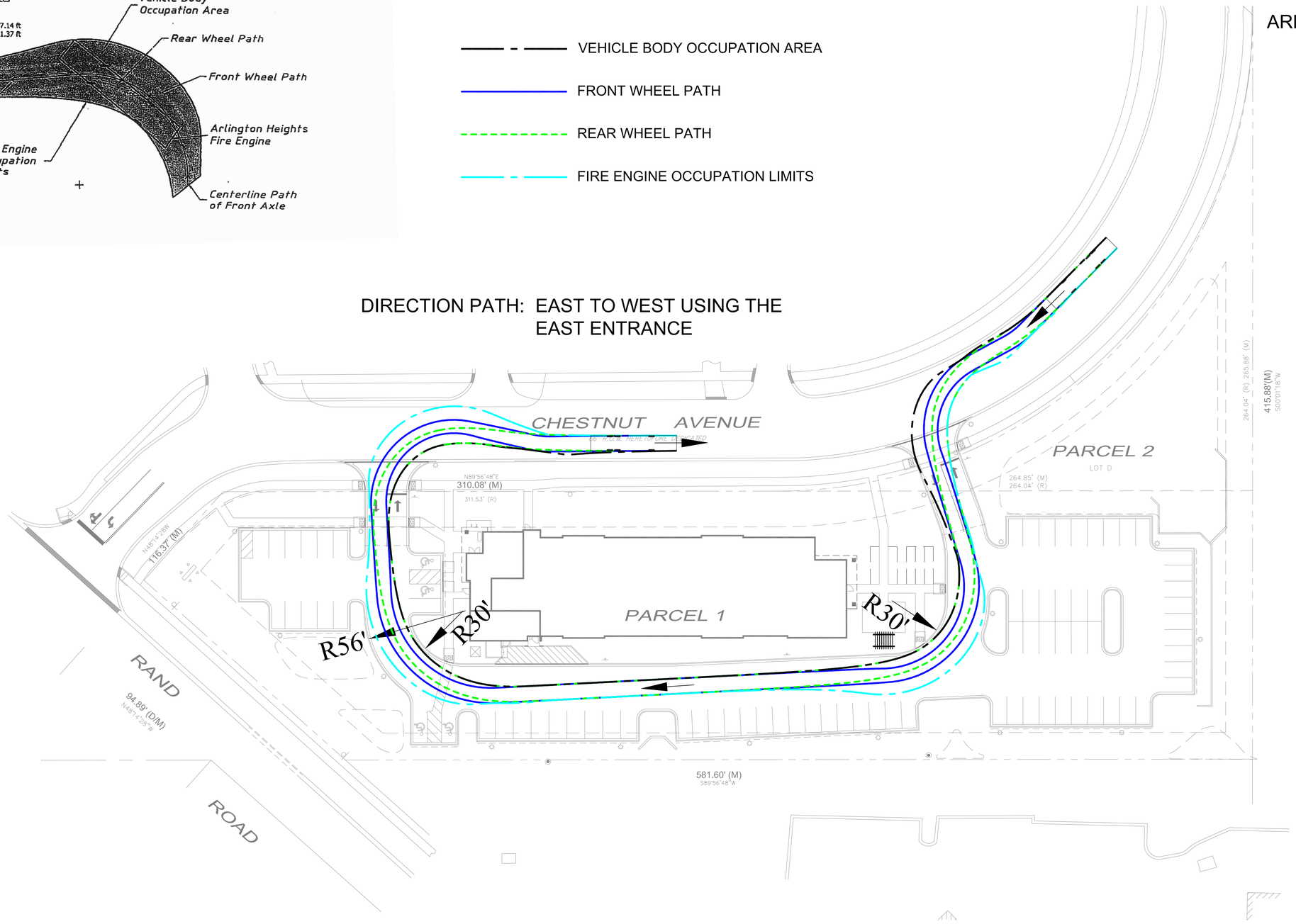
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N

0 15' 30' 60'

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PLANT MATERIAL KEY

Code	Quantity	Botanical Name	Common Name	Size
		DECIDUOUS TREES		
AF	3	Acer x freemanii	Autumn Blaze Maple	2 1/2"
AF4	4	Acer x freemanii	Autumn Blaze Maple	4"
AM4	5	Acer miyabei 'Morton'	State Street Maple	4"
CB	4	Carpinus betulus 'Fastigiata"	Columnar European Hornbeam	2 1/2"
GB	3	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	2 1/2"
GT	3	Gleditsia triacanthos inermis 'Skyline'	Skyline Honey Locust	2 1/2"
QB	2	Quercus bicolor	Swamp White Oak	2 1/2"
QB4	2	Quercus bicolor	Swamp White Oak	4"
TT	4	Tilia tomentosa 'Sterling'	Sterling Silver Linden	2 1/2"
TT4	4	Tilia tomentosa 'Sterling'	Sterling Silver Linden	4"
UH	5	Ulmus carpinifolia 'Homestead'	Homestead Elm	2 1/2"
		ORNAMENTAL TREES		
BN	6	Betula nigra	River Birch	6'
CM	4	Cornus mas	Cornelian Cherry Dogwood	6'
MP	3	Malus 'Prairie Fire'	Prairie Fire Crabapple	6'
		EVERGREEN TREES		
JF	10	Juniperus chinensis 'Fairview'	Fairview Juniper	6'
PA	12	Picea abies	Norway Spruce	6'
PG	13	Picea glauca 'Densata'	Black Hills Spruce	6'
PM	12	Pseudotsuga menziesii	Douglas Fir	6'
TE	14	Thuja occidentalis 'Smaragd'	Emerald Green Arborvitae	6'
		DECIDUOUS SHRUBS		
CI	19	Cornus alba 'Bailhalo'	Ivory Halo Dogwood	3'
CS	29	Cornus sericea	Red Twig Dogwood	3'
HA	12	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	3'
SB	21	Spirea bumalda 'Gold Flame'	Goldflame Spirea	18"
VC	16	Viburnum carlesii 'compactum'	Compact Koreanspice Viburnum	3'
VD	41	Viburnum dentatum 'Blue Muffin'	Blue Muffin Viburnum	3'
VT	19	Viburnum trilobum 'Bailey Compact'	Compact American Cranberry Viburnum	3'
WF	16	Weigela florida 'Spilled Wine'	Spilled Wine Weigela	18"
		EVERGREEN SHRUBS		
JC	10	Juniperus chinensis 'Sea Green'	Sea Green Juniper	3'
JK	11	Juniperus chinensis 'Kallay's Compact'	Kallay's Compact Juniper	18"
JS	6	Juniperus chinensis 'Sargentii'	Green Sargent Junipers	18"
TM	38	Taxus media densiformis	Dense Yew	24"
		PERENNIALS AND ORNAMENTAL GRASSES		
AG	35	Andropogon gerardii 'Red October'	Red October Big Bluestem	1 Gal.
AN	30	Aster novae-angliae 'Purple Dome'	Purple Dome New England Aster	1 Gal.
AR	39	Astilbe japonica 'Rheinland'	Rheinland astilbe	1 Gal.
CK	75	Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Reed Grass	1 Gal.
EP	32	Echinacea purpurea 'Magnus'	Purple Coneflower	1 Gal.
HM	18	Hakonechloa macra 'All Gold'	All Gold Hakone Grass	1 Gal.
HS	25	Hemerocallis 'Stella de Oro'	Stella de Oro Daylilies	1 Gal.
LS	30	Leucanthemum x superbum 'Snowcap'	Snowcap Shasta Daisies	1 Gal.
PH	64	Pennisetum alopecuroides 'Hameln'	Hameln Dwarf Fountain Grass	1 Gal.
PV	31	Panicum virgatum 'Northwind'	Northwind Switch Grass	1 Gal.
SN	25	Salvia sylvestris 'May Night'	May Night Salvia	1 Gal.
		MISCELANEOUS MATERIALS		
	2760	Kentucky Bluegrass Blend Sod		S.Y.
	0.07	Low Profile Prairie		A.C.
	0.47	Bioswale Mix		A.C.
	57	Shredded Hardwood Mulch		C.Y.

BIO SWALE MIX

BOTANICAL NAME	COMMON NAME	OZ/ACRE
Acorus calamus	Sweet Flag	2
Alisma subcordatum	Common water plantain	4
Angelica atropurpurea	Great Angelica	2
Asclepias incamata	Swamp Milkweed	2
Aster nova-angliae	New England Aster	2
Bidens cemua	Nodding Bur Marigold	4
Calamagrostis canadensis	Blue Joint Grass	8
Carex comosa	Bottlebrush Sedge	2
Carex lacustris	Common Lake Sedge	2
Carex stricta	Common Tussock Sedge	2
Carex vulpinoidea	Brown Fox Sedge	4
Eupatorium maculatum	Spotted Joe Pye Weed	1
Eupatorium perfoliatum	Common Boneset	1
Glyceria striata	Fowl Manna Grass	8
Helenium autumnale	Sneezeweed	1
Iris virginica shrevei	Blue Flag	2
Juncus dudleyi	Dudley's Rush	1
Leersia oryzoides	Rice Cut Grass	8
Liatris spicata	Marsh Blazing Star	3
Lobelia siphilitica	Great Blue Lobelia	1
Mentha arvense villosa	Wild Mint	1
Mimulus ringens	Monkey Flower	2
Panicum virgatum	Switchgrass	16
Physostegia virginiana	Obedient Plant	1
Pycnanthemum virginianum	Common Mountain Mint	2
Scirpus atrovirens	Dark Green Rush	3
Scirpus fluviatilis	River Bulrush	2
Scirpus pendulous	Red Bulrush	2
Scirpus validus creber	Soft Stern Bulrush	3
Sium suave	Tall Water Parsnip	2
Solidago graminifolia	Common Grass-leaved Goldenrod	1
Solidago riddellii	Riddell's Goldenrod	1
Sparganium eurycarpum	Common Bur Reed	2
Spartina pectinata	Prairie Cord Grass	16
Thalictrum dasycarpum	Purple Meadow Rue	1
Verbena hastata	Blue vervain	2
Veronica fasciculata	Common Ironweed	1

COVER CROP

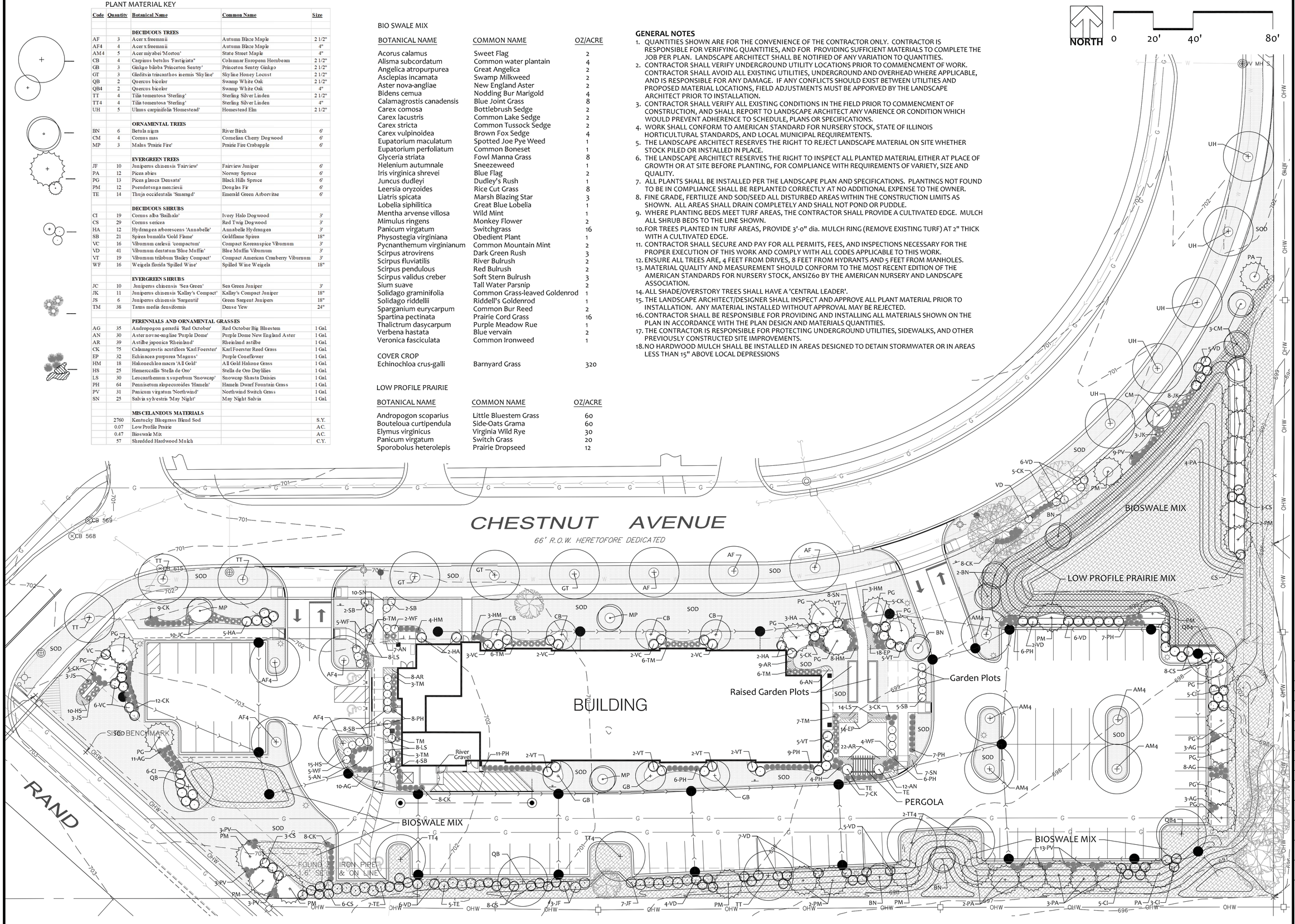
Echinochloa crus-galli	Barnyard Grass	320

LOW PROFILE PRAIRIE

BOTANICAL NAME	COMMON NAME	OZ/ACRE
Andropogon scoparius	Little Bluestem Grass	60
Bouteloua curtipendula	Side-Oats Grama	60
Elymus virginicus	Virginia Wild Rye	30
Panicum virgatum	Switch Grass	20
Sporobolus heterolepis	Prairie Dropseed	12

GENERAL NOTES

1. QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES, AND FOR PROVIDING SUFFICIENT MATERIALS TO COMPLETE THE JOB PER PLAN. LANDSCAPE ARCHITECT SHALL BE NOTIFIED OF ANY VARIATION TO QUANTITIES.
2. CONTRACTOR SHALL VERIFY UNDERGROUND UTILITY LOCATIONS PRIOR TO COMMENCMENT OF WORK. CONTRACTOR SHALL AVOID ALL EXISTING UTILITIES, UNDERGROUND AND OVERHEAD WHERE APPLICABLE, AND IS RESPONSIBLE FOR ANY DAMAGE. IF ANY CONFLICTS SHOULD EXIST BETWEEN UTILITIES AND PROPOSED MATERIAL LOCATIONS, FIELD ADJUSTMENTS MUST BE APPORVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
3. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS IN THE FIELD PRIOR TO COMMENCMENT OF CONSTRUCTION, AND SHALL REPORT TO LANDSCAPE ARCHITECT ANY VARIENCE OR CONDITION WHICH WOULD PREVENT ADHERENCE TO SCHEDULE, PLANS OR SPECIFICATIONS.
4. WORK SHALL CONFORM TO AMERICAN STANDARD FOR NURSERY STOCK, STATE OF ILLINOIS HORTICULTURAL STANDARDS, AND LOCAL MUNICIPAL REQUIREMTENTS.
5. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT LANDSCAPE MATERIAL ON SITE WHETHER STOCK PILED OR INSTALLED IN PLACE.
6. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO INSPECT ALL PLANTED MATERIAL EITHER AT PLACE OF GROWTH OR AT SITE BEFORE PLANTING, FOR COMPLIANCE WITH REQUIREMENTS OF VARIETY, SIZE AND QUALITY.
7. ALL PLANTS SHALL BE INSTALLED PER THE LANDSCAPE PLAN AND SPECIFICATIONS. PLANTINGS NOT FOUND TO BE IN COMPLIANCE SHALL BE REPLANTED CORRECTLY AT NO ADDITIONAL EXPENSE TO THE OWNER.
8. FINE GRADE, FERTILIZE AND SOD/SEED ALL DISTURBED AREAS WITHIN THE CONSTRUCTION LIMITS AS SHOWN. ALL AREAS SHALL DRAIN COMPLETELY AND SHALL NOT POND OR PUDDLE.
9. WHERE PLANTING BEDS MEET TURF AREAS, THE CONTRACTOR SHALL PROVIDE A CULTIVATED EDGE. MULCH ALL SHRUB BEDS TO THE LINE SHOWN.
10. FOR TREES PLANTED IN TURF AREAS, PROVIDE 3'-0" dia. MULCH RING (REMOVE EXISTING TURF) AT 2" THICK WITH A CULTIVATED EDGE.
11. CONTRACTOR SHALL SECURE AND PAY FOR ALL PERMITS, FEES, AND INSPECTIONS NECESSARY FOR THE PROPER EXECUTION OF THIS WORK AND COMPLY WITH ALL CODES APPLICABLE TO THIS WORK.
12. ENSURE ALL TREES ARE, 4 FEET FROM DRIVES, 8 FEET FROM HYDRANTS AND 5 FEET FROM MANHOLES.
13. MATERIAL QUALITY AND MEASUREMENT SHOULD CONFORM TO THE MOST RECENT EDITION OF THE AMERICAN STANDARDS FOR NURSERY STOCK, ANSIZ60 BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
14. ALL SHADE/OVERSTORY TREES SHALL HAVE A 'CENTRAL LEADER'.
15. THE LANDSCAPE ARCHITECT/DESIGNER SHALL INSPECT AND APPROVE ALL PLANT MATERIAL PRIOR TO INSTALLATION. ANY MATERIAL INSTALLED WITHOUT APPROVAL MAY BE REJECTED.
16. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN IN ACCORDANCE WITH THE PLAN DESIGN AND MATERIALS QUANTITIES.
17. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING UNDERGROUND UTILITIES, SIDEWALKS, AND OTHER PREVIOUSLY CONSTRUCTED SITE IMPROVEMENTS.
18. NO HARDWOOD MULCH SHALL BE INSTALLED IN AREAS DESIGNED TO DETAIN STORMWATER OR IN AREAS LESS THAN 15" ABOVE LOCAL DEPRESSIONS



KROGSTAD
LAND DESIGN LIMITED
LANDSCAPE ARCHITECTURE • CONSULTING
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KROGSTAD@LANDDESIGNLIMITED.COM

Crescent Place
Arlington Heights, IL
LANDSCAPE PLAN

REVISIONS

revised	6/3/2021
DATE	5/18/21
PROJECT	GRW2111
DRAWN	KTK
CHECKED	KTK

SHEET NO.

L1

TREE INVENTORY

Tag #	Common Name	Scientific Name	Diameter	Health	Form	Comments	Action
101	Siberian Elm	*Ulmus pumila*	7"	3	4		Preserve
102	Basswood	*Tilia americana*	5"	3	4		Preserve
103	Siberian Elm	*Ulmus pumila*	4", 5"	4	4	in asphalt	Preserve
104	Siberian Elm	*Ulmus pumila*	4", 6"	5	5		Preserve
105	Siberian Elm	*Ulmus pumila*	3", 4"	5	5		Preserve
106	Mulberry	*Morus alba*	3"	4	5	leaning	Preserve
107	Siberian Elm	*Ulmus pumila*	18"	4	4	broken branches	Remove
108	White Willow	*Salix alba*	17"	5	5		Remove
109	White Willow	*Salix alba*	14"	4	5		Remove
110	Siberian Elm	*Ulmus pumila*	14"	5	5		Remove
111	Eastern Cottonwood	*Populus deltoides*	29"	3	3		Remove
112	Eastern Cottonwood	*Populus deltoides*	25"	3	4	growing into sidewalk	Preserve
113	Eastern Cottonwood	*Populus deltoides*	17"	3	4	leaning	Preserve
114	Eastern Cottonwood	*Populus deltoides*	11"	3	4	leaning	Preserve
115	Eastern Cottonwood	*Populus deltoides*	12", 19"	3	4	growing into sidewalk	Preserve
116	Eastern Cottonwood	*Populus deltoides*	18"	3	4		Preserve
117	Black Cherry	*Prunus serotina*	5", 6"	3	5	growing into lamp	Remove
118	Common Buckthorn	*Rhamnus cathartica*	clump	4	4		Remove
119	Siberian Elm	*Ulmus pumila*	6", 7"	3	4		Preserve
120	Siberian Elm	*Ulmus pumila*	10", 11"	3	4	codominant	Preserve

CONDITION KEY:

1 -	EXCELLENT	NOTE: NO DEAD TREES WERE INCLUDED.
2 -	GOOD	TREE INVENTORY CONDUCTED 3/3/21
3 -	FAIR	
4 -	POOR	
5 -	VERY POOR	
6 -	DEAD	

TREE REMOVAL NOTES:

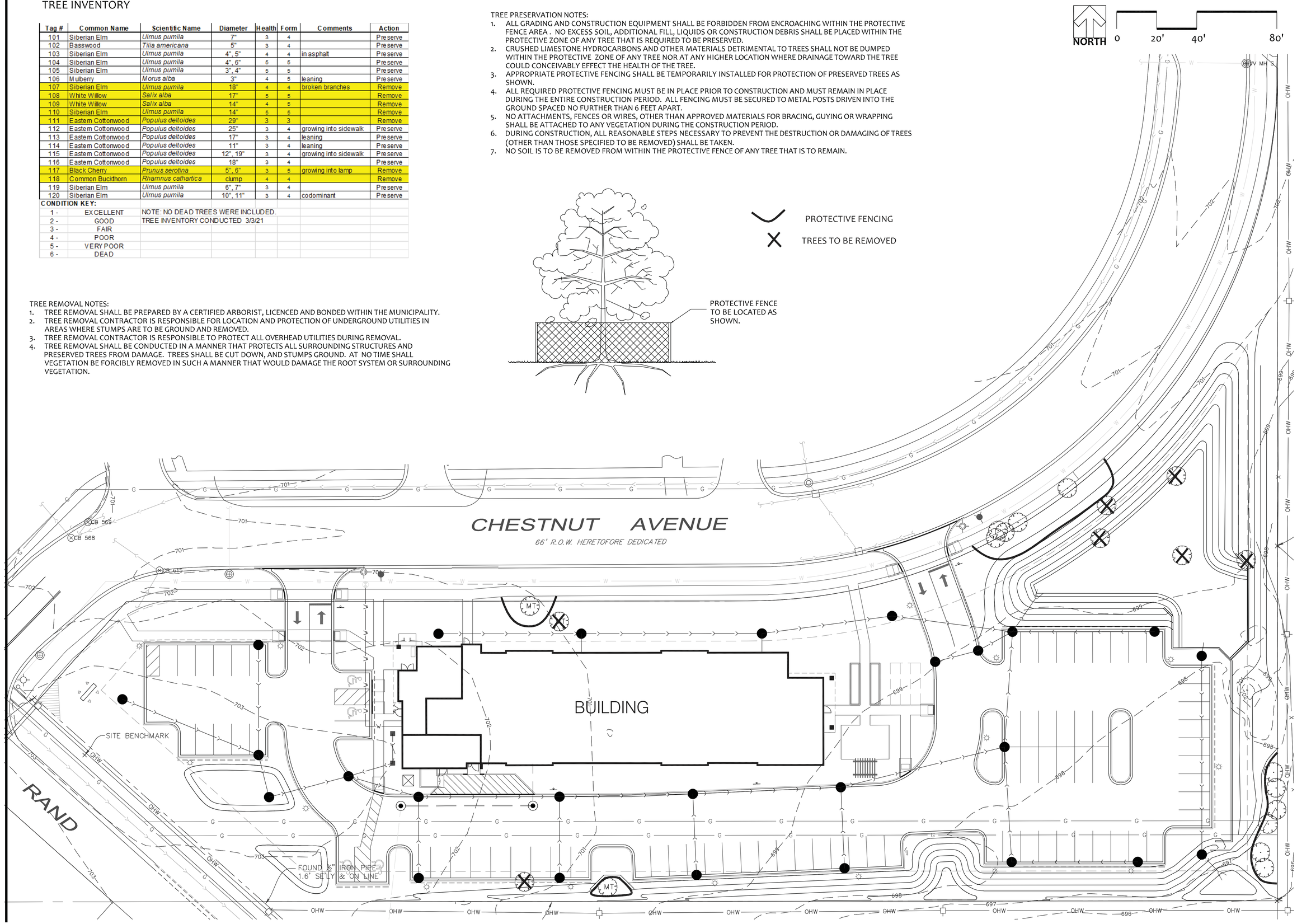
1. TREE REMOVAL SHALL BE PREPARED BY A CERTIFIED ARBORIST, LICENCED AND BONDED WITHIN THE MUNICIPALITY.
2. TREE REMOVAL CONTRACTOR IS RESPONSIBLE FOR LOCATION AND PROTECTION OF UNDERGROUND UTILITIES IN AREAS WHERE STUMPS ARE TO BE GROUND AND REMOVED.
3. TREE REMOVAL CONTRACTOR IS RESPONSIBLE TO PROTECT ALL OVERHEAD UTILITIES DURING REMOVAL.
4. TREE REMOVAL SHALL BE CONDUCTED IN A MANNER THAT PROTECTS ALL SURROUNDING STRUCTURES AND PRESERVED TREES FROM DAMAGE. TREES SHALL BE CUT DOWN, AND STUMPS GROUND. AT NO TIME SHALL VEGETATION BE FORCIBLY REMOVED IN SUCH A MANNER THAT WOULD DAMAGE THE ROOT SYSTEM OR SURROUNDING VEGETATION.

TREE PRESERVATION NOTES:

1. ALL GRADING AND CONSTRUCTION EQUIPMENT SHALL BE FORBIDDEN FROM ENCROACHING WITHIN THE PROTECTIVE FENCE AREA . NO EXCESS SOIL, ADDITIONAL FILL, LIQUIDS OR CONSTRUCTION DEBRIS SHALL BE PLACED WITHIN THE PROTECTIVE ZONE OF ANY TREE THAT IS REQUIRED TO BE PRESERVED.
2. CRUSHED LIMESTONE HYDROCARBONS AND OTHER MATERIALS DETRIMENTAL TO TREES SHALL NOT BE DUMPED WITHIN THE PROTECTIVE ZONE OF ANY TREE NOR AT ANY HIGHER LOCATION WHERE DRAINAGE TOWARD THE TREE COULD CONCEIVABLY EFFECT THE HEALTH OF THE TREE.
3. APPROPRIATE PROTECTIVE FENCING SHALL BE TEMPORARILY INSTALLED FOR PROTECTION OF PRESERVED TREES AS SHOWN.
4. ALL REQUIRED PROTECTIVE FENCING MUST BE IN PLACE PRIOR TO CONSTRUCTION AND MUST REMAIN IN PLACE DURING THE ENTIRE CONSTRUCTION PERIOD. ALL FENCING MUST BE SECURED TO METAL POSTS DRIVEN INTO THE GROUND SPACED NO FURTHER THAN 6 FEET APART.
5. NO ATTACHMENTS, FENCES OR WIRES, OTHER THAN APPROVED MATERIALS FOR BRACING, GUYING OR WRAPPING SHALL BE ATTACHED TO ANY VEGETATION DURING THE CONSTRUCTION PERIOD.
6. DURING CONSTRUCTION, ALL REASONABLE STEPS NECESSARY TO PREVENT THE DESTRUCTION OR DAMAGING OF TREES (OTHER THAN THOSE SPECIFIED TO BE REMOVED) SHALL BE TAKEN.
7. NO SOIL IS TO BE REMOVED FROM WITHIN THE PROTECTIVE FENCE OF ANY TREE THAT IS TO REMAIN.

PROTECTIVE FENCING

TREES TO BE REMOVED



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Crescent Place
Arlington Heights, IL
TREE PRESERVATION PLAN

REVISIONS

revised	6/3/2021

DATE	5/18/21
PROJECT	GRW2111
DRAWN	KTK
CHECKED	KTK

SHEET NO.

L2

LANDSCAPE WORK

PART 1 - GENERAL

1.01 SUMMARY
A. Landscape work includes the following:
1. Lawns
2. Native plantings
3. Groundcovers, perennials, and annuals
4. Trees and shrubs
5. Planting soil mixture
6. Fertilizer
7. Erosion control
8. Trunk wrap
9. Stakes and guys
10. Mulch

1.02 SUBMITTALS
A. Planting schedule
Submit two (2) copies of the proposed planting schedule to client and Landscape Architect showing dates for each type of planting.
B. Certification of seed mixture for sod, identifying sod source, including name and address of supplier.
C. Certification of lawn seed from seed vendor for each grass - seed mixture stating the botanical and common name and percentage by weight of each species and variety, and percentage of purity, germination and weed seed. Include the year of production and date of packaging
D. Certification of native plantings and native seed from vendor for each plant type and seed mixture stating the botanical and common name and percentage by weight of each species and variety, and percentage of purity, germination and weed seed. Include the year of production and date of packaging.
E. Data substantiating that groundcovers, perennials, and annuals. Comply with specified requirements.
F. Data substantiating that trees and shrubs comply with specified requirements.
G. Material test reports from a qualified independent testing agency indicating and interpreting test results for the following materials.
1. Analysis of existing topsoil
2. Analysis of imported soil
Submittal should include recommendations for soil additive requirement for Landscape Architect's review.
H. Provide shredded hardwood mulch sample to Landscape Architect.

I. Qualification data for firms and individuals dedicated to the job, to demonstrate their capabilities and experience. Include list of completed projects, with project and owner's names and addresses, and other pertinent information.
J. Maintenance instructions recommending procedures to be established by the owner to maintain the landscaping during the entire year. Submit two (2) copies before expiration of required maintenance period. Instructions shall include: watering, fertilizing, spraying, mulching, pruning and trimming for plant material, groundcovers and perennials. Instructions for watering, fertilizing, and mowing turf areas shall be provided.

1.03 QUALITY ASSURANCE
A. Installing contractor to have a minimum of 5 years experience on comparable projects.
B. Installing Contractor to maintain an experienced fulltime supervisor on the project site during times that landscape installation is in progress.
C. Landscape Contractor to conduct a pre-construction meeting with owner's representative and Landscape Architect prior to commencement of construction.
D. Substitution will not be permitted without approval of the Landscape Architect and governing municipality.

1.04 DELIVERY, STORAGE, AND HANDLING
A. Packaged materials: Deliver packaged materials in containers showing weight, analysis, and name of manufacturer. Protect materials from moisture and deterioration during delivery and while stored at site.
B. Seed: Deliver seed in original sealed, labeled, and undamaged contains.
C. Sod: Harvest, deliver, store, and handle sod according to the requirements of the American Sod Producer's Association's (ASPA) "Specifications for Turf grass Sod Materials and Transplanting/Installing."
D. Trees and shrubs: Deliver freshly dug trees and shrubs directly to jobsite. Do not prune before delivery. Protect bark, branches, and root systems from sun scald, drying, whipping and other handling and typing damage. Do not bend or tie plant material in such a manner as to destroy the natural shape. Provide protective covering during transport and delivery.
E. Handle balled and bur lapped stock by the root ball. Handle container stock by the container.
F. Deliver plant material after planting preparations have been completed, and install immediately, If planting is delayed more than 8 hours, after delivery, set plant material in shade, protect from weather and mechanical damages, and keep roots moist.
1. Set balled and bur lapped stock on ground and cover ball with soil, peat moss or shredded hardwood mulch.
2. Do not remove container-grown stock from containers before time of planting.

1.05 PROJECT CONDITIONS
A. Examine and evaluate entire site including grades, soils; water level, and existence of debris. Observe the conditions under which work is to be performed and notify Landscape Architect immediately of any unsatisfactory conditions. Do not proceed with work until all unsatisfactory conditions have been addressed in an acceptable manner.
B. Utilities: Prior to commencement of work, review all underground utility location plans, notify local utility location service to clearly mark all underground utilities. Determine the location of all above grade and overhead utilities and perform work in a manner that will avoid damage. Provide plan for protection of utilities, including hand excavation, as necessary. Contractor shall be responsible for any damage to utilities or property.
C. Excavation: When conditions detrimental to plant growth are encountered, including but not limited to rubble fill, adverse drainage conditions, or obstructions, notify Landscape Architect prior to planting.

1.06 COORDINATION AND SCHEDULING
A. Coordinate installation of planting materials during industry accepted planting seasons for each type of plant or seed specified.
B. Coordinate with other trades performing work on site to minimize potential conflicts and prevent damage to plant materials.
C. Contractor shall secure all plants and materials for landscaping immediately after being awarded contract to ensure availability.

1.07 WARRANTY
A. Warrant the following plant materials for a period of one year after date of final acceptance, against defects including death, unsatisfactory growth, except for defects resulting from lack of adequate maintenance, neglect by owner, abuse, vandalism or inadvertent damage by others, or unusual phenomena including abnormal weather conditions or incidents during the warranty period that are beyond the Landscape Contractor's control:
1. Trees
2. Shrubs
3. Groundcovers, Perennials, & Vines
4. Ornamental grasses
B. Remove and replace dead plant material immediately. If replacement is delayed to the next planting season, the dead plant material shall be removed immediately.
C. Replace plant materials that are partially dead, in unhealthy condition or where shape and symmetry have been affected at the end of the warranty period. Final determination of material requiring replacement shall be made by the Landscape Architect.
D. Replacement plant material shall be of the same kind, size, and quality as those originally planted, unless otherwise approved in writing by Landscape Architect. Replacement plants shall carry the same establishment period as the original.
E. A limit of one replacement of each plant will be required, except for losses or replacements due to failure to comply with requirements.
F. Final acceptance will be made only if all plants are in place, in satisfactory conditions and in conformance with the drawing, as determined by Landscape Architect.
G. Warrant seeded and sodded lawn areas through the maintenance period, and until final acceptance. Seeded areas should show uniform germinations and be free of all bare spots in excess of 6" x 6". Sod should be void of brown patches, and spaces between strips.

1.08 TREE, SHRUB, & LAWN MAINTENANCE
A. Maintenance agreement: The landscape contractor shall provide maintenance for a period of 90 days from the date of acceptance or substantial completion as determined by Landscape Architect.
B. Maintain trees and shrubs by pruning, cultivating, watering, weeding, fertilizing, restoring planting saucers and bed lines, tightening and repairing stakes, and guy supports, resetting to proper grades or vertical position, as required to establish healthy, viable plantings. Apply insecticides and herbicides as required to keep trees and shrubs free of insects and disease. Restore or replace damaged tree wrappings. Maintain trees, shrubs, and lawns until final acceptance by the Landscape Architect. Supply adequate water for all plant material within the warranty period after the final acceptance.
C. Maintain and establish lawns by watering, fertilizing, weeding, mowing, and trimming as necessary. Roll re-grade, and replant bare or eroded areas and re-mulch to produce a uniformly smooth lawn.
D. Mow lawn a soon as top growth reaches no more than 40% of 2" mowing height. Repeat subsequent mowing as required to maintain height without cutting more than 40% of the grass of the grass-leaf growth. Do not delay mowing until grass blades bend over and become matted. Do not mow when grass is wet.

1.09 FINAL INSPECTION & ACCEPTANCE
A. Final acceptance, which marks the beginning of the warranty and maintenance period, will be made by the Landscape Architect upon a written request by the Landscape Contractor after all plants are in place per specifications. The request for inspection shall be submitted to the Landscape Architect at least ten (10) days prior to the inspection date.
B. The Contractor will be notified in the form of a written punch list, any deficiencies to be fulfilled in order to receive the final acceptance. All outstanding items shall be subject to re-inspection before final acceptance is issued.
C. Upon contractor completion of punch list, Landscape Architect shall re-inspect all work to determine completion. The contractor and owner will be notified in writing of final acceptance, and commencement of one year warranty period.
D. Upon completion of one year warranty period, contractor shall submit request for one year warranty inspection to Landscape Architect at least ten (10) days prior to inspection date.
E. The Contractor shall be notified in the form of a written punch list any deficiencies based on section 1.08. All outstanding items shall be subject to re-inspection before final warranty acceptance is issued.
F. Upon contractor completion of warranty punch list, Landscape Architect shall re-inspect all work to determine compliance. The Contractor and owner will be notified in writing of final warranty inspection.

PART 2 - MATERIALS

2.03 GROUNDCOVERS, PERENNIALS, & ANNUALS
A. Name and Variety: Provide nursery grown plant material true to name and variety.
B. Provide plants established and well-rooted in removable containers or integral peat pots and with not less than the minimum number and length of runners required by ANSI Z60.1 for the pot size shown and listed. Provide species, sizes and quantities of plants specified on sheet 1.

2.04 TREES & SHRUBS
A. Name and Variety: Provide nursery grown plant material true to name and variety per sheet 1.
B. General: Provide plant material complying with the recommendations and requirements of ANSI Z60.1 "Standard for Nursery Stock" with healthy root systems, developed by transplanting or root pruning. Provide well shaped, fully branched, healthy, vigorous stock free of disease, insects, eggs, larvae, and defects such as knots, sunscald, injuries, abrasion, and disfigurement.
C. Deciduous Shade Trees: Provide trees of caliper and quantity listed on sheet 1 with branching configuration recommended by ANSI Z60.1 for type and species required. Provide single stem trees with straight trunk, well-balanced crown, and intact leader. Provide balled and burlapped (B&B) deciduous trees.
D. Deciduous Ornamental Trees: provide trees of height or caliper and quantity listed on sheet 1, branched or pruned naturally according to species and type, conforming to ANSI Z60.1.
E. Evergreen Trees: Provide trees of height and quantity listed on sheet 1 Provide quality evergreens, with well-balanced evenly branched form, single stem, with straight trunk and intact leader. Provide balled and burlapped (B&B) evergreen trees.
F. Deciduous Shrubs: Provide shrubs of the height of spread shown, and quantity listed on sheet 1 with not less than the minimum number of canes required by ANSI Z60.1 for the type and height of shrub required. Provide balled and burlapped (B&B) or containerized deciduous shrubs.
G. Evergreen Shrubs: Provide evergreens of the height or spread shown, and quantity listed on sheet 1. Dimensions indicate minimum spread for spreading and semi-spreading type evergreen shrubs. Provide balled and burlapped (B&B) or containerized evergreen shrubs.
H. Inspection: All plants shall be subject to inspection and review at the place of growth, upon delivery or after installation. Plants shall be inspected as to conformity to specification requirements and quality. Landscape Architect has the right to reject plant material at time of inspection due to non-compliance to ANSI Z60.1 size and condition of root balls, diseases, insects and latent defects or injuries. Landscape Architect reserves the right to remove tree wrap or soil backfill for any installed plantings, as a part of the inspection process. Rejected plants shall be removed immediately from the site.

2.05 SOIL
A. Existing Soil: Revise pulverized surface soil stockpiled on the site. Verify suitability, of topsoil, free of stones 1" or larger in any dimension, and other extraneous materials harmful to plant growth, to produce topsoil meeting requirements and amend when necessary. Supplement with imported topsoil when quantities are insufficient. Clean topsoil of roots, plants, sods, stones, clay lumps and other extraneous materials harmful to plant growth.
B. Imported Topsoil: Import topsoil from off-site sources that meets the criteria established for existing topsoil. Obtain topsoil from naturally well-drained sites where topsoil occurs at least 4" deep.
C. Planting Soil Mixtures: Provide planting soil mixture consisting of three (3) parts friable topsoil (stockpiled at site) and one part mushroom compost (1) for all planting pits, perennial, annual, and groundcover areas.

2.06 FERTILIZER
A. Slow Release Fertilizer: Granular fertilizer consisting of 50% water-insoluble nitrogen, phosphorus, and potassium in composition and amounts recommended in soil reports from a qualified soil-testing agency.

2.07 EROSION CONTROL
A. Erosion Control Mulch: Lebanon PennMulch or other recycled material, subject to approval of Landscape Architect.
B. Erosion Control Blanket: North American Green S75, or equal subject to approval of Landscape Architect. Install per manufacturer's specifications.

2.08 TREE WRAP
A. Standard waterproofed tree wrapping paper, 2 ½ inches wide, made of two (2) layers of crepe kraft paper, weighing not less than 30 pounds per ream (Fall planting only).

2.09 MULCH
A. Organic mulch, free from deleterious materials and suitable as a top dressing of trees and shrubs, consisting of shredded hardwood mulch. Provide sample to Landscape Architect for approval.

2.10 STAKES & GUYS
A. Upright and Guys Stakes: Rough-sawn, sound, new hardwood, free of knots, holes, cross grain, and other defects, 2 by 2 inches by length indicated on landscape details, pointed on one end.
B. Guy and Tie Wire: ASTM A 641 Class 1, Galvanized-steel wire, 2-strand, twisted 0.106 inches in diameters.
C. Guy Cable: 5-strand, 3/16 inches diameter, galvanized-steel cable, with zinc-coated turn buckles, 3 inches long minimum, with two (2) 3/8 inches galvanized eyebolts.
D. Hose Chafing Guard: Reinforced rubber on plastic hose at least ½ inches in diameter, cut in lengths required to protect tree trunk, from damage.

PART 3 - EXECUTION

3.01 PLANTING SCHEDULE
A. At least thirty (30) days prior to commencement of work for each area or phase, Landscape Contractor shall submit a planting schedule for approval by the Landscape Architect.

3.02 EXAMINATION
A. Landscape Contractor shall examine all areas to receive landscaping for compliance with requirements and for conditions affecting performance of work. Notify owner and Landscape Architect of unsatisfactory conditions. Do not proceed with installation until unsatisfactory conditions have been corrected.

3.03 PREPARATION
A. Lay out individual tree and shrub locations and plant beds. Stake locations, outline areas and secure Landscape Architect's acceptance before the start of planting work. Adjust as required. Any planting completed without prior approval may be subject to alteration in field by Landscape Architect.

3.04 PLANTING SOIL PREPARATION
A. Before mixing, remove all roots, vegetation, turf, stones, clay lumps, and other extraneous materials harmful to plant growth.
B. Mix soil Amendments and fertilizers as determined with topsoil, based on material test reports.

3.05 GENERAL LAWN PLANTING PREPARATIONS
A. General: Limit subgrade preparation to areas that will be planted within five (5) days.
B. Remove existing grasses, vegetation, and turf.
C. Loosen subgrade to a minimum depth of two (2) inches. Remove stones larger than one (1) inch in any dimensions, sticks, roots, rubbish, and other extraneous materials.
D. Dispose of all removed material legally off-site; do not turn over into soil being prepared for lawns, or other areas on site.
E. Spread topsoil mixture to depth required to meet thickness, grades, and elevations shown, after light rolling and natural settlement. Do not spread if planting soil or subgrade is frozen.
1. Respread approximately ½ the depth of topsoil mixture required, work into top of loosened subgrade to create a transition layer. Upon completion, respread remainder of topsoil mixture.
2. Allow for sod thickness when setting grades where sod is to be installed.
F. Preparation of unchanged grades: Where lawns are to be planted in areas unaltered or undisturbed by excavating, grading, or surface soil stripping operations, prepare soil as follows:
1. Remove and dispose legally off-site existing grass, vegetation, and turf. Do not turn over into soil being prepared for lawns, plant beds or native seeding.
2. Till surface soil to a depth of at least 2 inches. Apply required soil amendments and mix thoroughly into top 2 inches of soil. Trim high areas and fill in depressions. Till soil to a homogenous mixture of fine texture.
3. Clean surface soil of roots, vegetation, grass, stones over 1 inch in any dimension, clay lumps and other extraneous materials harmful to plant growth. Dispose of legally off-site.
G. Grade lawn areas to a smooth, even surface with loose, uniformly fine texture. Roll and rake, remove ridges, and fill depressions to meet finish grades. Limit fine grading to areas that can be planted within 5 days. Remove trash, debris, stones larger than 1 inch in any dimension, and other objects that may interfere with planting or maintenance operations.
H. Moisten prepared lawn areas before planting when soil is dry. Water evenly and allow surface to dry before installation. Do not allow water to pond or create muddy soil.
I. Restore prepared areas if eroded or otherwise distributed after fine grading and before installation.

3.06 SOD PREPARATION
A. Sodded areas shall receive an application of commercial fertilization at a rate of 10 pounds per 1,000 sq. ft.
B. Lay sod within 24 hours from time of stripping.
C. Lay sod to from a solid mass with tightly fitted joints. Butt ends and sides of sod strips; do not overlap and do not leave gaps. Adjacent to planting beds, lay first row of sod strip to follow bed line. Trim adjacent sod strips to fit snuggly against initial strip. On slopes, length of sod strips shall follow contour. On slopes greater than 3:1, secure sod with degradable pine spikes to assure that strips remain in place. Work from boards to avoid damage to subgrade or sod. Tamp or roll lightly to ensure contact with subgrade. Work sifted soil or fine sand into minor cracks between pieces of sod: remove excess to avoid smothering beds.
D. Water sod thoroughly with a fine spray immediately after planting.
E. Remove all sod waste and spoils legally off-site.

3.09 GENERAL NATIVE SEED PREPARATIONS
A. Remove existing grass, vegetation and turf, dispose of material legally off-site. Do not turn over into soil being prepared for lawns, plant beds, or native seeding.
B. Till to a depth of not less than 3 inches, apply soil amendments, remove high areas, and fill in depressions; till soil to a homogenous mixture of fine texture. Remove clumps, clods, and stones over 2 inches in diameter, roots and other extraneous matter. Dispose of legally off-site.
C. Do not fertilize Native Seed areas.
D. For areas receiving Emergent, Sedge or Prairie mix, mark area with survey flags. Do not mowEmergent, Sedge or Prairie.

3.12 GROUNDCOVER, & PERENNIAL BED PREPARATION
A. Loosen subgrade of planting bed areas to a minimum depth of 6 inches. Remove stones larger than 1 inch in any dimension and sticks, roots, rubbish, and other extraneous materials.
B. Spread planting soil mixture to depth required to meet thickness, grades, and elevations shown, after light rolling and natural settlement. Place approximately 4 inches of planting soil mixture, and work into top of loosened subgrade to create a transition layer. Place remainder of planting soil mixture, for a minimum of 8 inch depth.

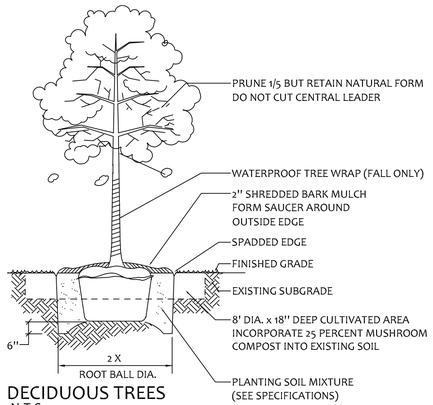
3.13 GROUNDCOVER & PERENNIALS
A. Install holes large enough to allow spreading of roots, and backfill with planting soil. Work soil around roots to eliminate air pockets and leave a slight saucer indentation around plants to hold water. Water thoroughly after planting, taking care not to cover plant crowns with wet soil.

3.14 EXCAVATION FOR TREES & SHRUBS
A. Trees And Shrub Pits: Exchange with vertical sides and bottom of excavation slightly raised at center to assist drainage. Loosen hard subsoil or existing subgrade in bottom of tree pit.
1. Balled And Burlapped Trees And Shrubs: Excavate approximately 2 times as wide as ball diameter and 1 inch less than ball depth. Cultivate soil around tree pits to a depth of 18 inches and diameter of 8 inches and incorporate 25% mushroom compost into existing soil to promote root growth.
2. Container Grown Shrubs: Excavate approximately 2 times as wide as container width equal to container depth.
B. Obstructions: Notify Landscape Architect if unexpected rock or obstructions detrimental to trees or shrubs are encountered in excavation.
C. Drainage: Notify Landscape Architect if subsoil conditions evidence or unexpected water seepage or retention in tree or shrub pits.
D. Fill excavations with water and allow to percolate out before placing, setting layer, and positioning trees and shrubs.

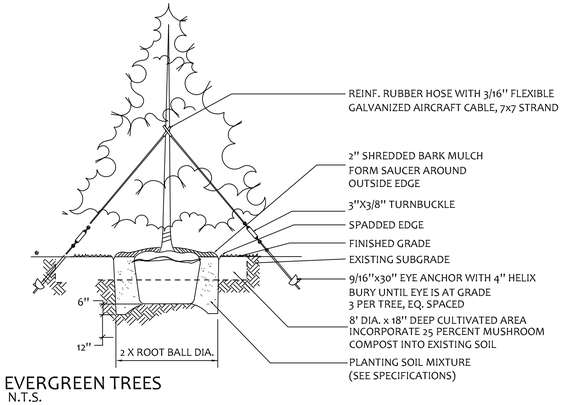
3.15 PLANTING TREES & SHRUBS
A. Set balled and burlapped plant material plumb and in center of pit or trench with top of ball raised 1 inch above adjacent finished grades. Remove burlap and wire baskets from tops of ball, and partially from sides, but do not remove from under balls. Do not use plant material if ball is cracked, or broken before or during planting operation.
B. Set container-grown shrubs plumb and in center of pit with top of ball raised 1 inch above adjacent finished grade. Carefully remove containers so as not to damage root balls. Place shrub on setting layer of compacted planting soil.
C. Place backfill around root ball in layers, tamping to settle backfill and eliminate voids and air pockets. When pit is approximately ½ backfilled, water thoroughly before placing remainder of backfill. Repeat watering until no more is absorbed. Water again after placing and tamping final layer of backfill.
D. Dish and tamp top of backfill to form a 3 inch high mound around rim of pit. Do not cover top of root ball with backfill.
E. Cut a 3 inch deep spaded trench around all individual tree pits, or around plant beds.
F. Mulch tree rings and plant beds. Spread mulch evenly at a depth of 2 inches. Cover root balls and match finish level with adjacent finish grades. Remove any bark pieces in excess of 6 inches, and dispose of legally off-site.
G. Prune, thin and shape trees and shrubs according to standard horticultural practice. Prune trees to retain required height and spread unless otherwise directed by Landscape Architect. Do not cut leaders; remove only injured or dead branches from flowering trees. Prune shrubs to retain natural character. Shrub sizes indicated are size after pruning. Remove and replace excessively pruned or ill-formed stock resulting from improper pruning.

3.16 TREE GUYING AND STAKING
A. The Landscape Contractor shall be wholly responsible for assuring that all trees are planted in vertical and plumb position and remain so throughout the life of the contract and warranty period. Trees may or may not be staked and guyed depending upon the individual preference of the Contractor, except where specified by the Landscape Architect.
B. Upright Staking and Tying: Use a minimum of 2 stakes of length required to penetrate at least 18 inches below bottom of backfilled excavation and to extend at least 54 inches above grade. Set stakes vertical and space to avoid penetrating root balls or masses. Support trees with strands of tie wire encased in hose sections at contact points with tree trunks. Allow enough slack to avoid rigid restraint of tree. Remove stakes and guys when trees are able to stand on their own.
C. Guying and Staking: Guy and Stake trees exceeding 14 feet and more than 3 inch caliper unless otherwise indicated. Securely attach no fewer than 3 guys to stakes 30 inches long, driven to grade.

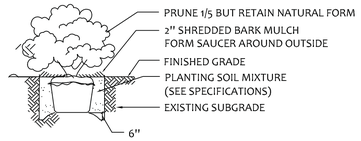
3.17 CLEANUP AND PROTECTION
A. During landscape work, store materials and equipment where directed. Keep pavements clean and work areas and adjoining areas in an orderly condition.
B. Protect landscape work and materials from damage due to landscape operations, operations by other contractors and trades, and trespassers. Maintain protection during installation, maintenance and warranty period. Treat, repair or replace damaged landscape work as directed by Landscape Architect.



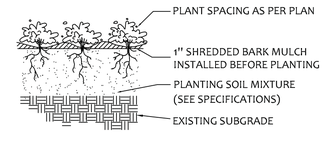
DECIDUOUS TREES
N.T.S.



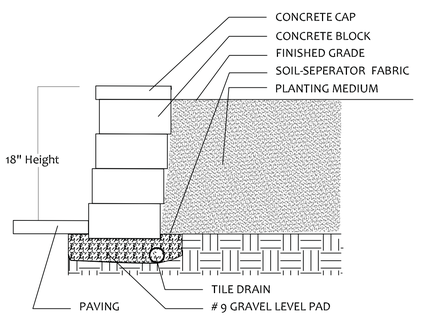
EVERGREEN TREES
N.T.S.



DECIDUOUS AND EVERGREEN SHRUBS
N.T.S.



PERENNIALS AND GROUNDCOVERS
N.T.S.



CONCRETE BLOCK RAISED GARDEN SECTION
N.T.S.

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LANDSCAPE SPECIFICATIONS

Crescent Place
Arlington Heights, IL

REVISIONS

revised	6/3/2021
DATE	5/18/21
PROJECT	GRW2111
DRAWN	KTK
CHECKED	KTK

SHEET NO.
L3

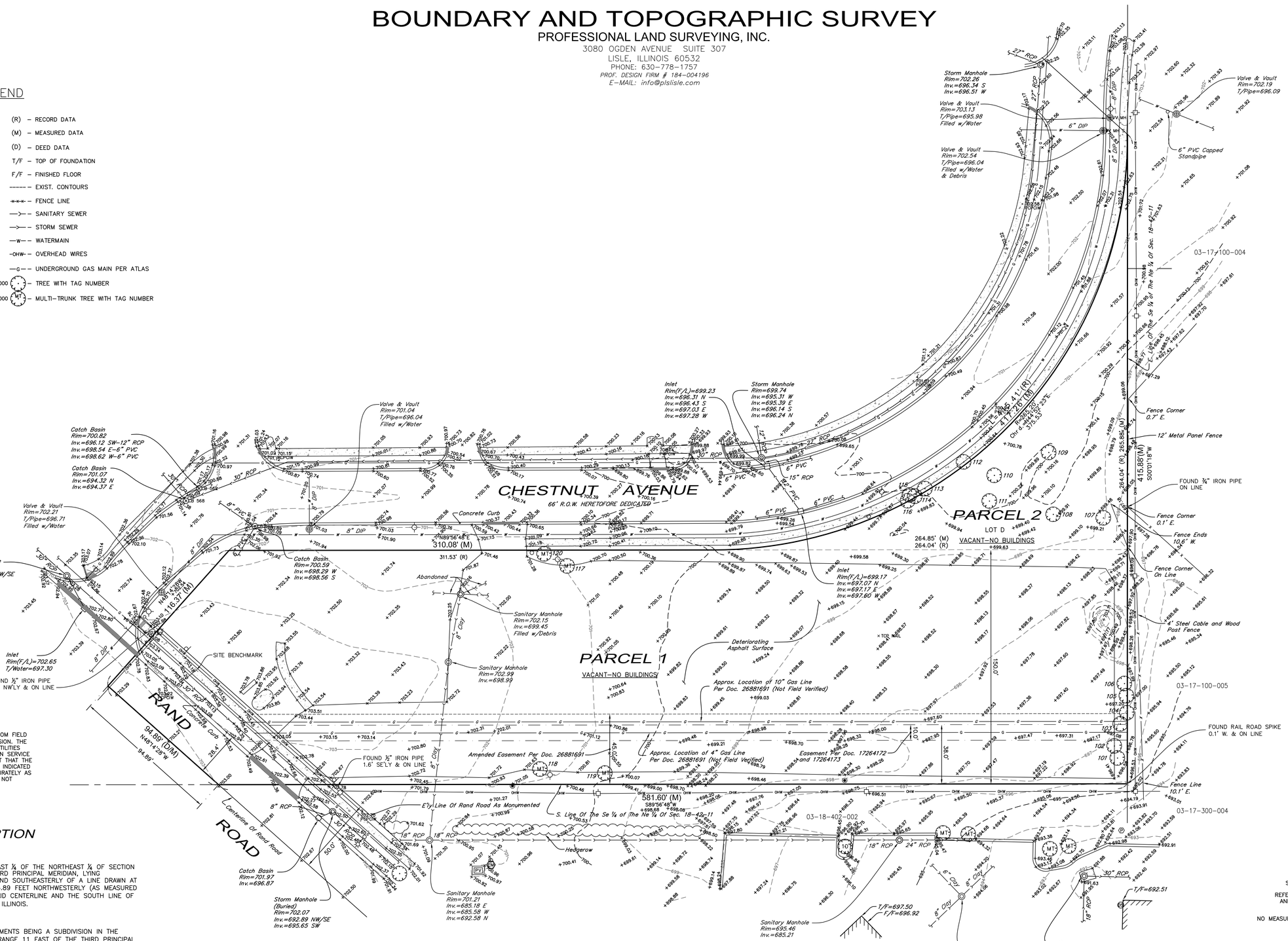
BOUNDARY AND TOPOGRAPHIC SURVEY

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

SYMBOL LEGEND

- ◎ – MANHOLE
- ○ – CATCHBASIN
- □ – INLET
- – POWER POLE
- – STREET SIGN
- – STREET LIGHT
- – SIGN POST
- ⊗ – VALVE & VAULT
- DS – DOWNSPOUT
- – LIGHT POLE W/ARM
- – ELECTRIC RISER
- PV – PHONE VAULT
- XXX.XX – EXISTING ELEVATION
- – DEPRESSED CURB
- – CONCRETE SURFACE
- – ADA SURFACE

- (R) – RECORD DATA
- (M) – MEASURED DATA
- (D) – DEED DATA
- T/F – TOP OF FOUNDATION
- F/F – FINISHED FLOOR
- ------ EXIST. CONTOURS
- –x–x–x– FENCE LINE
- —>— SANITARY SEWER
- —>— STORM SEWER
- —W— WATERMAIN
- -OHW- OVERHEAD WIRES
- —G— UNDERGROUND GAS MAIN PER ATLAS
- 000 – TREE WITH TAG NUMBER
- 000 MT – MULTI-TRUNK TREE WITH TAG NUMBER



PERMANENT TAX INDEX NUMBER
PARCEL 1
03-18-204-008
PARCEL 2
03-18-204-024

NOTES

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND DRAWINGS IN SURVEYOR'S POSSESSION. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES STATE THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

LEGAL DESCRIPTION

PARCEL 1:

THAT PART OF THE SOUTH 150 FEET OF THE SOUTHEAST ¼ OF THE NORTHEAST ¼ OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTHEASTERLY OF THE CENTERLINE OF RAND ROAD AND SOUTHEASTERLY OF A LINE DRAWN AT RIGHT ANGLES TO SAID CENTERLINE OF RAND ROAD 94.89 FEET NORTHWESTERLY (AS MEASURED ALONG SAID CENTERLINE) OF THE INTERSECTION OF SAID CENTERLINE AND THE SOUTH LINE OF THE NORTHEAST ¼ OF SECTION 18, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

LOT D IN FIRST ADDITION TO STONEBRIDGE HILL APARTMENTS BEING A SUBDIVISION IN THE NORTHEAST ¼ OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

(STONEBRIDGE HILL APARTMENTS PLAT RECORDED AS DOCUMENT 21837755)

BENCHMARKS

REFERENCE BM – COOK COUNTY NGS PID ME1712 – BOLT SET IN THE TOP OF A CONCRETE MONUMENT LOCATED IN THE SOUTHEAST QUARTER OF THE INTERSECTION OF 31ST STREET AND WOLF ROAD.

ELEVATION = 652.81 (NAVD 88)

SITE BENCHMARK – CROSS CUT IN WALK ALONG NORTHERLY SIDE OF RAND ROAD SOUTHEASTERLY OF THE INTERSECTION OF RAND ROAD AND CHESTNUT AVENUE AS SHOWN HEREON.

ELEVATION = 703.22

PREPARED FOR: HTG ILLINOIS DEVELOPER, L.L.C.
ADDRESS: 310 W. RAND ROAD ARLINGTON HEIGHTS, IL
BOOK & PG: 245/38 DATE: 02/24/21 JOB NO.: 2019018
DRAWN BY: JRP CHECK BY: GLK
REVISED: 2/25/2021 V2 GLK PER CLIENTS REVIEW

SURVEYED AREA: 107,308± SQ. FT.

THIS SURVEY IS NOT VALID WITHOUT THE SURVEYOR'S ORIGINAL SIGNATURE IN BLUE INK

REFER TO YOUR DEED, ABSTRACT, TITLE POLICY AND LOCAL BUILDING AND ZONING ORDINANCE FOR ITEMS NOT SHOWN HEREON.

NO MEASUREMENTS ARE TO BE ASSUMED BY SCALING

STATE OF ILLINOIS)
COUNTY OF DUPAGE)

PROFESSIONAL LAND SURVEYING, INC. HEREBY CERTIFIES THAT IT HAS SURVEYED THE TRACT OF LAND ABOVE DESCRIBED, AND THAT THE HEREON DRAWN PLAT IS A CORRECT REPRESENTATION THEREOF.

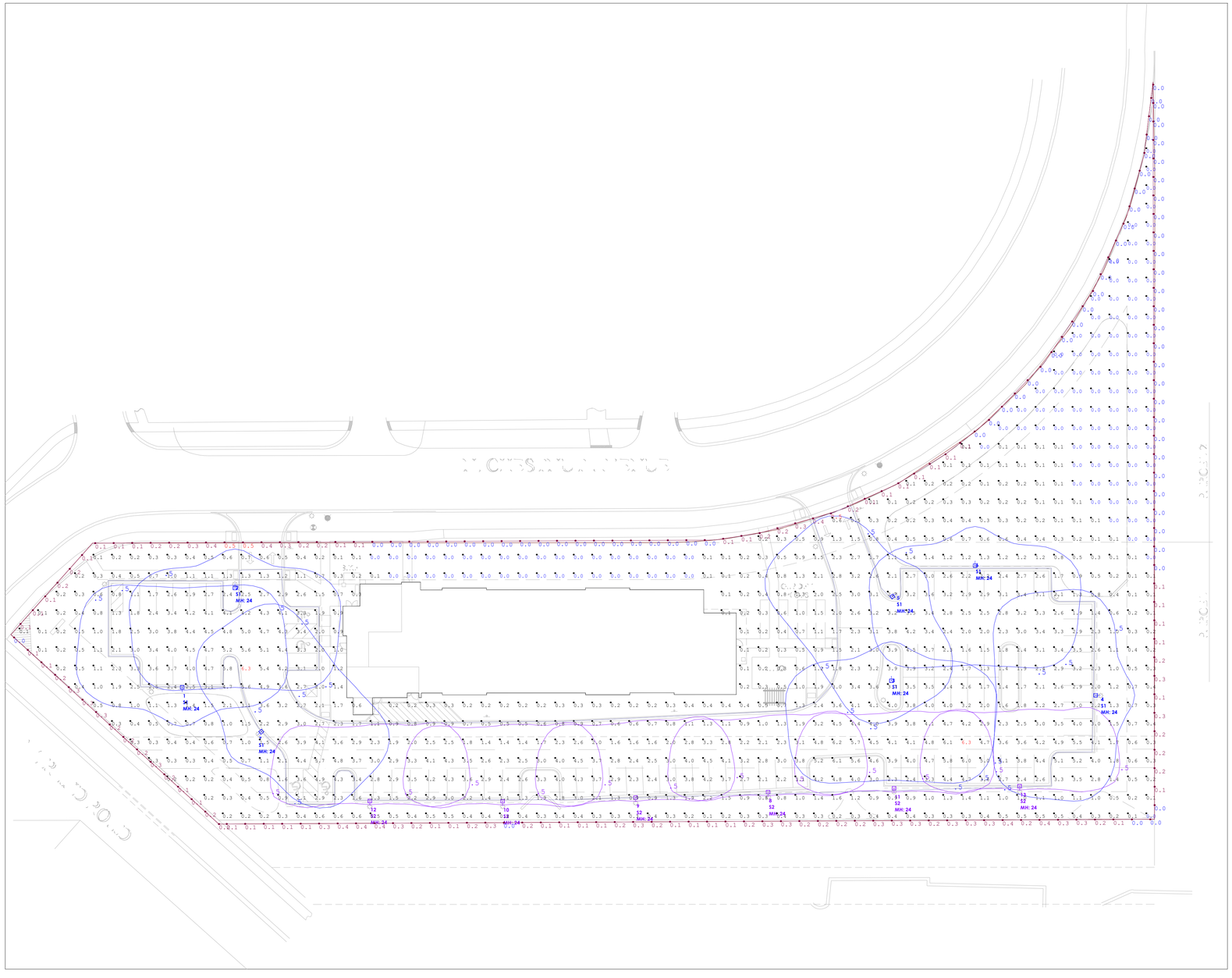
FIELD WORK COMPLETED AND DATED THIS 15TH DAY OF MARCH, 2021.

GREGORY R. PAWLOW PROFESSIONAL 3483 STATE OF ILLINOIS LAND SURVEYOR LISLE, ILLINOIS

IPLS No. 3483
MY LICENSE EXPIRES 11/30/2022

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

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Luminaire Location Summary							
LumNo	Tag (Qty)	Label	X	Y	Z	Orient	Tilt
1	S1 (1)	ASL1-160L-115-4K7-4W	-420.188	130.164	24	90	0
2	S1 (1)	ASL1-160L-115-4K7-4W	-391.594	188.707	24	270	0
3	S1 (1)	ASL1-160L-115-4K7-4W	-36.258	138.549	24	270	0
4	S1 (1)	ASL1-160L-115-4K7-4W	76.733	128.278	24	180	0
5	S1 (1)	ASL1-160L-115-4K7-4W	-33.747	183.148	24	215.735	0
6	S1 (1)	ASL1-160L-115-4K7-4W	9.031	200.885	24	270	0
7	S1 (1)	ASL1-160L-115-4K7-4W	-379.188	106.997	24	40	0
8	S2 (1)	ASL1-160L-115-4K7-4W-BC	-102.943	73.434	24	92	0
9	S2 (1)	ASL1-160L-115-4K7-4W-BC	-174.658	70.505	24	92	0
10	S2 (1)	ASL1-160L-115-4K7-4W-BC	-246.695	68.495	24	90	0
11	S2 (1)	ASL1-160L-115-4K7-4W-BC	-34.823	75.564	24	90	0
12	S2 (1)	ASL1-160L-115-4K7-4W-BC	-318.597	68.617	24	90	0
13	S2 (1)	ASL1-160L-115-4K7-4W-BC	33.127	76.677	24	90	0

Luminaire Schedule- Part numbers are provided by the manufacturer and are only intended to be used as a reference to output and optics used.

Symbol	Qty	Tag	Label	Arrangement	Lum. Watts	Arr. Watts	Lum. Lumens	Arr. Lum. Lumens	LLF	Manufacturer	Description
	7	S1	ASL1-160L-115-4K7-4W	SINGLE	109.7	109.7	15232	15232	0.900	HUBBELL OUTDOOR	ASL1-160L-115-4K7-4W-UNV-ASQU-DBT
	6	S2	ASL1-160L-115-4K7-4W-BC	SINGLE	109.7	109.7	9459	9459	0.900	HUBBELL OUTDOOR	ASL1-160L-115-4K7-4W-BC(OR HSS)-UNV-ASQU-DBT

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Description
PROPERTY LINE	Illuminance	Fc	0.12	0.5	0.0	N.A.	N.A.	READINGS @ GRADE
PROPERTY_Planar	Illuminance	Fc	1.56	6.3	0.0	N.A.	N.A.	READINGS @ GRADE
PARKING LOT	Illuminance	Fc	3.05	6.3	0.5	6.10	12.60	READINGS @ GRADE

Parking Lot Design Guide	Basic (for typical conditions)	Basic Enhanced Security (in consideration of personal security or vandalism)	Security (security lighting for public spaces)	High Security (security lighting for public spaces)
	lux/fc	lux/fc	lux/fc	lux/fc
Minimum Horizontal Illuminance (Measured on parking surface without any shadowing from any object)	2.0/0.2	5.0/0.5	10.0/1.0	30.0-60.0/3.0-6.0
Uniformity Ratio Maximum - to - Minimum	20:1	15:1	15:1	*4:1 *Avg-Min
Minimum Vertical Illuminance (for facial recognition measured at 5' above the parking surface at the point of lowest horizontal illuminance)	1.0/0.1	2.5/0.25	5.0-8.0/0.5-0.8	12-60/1.2-6.0

Recommendations based on RP-33-99, RP-20-98, 9th Edition IESNA Lighting Handbook

PG-Enlighten is neither licensed nor insured to determine code compliance. Code compliance review by others.

Lighting Application drawings are being provided to me incident of this disclaimer. all
lighting calculations are based on manufacturer supplied photometric data. Actual
results mayvary +/-10% and the addition of light sources not specified by PG-Enlighten
may cause results to fall outside of these tolerances. PG-Enlighten is not responsible for
any interpretations of our calculations. Recommendations made by PG-Enlighten are
advisory in nature. Review of these recommendations should be undertaken by others
familiar with the site and applicable local codes. PG-Enlighten is not responsible for
errors that result from inaccurate or incomplete information supplied to us by others.
We reserve the right to revise our calculations based on new information supplied to us
after the original submittal. Actual performance of any lighting system may vary as a
result of voltage variations, poor maintenance, lack of cleaning, improper operation,
and other factors outside the control of PG-Enlighten. Calculations are based on new
equipment operating at its rated initial performance. Actual performance will change
over time. PG-Enlighten is not responsible for any changes in performance associated
with the passage of time or the influence of environmental factors. Field measurements
may be taken to verify the performance of the lighting system. Such measurements are
subject to instrument tolerances and variations in accordance with industry standards.
Unless otherwise noted, calculations do not consider obstructions such as trees, shrubs,
buildings, building overhangs, site furnishings and topography. The presence
of objects not shown on the plans may cause shadowing.

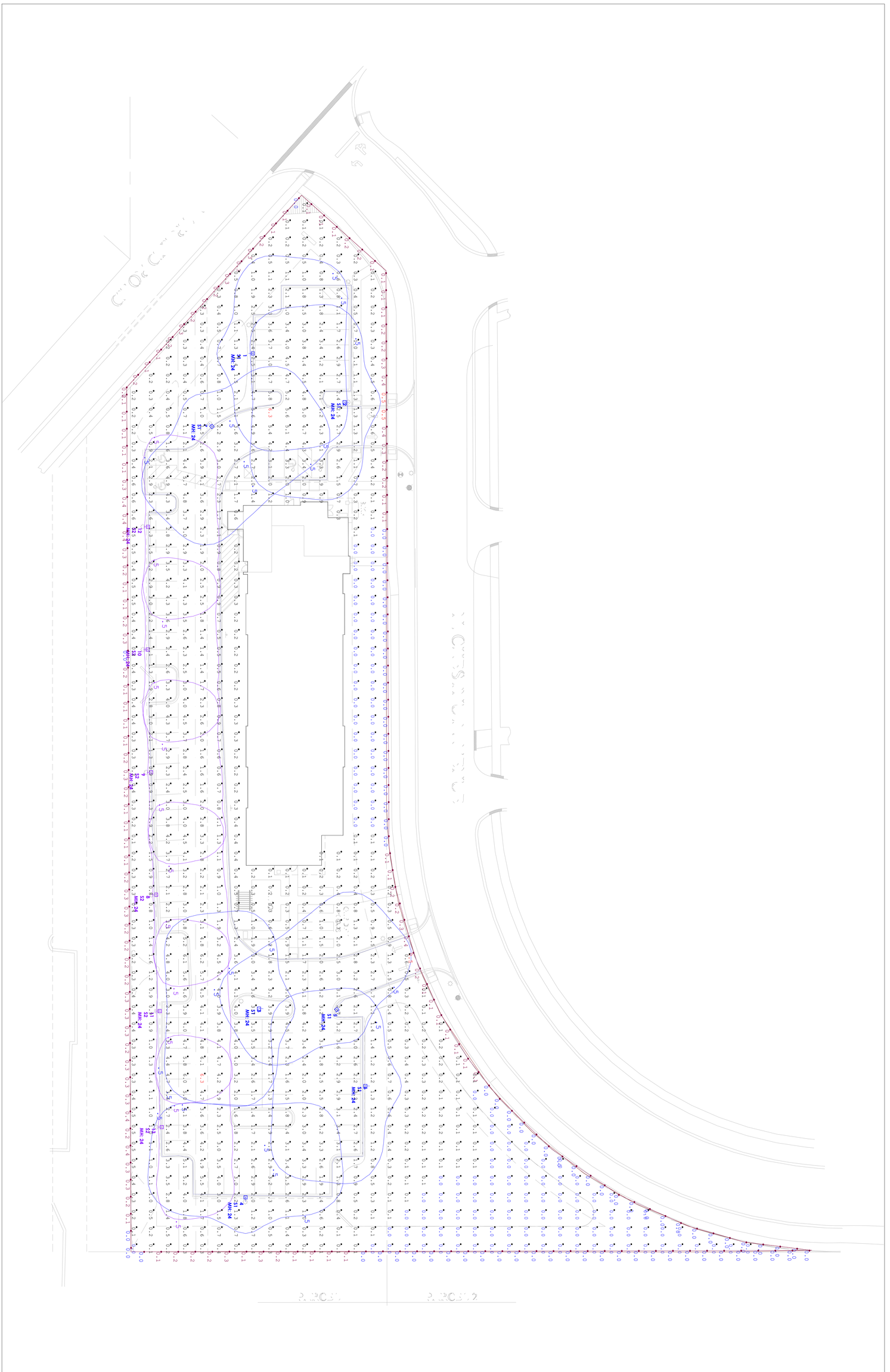
enlighten

#	Date	Comments
Revisions		

Drawn By: Joeli Collins
Drawn By: joeli.collins@pg-enlighten.com
Date: 5/18/2021
Scale: Not to scale

Project Name: **CRESCENT PLACE**

Location: 310 W RAND RD, ARLINGTON HEIGHTS, IL



PG-Enlighten is neither licensed nor insured to determine code compliance. Code compliance review by others.

Page 2 of 2

Project Name:
CRESCENT PLACE

Location:
310 W RAND RD, ARLINGTON HEIGHTS, IL

Drawn By: Joeli Collins
Drawn By: joeli.collins@pg-enlighten.com
Date:5/18/2021
Scale: 1" = 25'

Revisions

#	Date	Comments

Lighting Application drawings are being provided to the recipient of this disclaimer. We make no representation as to its completeness, currency or accuracy because of reasons irrelevant to CAD and the additional digital data used to produce a lighting application. All digital CAD data appear to be extremely accurate, however, this apparent accuracy is an artifact of the techniques used to generate it, and is in no way intended to imply actual accuracy. The user of this data takes full responsibility for the accuracy and correctness of all measurements, area, inventories or other data extracted from this, either manually or with the use of a computer. This light level analysis is a mathematical model and can be only as accurate as is permitted by the third party software and the IES standards used. In addition,calculated values may vary from actual measurements in certain situations due to variances, such as but not limited to, lamp output, input voltage, ballast variances, manufacturing tolerances and application variances. The presence of objects will decrease light levels and may cause some shadowing.

PG enlighten

HUBBELL Outdoor Lighting

DATE: 5/18/21 | LOCATION: Arlington Heights

TYPE: | PROJECT: Crescent Place

CATALOG #:

AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

FEATURES

- Compact sleek design with multiple LED configurations and simple installation
- The Airo includes a universal mounting block for easy pole installation or mast arm option for 2-3/8 ft OD roadway brackets
- Capable of replacing up to 1000w HID luminaires
- Micro Strike optical distributions of Type 2, 3, 4W or 5QW
- Tool-less entry option for easy installation and maintenance
- 1.5G rated for high vibration applications including bridges and overpasses

C SA US

BUY AMERICAN SOLUTIONS

See Certification Specifications



RELATED PRODUCTS

RAR1 Ratio | RAR2 Ratio | Cimarron LED

CONTROL TECHNOLOGY

SiteSync LIGHTING CONTROL | NX DISTRIBUTED INTELLIGENCE

SPECIFICATIONS

CONSTRUCTION

- Die-cast housing with hidden vertical heat fins that are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with powder coat paint finish
- Separate optical and electrical compartment for improved thermal management and optimum component operation
- TGIC thermoset polyester powder paint finish applied at nominal 2.5 mil thickness

OPTICS

- Entire optical aperture illuminates to create a larger luminous surface area resulting in a low glare appearance without sacrificing optical performance
- Premium engineered individual acrylic lenses deliver IES Type 2, 3, 4W and 5QW distributions
- Lens distributions are field rotatable (in 90˚ increments) or exchangeable for job site fine-tuning
- 3000K, 4000K, or 5000K (70 CRI) CCT
- 80, 160, or 320 midpower LEDs
- 3000K, 4000K or 5000K (70 CRI) CCT
- Zero uplight at 0 degrees of tilt
- Field rotatable optics

INSTALLATION

- Tool-less entry to wiring/driver compartment optional
- Universal mounting block works with #2 drill pattern
- Fixture ships with slotted mounting block to accommodate wide range of drill patterns for easy retrofit opportunities

INSTALLATION (CONTINUED)

- Mast arm fitter accessory or option available for 2-3/8" OD brackets with vertical tilt of +3°, 0° or -3°

ELECTRICAL

- Universal 120-277 VAC or 347-480 VAC input voltage, 50/60 Hz
- Ambient operating temperature -40˚ C to 40˚ C
- Drivers have greater than 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Field replaceable surge protection device provides 20KA and 10KV protection meeting ANSI/IEEE C62.41.2 Category C High and Surge Location Category C3; Automatically takes fixture off-line for protection when device is consumed

CONTROLS

- Photo control, occupancy sensor and wireless available for complete on/off and dimming control
- 7-pin ANSI C136.41-2013 photocontrol receptacle option available for twist lock photocontrols or wireless control modules (control accessories sold separately)
- Dimming Drivers are standard and dimming leads are extended out of the luminaire unless control options require connection to the dimming leads. Must specify if wiring leads are to be greater than the 6
- SiteSync™ wireless control system is available via 7-pin See ordering information and details at: www.hubbelllighting.com/sitesync
- NX Distributed Intelligence™ available with in fixture wireless control module, features dimming and occupancy sensor

CONTROLS (CONTINUED)

- wiSCAPE® available with in fixture wireless control module, features dimming and occupancy sensor via 7-pin
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application

CERTIFICATIONS

- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations and 40˚C ambient temperatures
- 1.5G rated for ANSI C136.31 high vibration applications
- IP65 optical assembly
- Meets IDA recommendations using 3K CCT configuration at 0 degrees of tilt
- This product qualifies as a "designated country construction material" per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 04/23/2020. See Buy American Solutions

WARRANTY

- 5 Year warranty
- See HLI Standard Warranty for additional information

KEY DATA	
Lumen Range	6,000–36,000
Wattage Range	25–225
Efficacy Range (LPW)	118–148
Weight lbs. (kg)	14.5–17.5 (6.6–8.0)

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HUBBELL Lighting

HUBBELL Outdoor Lighting

DATE: 5/18/21 | LOCATION: Arlington Heights

TYPE: | PROJECT: Crescent Place

CATALOG #:

AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

ORDERING GUIDE

Example: ASL1–80L-25–3K7–2–UNV–ASQU–SWP–F–BLT

CATALOG # ASL1-160L-115-4K7-4W-UNV-ASQU-DBT & ASL1-160L-115-4K7-4W-UNV-ASQU-BC-DBT (with Backlight control where applicable)

ORDERING INFORMATION

ASL1 – 160L-115 – 4K7 – 4W – – UNV – ASQU –

Series	
ASL1	ASL Microstrike Series
ASL2	ASL Microstrike Series

# LEDs	
80L-25	3,000 lm
80L-39	4,500 lm
80L-50	6,000 lm
160L-70	9,000 lm
160L-100	12,000 lm
160L-115	15,000 lm
160L-135	18,000 lm
320L-145	21,000 lm
320L-170	24,000 lm
320L-185	27,000 lm
320L-210	30,000 lm
320L-235	33,000 lm
320L-255	35,000 lm

CCT/CRI	
3K7	3000K, 70 CRI
4K7	4000K, 70 CRI
5K7	5000K, 70 CRI

Distribution	
2	Type II
3	Type III
4W	Type 4W
5QW	Type 5QW

Rotation/Orientation	
L	Optic rotation left
R	Optic rotation right

Voltage	
UNV	Universal 120-277V
120	120V
208	208V
240	240V
277	277V
347	347V
480	480V

Mounting	
ASQU	Arm Square w/ Universal Mount
A3	AS with 3.5-4.13" OD RPA3 & UM
A4	AS with 4.18-5.25" OD RPA4 & U
A5	AS with 5.5-6.5" OD RPA5 & UM
MAF	Mast Arm Fitter for 2-3/8" OD

– [ ] – [ ] – DBT

Control Options Network	
SWP[1,2]	SiteSync pre-commissioned
SWPM[1,2]	SiteSync wireless pre-commissioned w/ motion detection
NXSPW14F[1]	NX Wireless, PIR Occupancy Sensor, Dimming Daylight Harvesting, 14' (use white for WH, black for DB, GT, TT, gray for LG, PS)
NXSPW30F[1]	NX Wireless, PIR Occupancy Sensor, Dimming Daylight Harvesting, 30' (use white for WH, black for DB, GT, TT, gray for LG, PS)
NXSP14F[1]	NX, PIR Occupancy Sensor, Dimming Daylight Harvesting, 14' (use white for WH, black for DB, GT, TT, gray for LG, PS)
NXSP30F[1]	NX, PIR Occupancy Sensor, Dimming Daylight Harvesting, 30' (use white for WH, black for DB, GT, TT, gray for LG, PS)
NXWE[1]	NX Wireless Enabled (module + radio)
Stand Alone Sensors	
SCP-8F	Remote control programmable line voltage sensor
SCP-40F	Remote control programmable line voltage sensor
Control Options Other	
7PR	7 Pin Receptacle
7PR-SC	7 Pin Receptacle with shorting cap
7PR-MD8F	7 pin receptacle with low voltage sensor at 8' mounting for external control accessory
7PR-MD40F	7 pin receptacle with low voltage sensor at 40' mounting for external control accessory
7PR-TL	7 Pin Receptacle with Photocontrol

Options	
F[3]	Fusing
BC	Backlight Control
TB[4]	Terminal Block
TE	Tooless Entry
SSF	Stainless Steel Fasteners

Color	
BLT	Black Matte Textured
BLS	Black Gloss Smooth
DBT	Dark Bronze Matte Textured
DBS	Dark Bronze Gloss Smooth
GTT	Graphite Matte Textured
LGS	Light Grey Gloss Smooth
LGT	Light Grey Matte Textured
PSS	Platinum Silver Smooth
WHT	White Matte Textured
WHS	White Gloss Smooth
VGT	Verde Green Textured
Color Option	
CC	Custom Color

Notes:

1 Not compatible with 80L configurations

2 Not compatible with 480V configurations

3 Must specify voltage

4 Not available with a combination or 347/480 and fusing

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HUBBELL Lighting

HUBBELL Outdoor Lighting

DATE: 5/18/21 | LOCATION: Arlington Heights

TYPE: | PROJECT: Crescent Place

CATALOG #:

AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

PERFORMANCE DATA

Description	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 80 CRI)				
				Lumens	LPW[1]	B	U	G	Lumens	LPW[1]	B	U	G	Lumens	LPW[1]	B	U	G
ASL1	25	25.4	2	3430	135	2	0	2	3413	134	2	0	2	3225	127	2	0	2
			3	3465	136	2	0	2	3448	136	2	0	2	3259	128	2	0	2
			4W	3401	134	2	0	3	3384	133	2	0	3	3198	126	2	0	3
			5QW	3483	137	4	0	2	3466	136	4	0	2	3274	129	4	0	2
	40	38.0	2	5237	138	3	0	3	5211	137	3	0	3	4924	130	3	0	3
			3	5292	139	2	0	2	5265	139	2	0	2	4976	131	2	0	2
			4W	5193	137	2	0	3	5168	136	2	0	3	4883	129	2	0	3
			5QW	5318	140	4	0	2	5292	139	4	0	2	4999	132	4	0	2
	50	49.7	2	6294	127	2	0	2	6263	126	2	0	2	5918	119	2	0	2
			3	6360	128	2	0	2	6328	127	2	0	2	5980	120	2	0	2
			4W	6242	126	2	0	3	6211	125	2	0	3	5869	118	2	0	3
			5QW	6392	129	4	0	2	6360	128	4	0	2	6008	121	4	0	2
	70	68.4	2	9461	138	3	0	3	9414	138	3	0	3	8897	130	3	0	3
			3	9560	140	2	0	2	9513	139	2	0	2	8989	131	2	0	2
			4W	9383	137	2	0	3	9336	136	2	0	3	8822	129	2	0	3
			5QW	9608	140	4	0	2	9560	140	4	0	2	9032	132	4	0	2
	100	88.0	2	11945	136	2	0	2	11886	135	2	0	2	11232	128	2	0	2
			3	12070	137	2	0	2	12010	136	2	0	2	11349	129	2	0	2
			4W	11846	135	2	0	3	11787	134	2	0	3	11139	127	2	0	3
			5QW	12131	138	4	0	2	12070	137	4	0	2	11403	130	4	0	2
	115	109.7	2	15683	143	2	0	2	15605	142	2	0	2	14977	137	2	0	2
			3	15486	141	2	0	2	15411	140	2	0	2	14819	135	2	0	2
			4W	15305	140	2	0	3	15232	139	2	0	3	14646	134	2	0	3
			5QW	15732	143	4	0	2	15653	143	4	0	2	15024	137	4	0	2
	135	133.3	2	18089	136	3	0	3	17999	135	3	0	3	17275	130	3	0	3
			3	17861	134	2	0	2	17776	133	2	0	2	17092	128	2	0	2
			4W	17653	132	2	0	3	17569	132	2	0	3	16893	127	2	0	3
			5QW	18155	136	4	0	2	18064	136	4	0	2	17338	130	4	0	2

ASL2 Performance Data on next page

1 VAC input Lumen values are from photometric test performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations. Actual performance may differ as a result of end-user environment and application.

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HUBBELL Lighting

HUBBELL Outdoor Lighting

DATE: 5/18/21 | LOCATION: Arlington Heights

TYPE: | PROJECT: Crescent Place

CATALOG #:

AIRO Micro Strike

AREA/SITE/ROAD LIGHTER

PROJECTED LUMEN MAINTENANCE

Ambient Temperature	OPERATING HOURS					
	0	25,000	TM-21-11[1] L96 60,000	50,000	100,000	L70 (Hours)
25°C / 77°F	1.00	0.97	0.96	0.95	0.91	408,000
40°C / 104°F	0.99	0.96	0.95	0.94	0.89	356,000

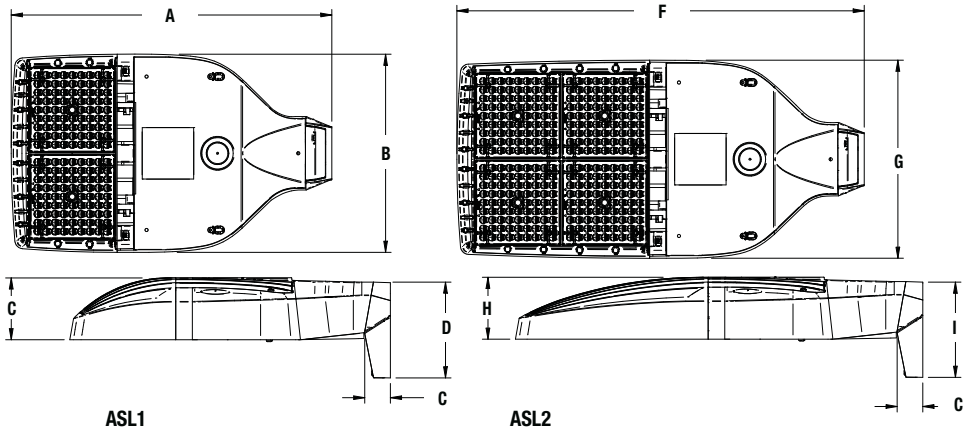
1. Projected per IESNA TM-21-11 (* Cree XP-L, 2100mA, 105°C Ts, 6,000hrs)

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

Ambient Temperature		Lumen Multiplier
0° C	32° F	1.06
10° C	50° F	1.03
20° C	68° F	1.01
25° C	77° F	1.00
30° C	86° F	0.99
40° C	104° F	0.97
50° C	122° F	0.94

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

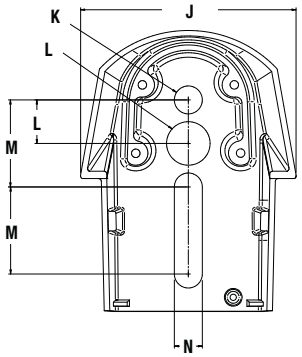
DIMENSIONS



ASL1 ASL2

A	B	C	D	E	F	G	H	I	ASL1 EPA@0°	ASL2 EPA@0°	ASL1 w/ HSS	ASL2 w/ HSS
18.9"	11.7"	3.7"	5.65"	1.5"	24.0"	11.7"	3.7"	5.62"	.46 ft.^{2}	.56 ft.^{2}	.73 ft.^{2}	1.01 ft.^{2}
480mm	297mm	94mm	144mm	38mm	610mm	297mm	94mm	143mm	.14 m^2	.17 m^2	.22 m^2	.31 m^2

Weight	
ASL1	14.47 lbs (6.56 kgs)
ASL2	17.47 lbs (7.92 kgs)

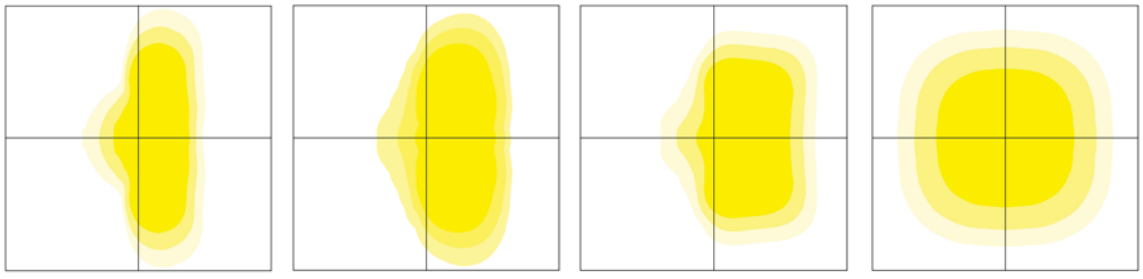


J	K	L	M	N
4.33"	.562"	.875"	1.75"	.562"
480mm	297mm	94mm	610mm	297mm

PHOTOMETRY

The following diagrams represent the general distribution options offered for this product. For detailed information on specific product configurations, see website photometric test reports.

Type II | Type III | Type IV | Type V



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HUBBELL Lighting

Traffic Impact Study
Proposed Affordable Apartment Development

Arlington Heights, Illinois



Prepared For:

HTG Illinois Developer, LLC

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

April 15, 2021

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed affordable apartment development in Arlington Heights, Illinois. The site, which is currently vacant, is located in the southeast quadrant of the intersection of Rand Road with Chestnut Avenue. As proposed, the site will be developed to provide a four-story building containing approximately 40 apartment units and an approximate 80-space surface parking lot. Access to the parking lot will be provided off Chestnut Avenue.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the adequacy of the parking supply

Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions:

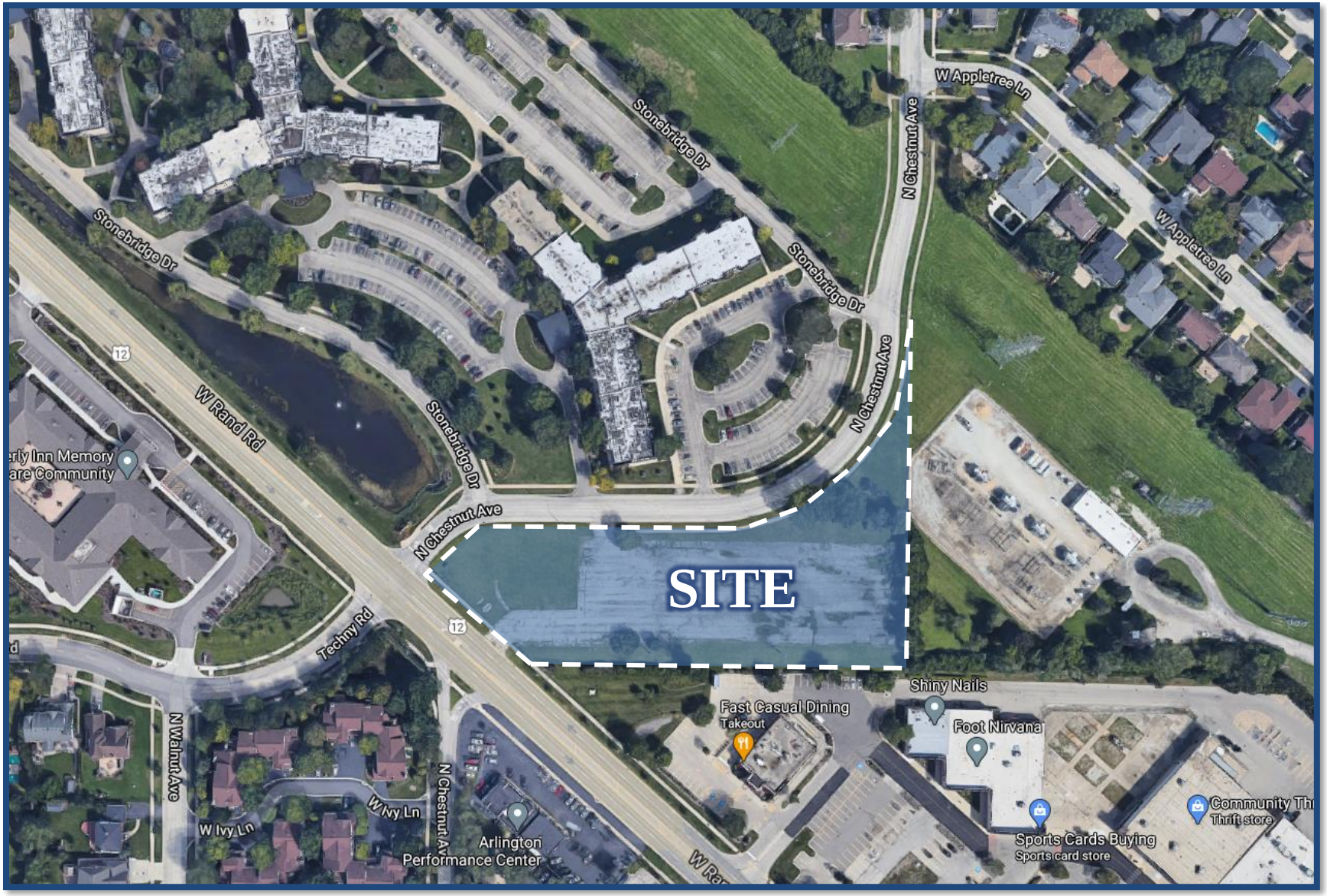
1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Background Conditions – Analyzes the capacity of the future roadway system using the traffic volumes that include the existing traffic volumes and the ambient area growth not attributable to any particular development.

3. Projected Conditions – Analyzes the capacity of the future roadway system using the traffic volumes that include the background traffic volumes and the traffic estimated to be generated by the proposed development.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

The site, which is currently vacant, is bounded by Chestnut Avenue to the north, a residential area to the east, Rand Road to the west, and Fast Casual Dining restaurant to the south.

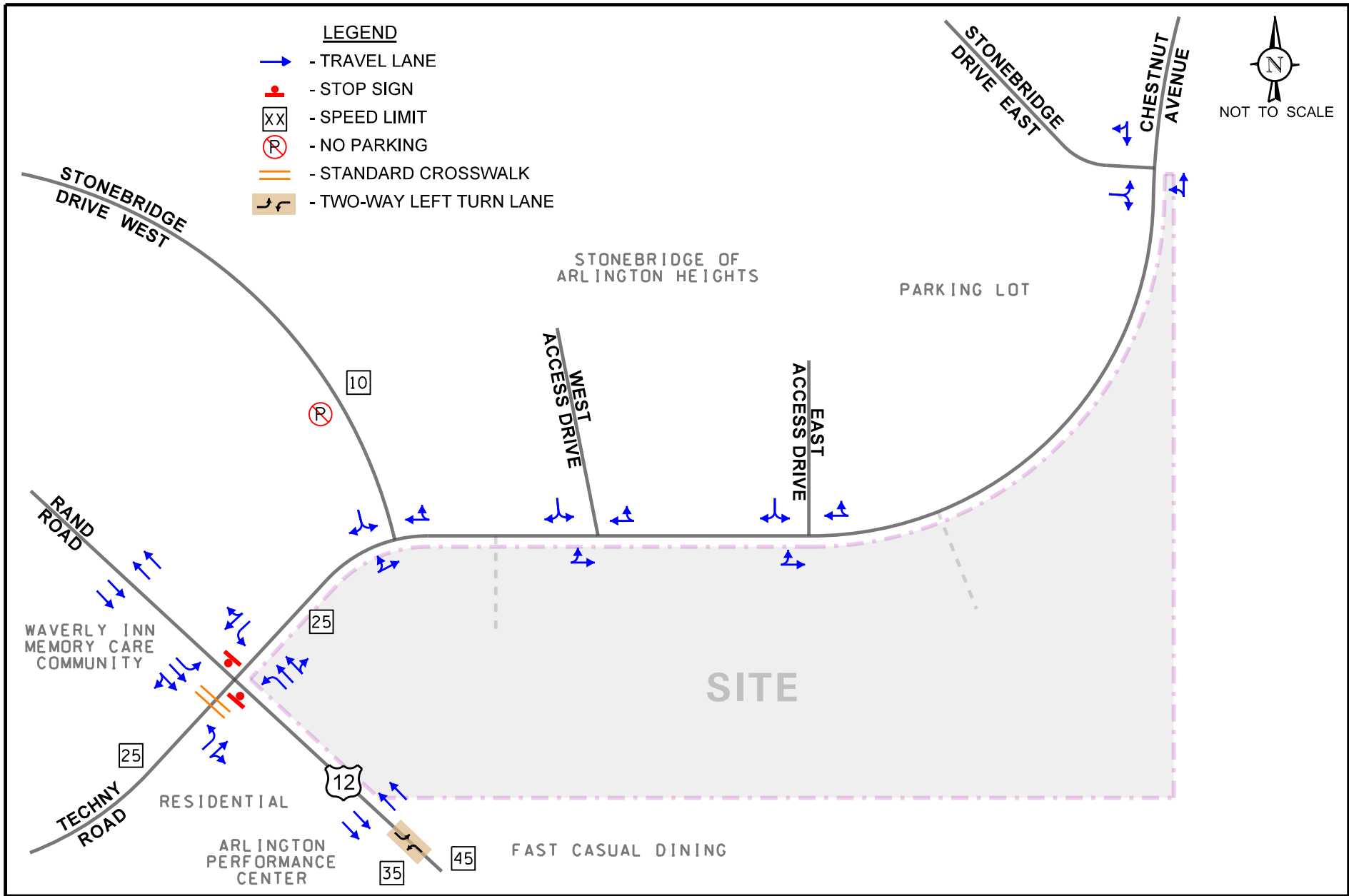
Existing Roadway System Characteristics

The characteristics of the existing roadways near the proposed development are described below and illustrated in **Figure 3**.

Rand Road is a northwest-southeast, other principal arterial that generally provides two lanes in each direction in the vicinity of the site. At its unsignalized intersection with Techny Road and Chestnut Avenue, Rand Road provides an exclusive left-turn lane, a through lane, and a combined through/right-turn lane on both approaches. Rand Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), is classified as a Strategic Regional Arterial (SRA), and carries an Annual Average Daily Traffic (AADT) volume of 29,900 vehicles (IDOT 2019). Rand Road has a posted speed limit of 45 miles per hour.

Chestnut Avenue is an east-west, local road that provides one lane in each direction in the vicinity of the site. At its unsignalized intersection with Rand Road, Chestnut Avenue provides an exclusive left-turn lane and a combined through/right-turn lane on the westbound approach. The west leg of this intersection is Techny Road, which provides an exclusive left-turn lane and a combined through/right-turn lane at its intersection with Chestnut Avenue. A standard style crosswalk is provided on the west leg of this intersection. At its unsignalized intersection with Stonebridge Drive (both legs) and the access drives in between, Chestnut Avenue provides a combined through/left-turn lane on the eastbound approach. The westbound approach provides a combined through/right-turn lane. Chestnut Avenue is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit of 25 miles per hour.

Stonebridge Drive is a local road serving Stonebridge of Arlington Heights apartment building. At its unsignalized intersection with Chestnut Avenue, both legs of Stonebridge Drive provide a combined left-turn/right-turn lane on the southbound approach. Stonebridge Drive is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit of 10 miles per hour.



Affordable Apartment Development
Arlington Heights, Illinois

Existing Roadway Characteristics

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Figure: 3

Existing Traffic Volumes

In order to determine current vehicle, pedestrian, and bicycle conditions within the study area, KLOA, Inc. conducted peak period traffic and pedestrian counts at the following intersections:

- Chestnut Avenue with Rand Road and Techny Road
- Chestnut Avenue with Stonebridge Drive (both legs)
- Chestnut Avenue with access drives between both legs of Stonebridge Road

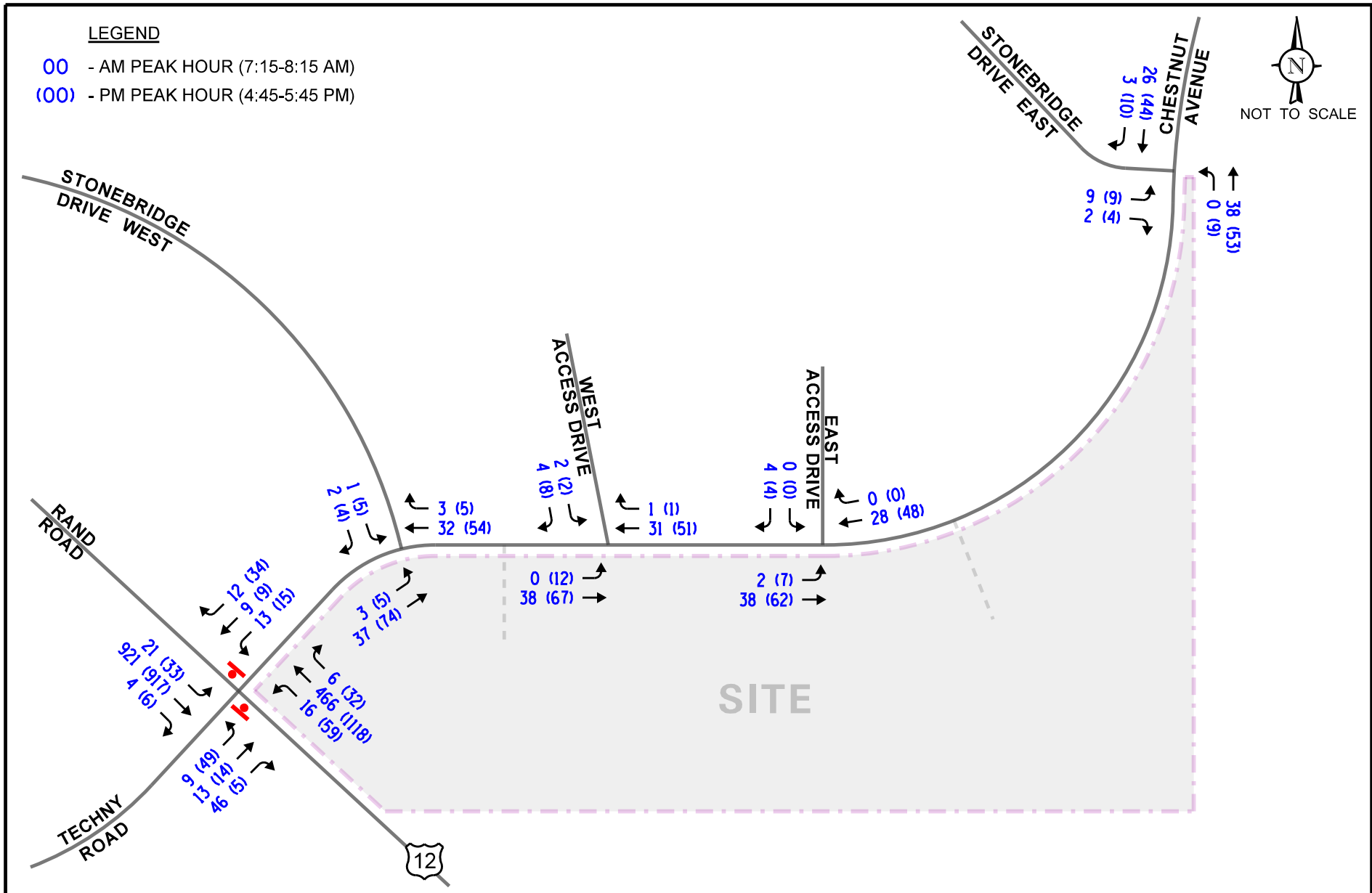
The traffic counts were conducted on Monday, April 6, 2021 during the evening (4:00 P.M. to 6:00 P.M.) and on Tuesday, April 6, 20021 during the morning (7:00 A.M. to 9:00 A.M.) peak periods. The results of the traffic counts show that the peak hours of traffic generally occur between 7:15 A.M. and 8:15 A.M. during the morning peak period and between 4:45 P.M. and 5:45 P.M. during the evening peak period. Copies of the traffic count summary sheets are included in the Appendix.

Due to the ongoing COVID-19 pandemic, traffic volumes in the study area do not reflect normal or typical conditions. As such, KLOA, Inc. compared the April 2021 traffic counts with previous counts conducted by KLOA, Inc. in 2015 (adjusted with CMAP growth factors to be discussed later to reflect 2021 traffic conditions). The comparison indicated that the April 2021 weekday morning peak hour volumes were similar while the evening peak hour volumes were approximately 10 percent lower. Therefore, the traffic counts were increased by 10 percent during the weekday evening peak hour to reflect normal or typical conditions. The Year 2021 base traffic volumes are illustrated in **Figure 4**.

Crash Analysis

KLOA, Inc. obtained accident data[1] for the most recent available past five years (2015 to 2019) for the intersection of Chestnut Avenue with Rand Road and Techny Road. A summary of the crash data for the intersection of Chestnut Avenue with Rand Road and Techny Road is shown in **Table 1**. A review of the crash data revealed no fatalities were reported at any of the studied intersections during the review period.

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.



Affordable Apartment Development
Arlington Heights, Illinois

Year 2021 Base Traffic Volumes

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Figure: 4

Table 1
RAND ROAD WITH CHESTNUT AVENUE AND TECHNY ROAD - CRASH SUMMARY

Year	Type of Accident Frequency						
	Angle	Object	Rear End	Sideswipe	Turning	Other	Total
2015	3	0	0	0	2	0	5
2016	0	0	0	0	2	0	2
2017	1	0	0	0	1	0	2
2018	1	0	0	0	1	0	2
2019	0	0	0	0	1	0	1
Total	**5**	**0**	**0**	**0**	**7**	**0**	**12**
Average/Year	**1.0**	**0**	**0**	**0**	**1.4**	**0**	**2.4**

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the site will be redeveloped to provide a four-story building containing approximately 40 apartment units and an approximate 80-space surface parking lot. Access to the parking lot will be provided via the following:

- A proposed full movement access drive off Chestnut Avenue located approximately 225 feet east of Rand Road. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

- A proposed full movement access drive off Chestnut Avenue located approximately 515 feet east of Rand Road. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

It should be noted that, as part of the development, the existing access drive on Rand Road will be eliminated, which will improve the traffic flow along Rand Road.

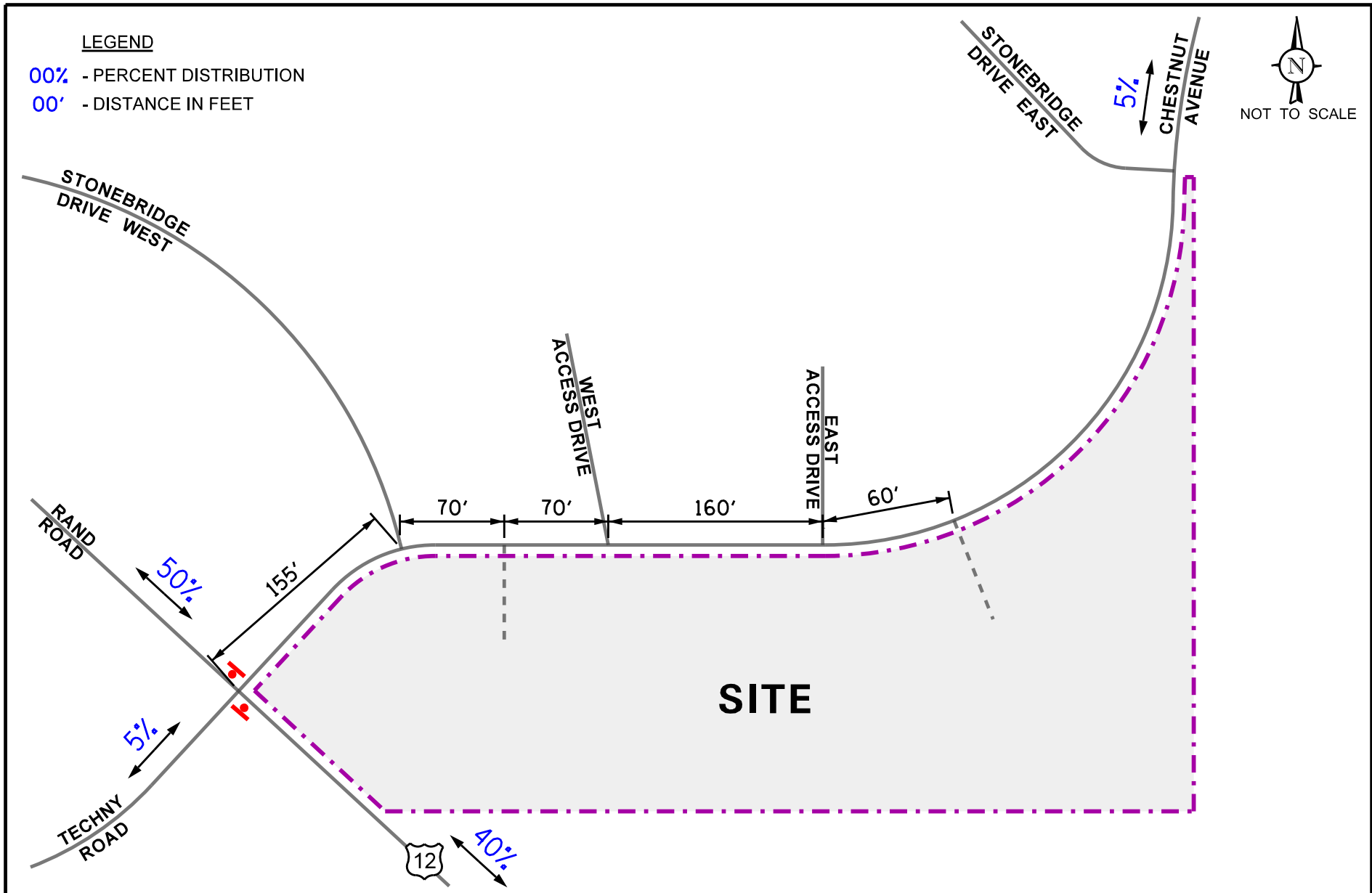
A copy of the preliminary site plan depicting the proposed development is included in the Appendix.

Directional Distribution

The directions from which residents and visitors of the development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the traffic to be generated by the proposed development.

Development Traffic Generation

The vehicle trip generation for the overall development was calculated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. **Table 2** shows the estimated vehicle trip generation for the weekday morning and weekday evening peak hours as well as daily traffic. Copies of the ITE trip generation worksheets are included in the Appendix.



Affordable Apartment Development
Arlington Heights, Illinois

Estimated Directional Distribution

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Figure: 5

Table 2
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Traffic
		In	Out	Total	In	Out	Total	
221	Apartments (40 units)	4	10	14	11	7	18	218

Trip Generation Comparison

The traffic that will be generated by the proposed apartment development was compared with trip generation estimates for an approximate 5,000 square-foot restaurant that could be developed on site. ITE trip rates for "High Turnover Sit Down Restaurant" (Land-Use Code 932) were utilized. **Table 3** shows the trip generation comparison between the proposed use and the restaurant.

Table 3
ESTIMATED PEAK HOUR DEVELOPMENT-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Traffic
		In	Out	Total	In	Out	Total	
221	Apartments (40 units)	4	10	14	11	7	18	218
932	High Turnover (Sit Down) Restaurant	28	22	50	30	19	49	561
	45 Percent Pass-By Reduction	*-11*	*-11*	*-22*	*-11*	*-11*	*-22*	*-252*
	Subtotal	17	11	28	19	8	27	309
	Difference	**-13**	**-1**	**-14**	**-8**	**-1**	**-9**	**-91**

As can be seen in Table 3, the proposed residential development will generate less traffic than the restaurant during the peak hours and on a daily basis. As such, the traffic to be generated by the proposed residential development will have a lower impact on the roadway system.

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

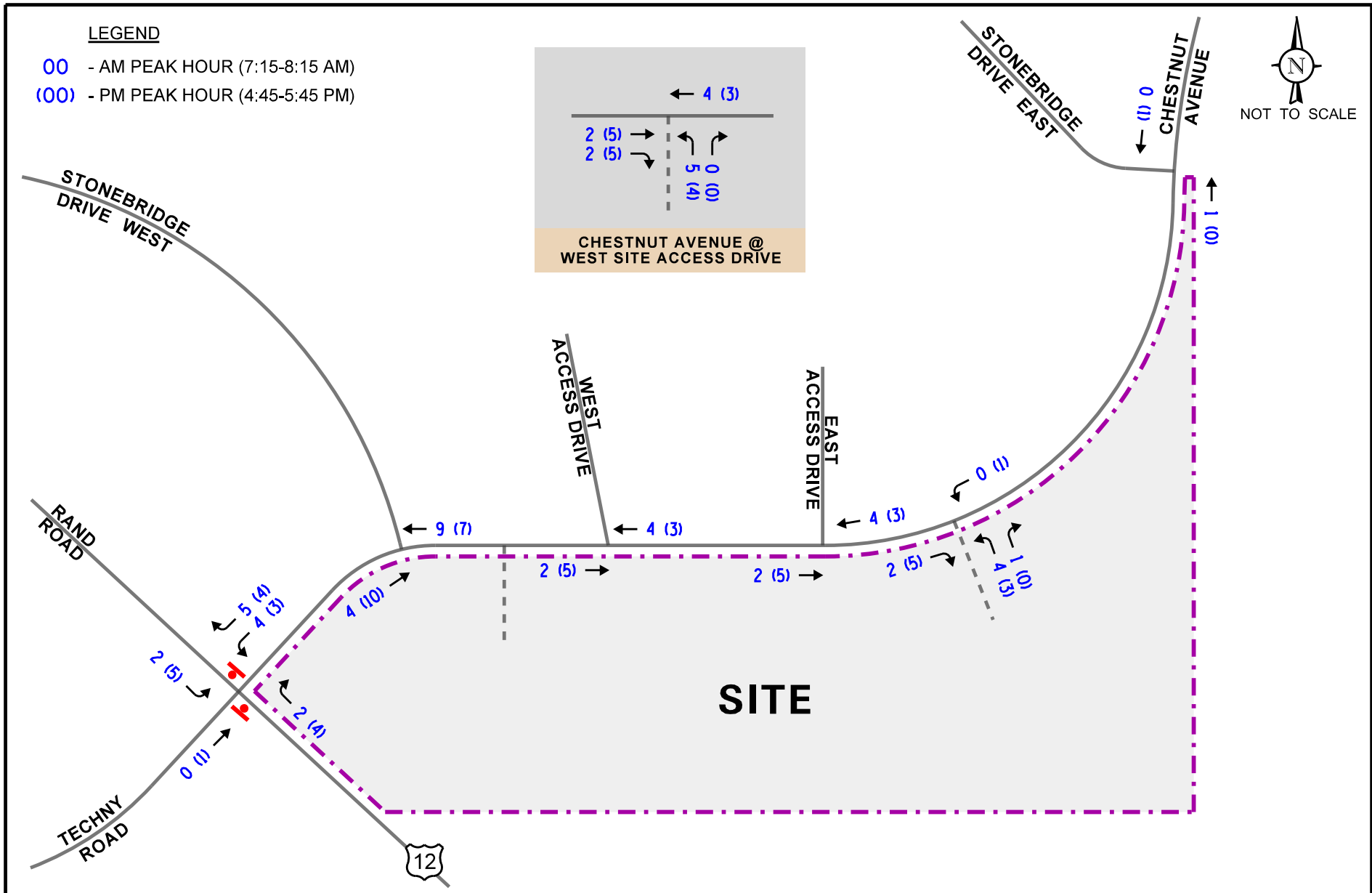
The estimated peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 6** illustrates the assignment of the traffic volumes estimated to be generated by the proposed development.

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated April 6, 2021, the existing traffic volumes were increased by an annually compounded growth rate for six years (one-year buildout plus five years) totaling 2.1 percent to represent Year 2027 background (no-build) conditions. **Figure 7** shows the Year 2027 no-build traffic conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

Total Projected Traffic Volumes

The total projected traffic volumes include the Year 2027 no-build traffic volumes (Figure 7) and the traffic estimated to be generated by the proposed development (Figure 6). **Figure 8** shows the Year 2027 total projected traffic volumes.



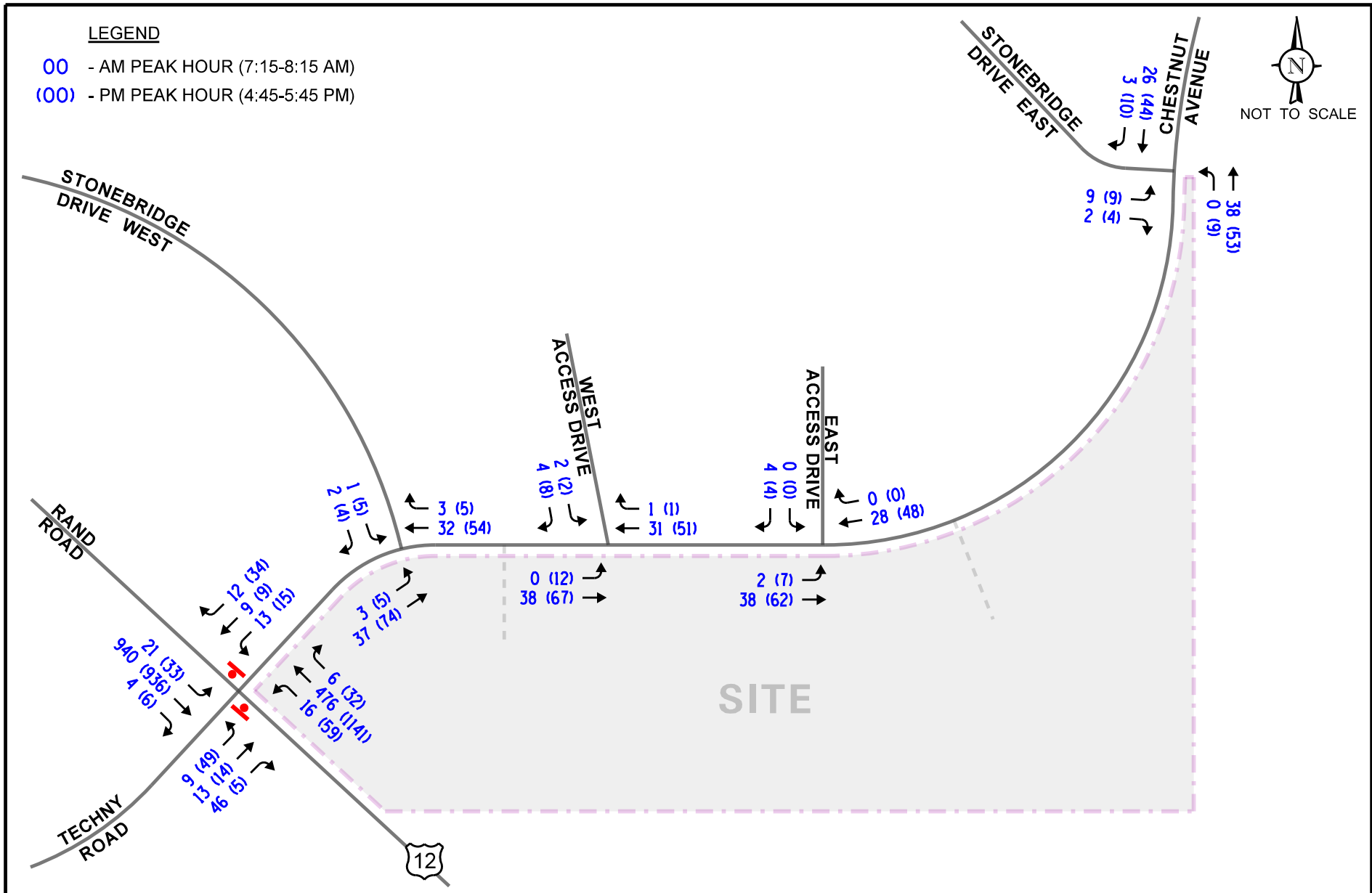
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Arlington Heights, Illinois

Estimated Site-Generated Traffic Volumes

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Figure: 6



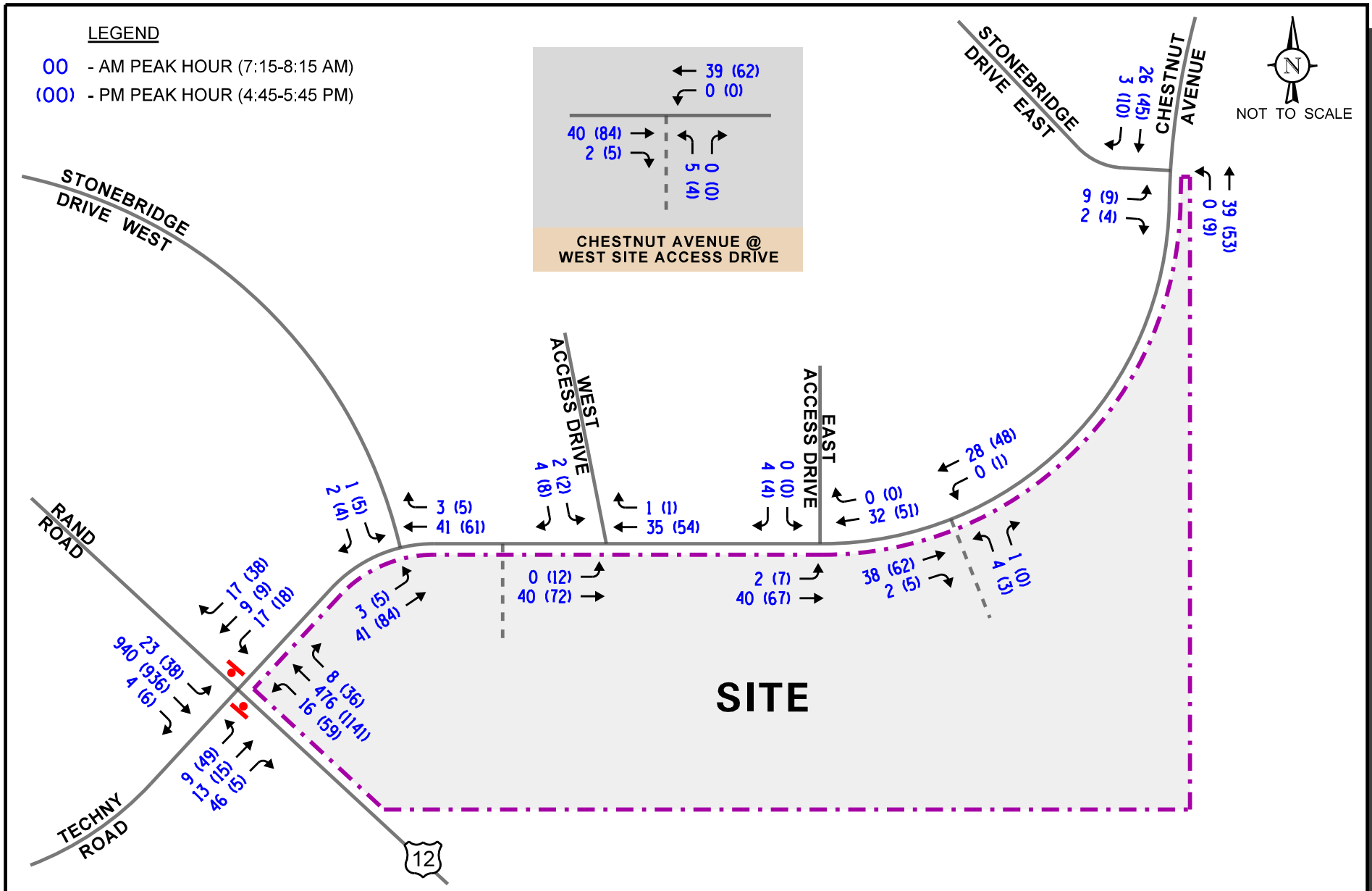
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Year 2027 No-Build Traffic Volumes

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Figure: 7



Affordable Apartment Development
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Year 2027 Total Projected Traffic Volumes

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Job No: 21-088

Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing (Year 2021), no-build (Year 2027), and future projected (Year 2027) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 6th Edition and analyzed using Synchro/SimTraffic 10 software.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2027 no-build conditions, and Year 2027 total projected conditions are presented in **Tables 4** through **6**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 4
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Rand Road with Chestnut Avenue and Techny Road				
• Northwest-bound Left Turns (Rand Road)	B	10.1	B	10.7
• Eastbound Left Turns	C	23.5	E	49.8
• Eastbound Through/Right Turns	C	15.4	E	36.6
• Westbound Left Turns	B	18.9	E	45.9
• Westbound Through/Right Turns	C	16.1	C	21.1
• Southeast-bound Left Turns (Rand Road)	A	8.4	B	11.7
Chestnut Avenue with Stonebridge Drive (West Leg)				
• Eastbound Left Turns	A	7.3	A	7.3
• Southbound Approach	A	8.6	A	9.0
Chestnut Avenue with Existing Access Drive (West)				
• Northbound Left Turns	A	0.1	A	7.3
• Southbound Approach	A	8.6	A	8.7
Chestnut Avenue with Existing Access Drive (East)				
• Northbound Left Turns	A	7.3	A	7.3
• Eastbound Approach	A	8.4	A	8.5
Chestnut Avenue with Stonebridge Drive (East Leg)				
• Northbound Left Turns	A	0.1	A	7.3
• Southbound Approach	A	8.8	A	9.0

LOS = Level of Service
Delay is measured in seconds.

Table 5
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Rand Road with Chestnut Avenue and Techny Road				
• Northwest-bound Left Turns (Rand Road)	B	10.2	B	10.8
• Eastbound Left Turns	C	24.0	F	52.1
• Eastbound Through/Right Turns	C	15.7	E	38.1
• Westbound Left Turns	B	19.2	E	48.3
• Westbound Through/Right Turns	C	16.4	C	21.7
• Southeast-bound Left Turns (Rand Road)	A	8.4	B	11.9
Chestnut Avenue with Stonebridge Drive (West Leg)				
• Eastbound Left Turns	A	7.3	A	7.3
• Southbound Approach	A	8.6	A	9.0
Chestnut Avenue with Existing Access Drive (West)				
• Northbound Left Turns	A	0.1	A	7.3
• Southbound Approach	A	8.6	A	8.7
Chestnut Avenue with Existing Access Drive (East)				
• Northbound Left Turns	A	7.3	A	7.3
• Eastbound Approach	A	8.4	A	8.5
Chestnut Avenue with Stonebridge Drive (East Leg)				
• Northbound Left Turns	A	0.1	A	7.3
• Southbound Approach	A	8.8	A	9.0

LOS = Level of Service
Delay is measured in seconds.

Table 6
CAPACITY ANALYSIS RESULTS – TOTAL PROJECTED CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Rand Road with Chestnut Avenue and Techny Road				
• Northwest-bound Left Turns (Rand Road)	B	10.2	B	10.8
• Eastbound Left Turns	C	24.3	F	55.3
• Eastbound Through/Right Turns	C	15.7	E	40.4
• Westbound Left Turns	B	19.6	F	51.1
• Westbound Through/Right Turns	C	15.4	C	21.5
• Southeast-bound Left Turns (Rand Road)	A	8.5	B	12.0
Chestnut Avenue with Stonebridge Drive (West Leg)				
• Eastbound Left Turns	A	7.3	A	7.3
• Southbound Approach	A	8.7	A	9.1
Chestnut Avenue with Existing Access Drive (West)				
• Northbound Left Turns	A	0.1	A	7.3
• Southbound Approach	A	8.6	A	8.8
Chestnut Avenue with Existing Access Drive (East)				
• Northbound Left Turns	A	7.3	A	7.3
• Eastbound Approach	A	8.5	A	8.6
Chestnut Avenue with Stonebridge Drive (East Leg)				
• Northbound Left Turns	A	0.1	A	7.3
• Southbound Approach	A	8.8	A	9.0
Chestnut Avenue with Proposed Site Access Drive (West)				
• Northbound Approach	A	8.9	A	9.3
• Westbound Left Turns	A	0.1	A	0.1
Chestnut Avenue with Proposed Site Access Drive (East)				
• Northbound Approach	A	8.8	A	9.1
• Westbound Left Turns	A	0.1	A	7.3

LOS = Level of Service
Delay is measured in seconds.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development traffic.

Rand Road with Chestnut Avenue and Techny Road

The results of the capacity analysis indicate that the northwest-bound and southeast-bound left-turn movements from Rand Road onto Chestnut Avenue and Techny Road are operating at LOS B or better during the weekday morning and evening peak hours. In addition, the eastbound movements from Techny Road onto Rand Road currently operate at LOS C during the weekday morning peak hour and LOS E during the weekday evening peak hour. The westbound left-turn movements from Chestnut Avenue onto Rand Road are operating at LOS B during the weekday morning peak hour and LOS E during the weekday evening peak hour. In addition, the westbound through/right-turn movements from Chestnut Avenue onto Rand Road currently operate at LOS C during both peak hours.

Under Year 2027 no-build conditions, all movements will continue to operate at the same existing levels of serving during the weekday morning and evening peak hours except for the eastbound left-turn movements, which will operate at LOS C during the weekday morning peak hour and LOS F during the weekday evening peak hour. This is normal and expected when a minor road intersects a major road such as Rand Road.

Under Year 2027 total projected conditions, the westbound left-turn movements will operate at LOS B during the weekday morning peak hour and LOS F during the weekday evening peak hour with increases in delay of less than three seconds. It should be noted that the westbound left-turn movements will have a volume-to-capacity (v/c) ratio of less than one (0.43) during the weekday evening peak hour, which indicates that adequate reserve capacity is available to accommodate the increase in traffic. All of the other movements will continue to operate at the same levels of service during both peak hours with increases in delay of approximately two seconds or less. Based on a review of the simulation, the westbound left-turn queues on Chestnut Avenue will experience 95th percentile queues of 47 feet during the weekday morning peak hour and 58 feet during the weekday evening peak hour. In addition, the westbound right-turn queues on Chestnut Avenue will experience 95th percentile queues of 27 feet during the weekday morning peak hour and 90 feet during the weekday evening peak hour. As such, the westbound queues will generally not extend to or beyond the proposed site access drives. Furthermore, the proposed development is projected to increase the volume of traffic traversing this intersection by less than one percent during both peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Chestnut Avenue with Stonebridge Drive (West Leg)

The results of the capacity analysis indicate that the eastbound left-turn movements and the southbound approach are operating at LOS A during the weekday morning and evening peak hours.

Under Year 2027 no-build conditions, all movements will continue to operate at LOS A during the weekday morning and evening peak hours with increases in delay of less than one second.

Under Year 2027 total projected conditions, all movements will operate at LOS A during the weekday morning and evening peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Chestnut Avenue with Existing Access Drive (West Leg)

The results of the capacity analysis indicate that the eastbound left-turn movements and the southbound approach are operating at LOS A during the weekday morning and evening peak hours.

Under Year 2027 no-build conditions, all movements will continue to operate at LOS A during the weekday morning and evening peak hours with increases in delay of less than one second.

Under Year 2027 total projected conditions, all movements will operate at LOS A during the weekday morning and evening peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Chestnut Avenue with Existing Access Drive (East Leg)

The results of the capacity analysis indicate that the eastbound left-turn movements and the southbound approach are operating at LOS A during the weekday morning and evening peak hours.

Under Year 2027 no-build conditions, all movements will continue to operate at LOS A during the weekday morning and evening peak hours with increases in delay of less than one second.

Under Year 2027 total projected conditions, all movements will operate at LOS A during the weekday morning and evening peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Chestnut Avenue with Stonebridge Drive (East Leg)

The results of the capacity analysis indicate that the eastbound left-turn movements and the southbound approach are operating at LOS A during the weekday morning and evening peak hours.

Under Year 2027 no-build conditions, all movements will continue to operate at LOS A during the weekday morning and evening peak hours with increases in delay of less than one second.

Under Year 2027 total projected conditions, all movements will operate at LOS A during the weekday morning and evening peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Chestnut Avenue with Proposed Access Drive (West)

The results of the analysis indicate that the outbound movements from the site onto Chestnut Avenue will operate at LOS A during the weekday morning and evening peak hours with 95th percentile queues of one to two vehicles. In addition, the westbound left-turn movements will operate at LOS A during both peak hours with 95th percentile queues of one to two vehicles. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.

Chestnut Avenue with Proposed Access Drive (East)

The results of the analysis indicate that the outbound movements from the site onto Chestnut Avenue will operate at LOS A during the weekday morning and evening peak hours with 95th percentile queues of one to two vehicles. In addition, the westbound left-turn movements will operate at LOS A during both peak hours with 95th percentile queues of one to two vehicles. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.

Parking Evaluation

As previously indicated, the proposed development will have approximately 40 apartment units and an approximate 80-space surface parking lot at a ratio of 2.0 spaces per unit. In order to determine the adequacy of the parking supply, the parking requirement was estimated based on the Village of Arlington Heights code, parking rates published by the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*, 5th Edition, and comparison with other similar developments. Based on the two methodologies, the parking demand for the proposed development is as follows:

Parking Requirements of Proposed Development per Village of Arlington Heights Zoning Code

- Multifamily Housing (40 units)
    - 80 parking spaces (ratio of 2.0 parking space per dwelling unit)

Based on the above and the requirements of the Village of Arlington Heights, this translates into 80 parking spaces, which results in a deficit of zero parking spaces.

ITE Parking Generation Manual

- Residential Use (Multifamily Housing Mid-Rise (no nearby rail transit) – Land Use Code 221:
    - 59 parking spaces (ratio of 1.47 spaces per dwelling unit)

Based on the above and the rates published in the ITE *Parking Generation Manual*, this translates into 59 parking spaces, which results in a surplus of 21 parking spaces. Therefore, the proposed parking supply of 80 parking spaces exceeds ITE's requirements of 59 parking spaces.

Parking Ratios of Similar Developments

Parking occupancy surveys were conducted at two similar facilities in Lake in the Hills and Orland Hills:

- Villas of Lake in the Hills in Lake in the Hills, which includes 60 units (6 one-bedroom units, 40 two-bedroom units, and 14 three-bedroom units)

- Pheasant Ridge Hunter Apartments in Orland Hills, which includes 177 units (60 one-bedroom, 72 two-bedroom and 45 three-bedroom units)

The surveys were conducted on Friday, March 19, 2021 and on Saturday, March 20, 2021 in one-hour intervals from 6:00 A.M. to 10:00 A.M. and from 2:00 P.M. to 10:00 P.M. The parking occupancy surveys are summarized in **Table 6**. (Table 6 is included in the Appendix.)

Villas of Lake in the Hills – Lake in the Hills

The results of the parking occupancy surveys at the Villas of Lake in the Hills indicated the following:

- Villas of Lake in the Hills provides approximately 132 parking spaces, resulting in a ratio of 2.2 parking spaces per unit.

- The parking occupancy on Friday ranged from 43 to 67 vehicles (33 to 51 percent occupied).

- The parking occupancy on Saturday ranged from 46 to 66 vehicles (35 to 50 percent occupied).

- Peak occupancy on Friday was 67 vehicles (51 percent) occurring at 6:00 A.M. resulting in a surplus of 65 parking spaces.

- Peak occupancy on Saturday was 66 vehicles (50 percent) occurring at 6:00 A.M. resulting in a surplus of 66 parking spaces.

As such, the observed peak parking demand was 67 spaces, resulting in a parking ratio of 1.12 parking spaces per unit.

Pheasant Ridge Hunter Apartments in Orland Hills

The results of the parking occupancy surveys at Pheasant Ridge Hunter Apartments indicated the following:

- Pheasant Ridge Hunter Apartments provides approximately 282 parking spaces, resulting in a ratio of 1.59 parking spaces per unit.
- The parking occupancy on Friday ranged from 85 to 166 vehicles (30 to 59 percent occupied).
- The parking occupancy on Saturday ranged from 85 to 149 vehicles (30 to 53 percent occupied).
- Peak occupancy on Friday was 166 vehicles (59 percent) occurring at 6:00 A.M. resulting in a surplus of 116 parking spaces.
- Peak occupancy on Saturday was 149 vehicles (53 percent) occurring at 10:00 P.M. resulting in a surplus of 83 parking spaces.

As such, the observed peak parking demand was 166 spaces, resulting in a parking ratio of 0.94 parking spaces per unit.

Based on the parking surveys conducted at two similar facilities in Lake in the Hills and Orland Hills, the proposed parking ratio of 2.0 spaces per unit at the proposed affordable apartment development will be adequate in accommodating the projected parking demand.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The results of the capacity analysis indicate that the proposed development traffic will not have a significant impact on the area roadways.

- The development-generated traffic will only add less than one percent of the traffic projected to be traversing the intersection of Rand Road with Chestnut Avenue and Techny Road during the weekday morning and evening peak hours.

- The proposed access drives will be adequate in accommodating the traffic projected to be generated by the proposed development and will ensure that a flexible access system is provided.

- The proposed residential development will generate less traffic than a sit down restaurant that could be developed on the site and, as such, will have a lower impact on area roadways.

- As part of the development, the existing access drive on Rand Road will be eliminated, which will improve the traffic flow along Rand Road.

- The proposed parking that will be provided on site will ensure that adequate parking is provided to accommodate its projected parking demand.

Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
ITE Trip Generation Worksheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets
Parking Occupancy Surveys

Traffic Count Summary Sheets

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chestnut Avenue with Rand Road
Site Code:
Start Date: 04/05/2021

Turning Movement Data

Start Time	Chestnut Avenue Eastbound						Chestnut Avenue Westbound						Rand Road Northbound						Rand Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	1	1	14	1	16	0	3	2	5	0	10	0	19	240	15	0	274	0	7	207	2	0	216	516
4:15 PM	0	3	1	3	0	7	0	5	4	13	0	22	0	10	257	9	0	276	0	7	196	3	0	206	511
4:30 PM	0	1	1	16	2	18	0	3	4	6	3	13	0	7	245	4	0	256	0	7	201	4	0	212	499
4:45 PM	0	1	2	11	0	14	0	3	2	10	0	15	0	13	264	7	0	284	0	5	183	3	0	191	504
Hourly Total	0	6	5	44	3	55	0	14	12	34	3	60	0	49	1006	35	0	1090	0	26	787	12	0	825	2030
5:00 PM	0	1	3	13	0	17	0	5	1	5	0	11	0	13	240	8	0	261	0	11	218	0	2	229	518
5:15 PM	0	1	6	14	1	21	0	4	4	5	0	13	0	16	291	9	0	316	0	8	209	1	0	218	568
5:30 PM	0	2	3	11	1	16	0	3	2	12	0	17	0	17	221	8	0	246	0	9	224	2	2	235	514
5:45 PM	0	1	1	8	1	10	0	6	5	3	0	14	1	14	219	2	0	236	0	1	176	1	1	178	438
Hourly Total	0	5	13	46	3	64	0	18	12	25	0	55	1	60	971	27	0	1059	0	29	827	4	5	860	2038
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	28	0	0	29	33
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	28	0	0	29	33
7:00 AM	0	0	3	14	2	17	0	4	3	5	0	12	0	1	86	0	0	87	0	2	165	0	0	167	283
7:15 AM	0	2	1	16	0	19	0	6	3	2	0	11	0	4	86	2	0	92	0	9	249	1	0	259	381
7:30 AM	0	3	4	11	0	18	0	3	3	2	0	8	1	3	127	2	0	133	0	4	241	1	0	246	405
7:45 AM	0	3	6	12	0	21	0	4	3	6	0	13	0	4	118	1	0	123	0	4	228	2	0	234	391
Hourly Total	0	8	14	53	2	75	0	17	12	15	0	44	1	12	417	5	0	435	0	19	883	4	0	906	1460
8:00 AM	0	1	0	7	0	8	0	0	0	2	0	2	0	4	135	1	0	140	0	4	203	0	0	207	357
8:15 AM	0	1	2	7	2	10	0	3	2	1	0	6	0	5	104	6	0	115	0	5	182	1	0	188	319
8:30 AM	0	1	1	13	0	15	0	3	5	5	0	13	0	4	135	7	0	146	0	8	205	1	0	214	388
8:45 AM	0	1	3	16	0	20	0	2	2	7	0	11	0	4	141	3	0	148	0	3	183	3	0	189	368
Hourly Total	0	4	6	43	2	53	0	8	9	15	0	32	0	17	515	17	0	549	0	20	773	5	0	798	1432
Grand Total	0	23	38	186	10	247	0	57	45	89	3	191	2	138	2913	84	0	3137	0	95	3298	25	5	3418	6993
Approach %	0.0	9.3	15.4	75.3	-	-	0.0	29.8	23.6	46.6	-	-	0.1	4.4	92.9	2.7	-	-	0.0	2.8	96.5	0.7	-	-	-
Total %	0.0	0.3	0.5	2.7	-	3.5	0.0	0.8	0.6	1.3	-	2.7	0.0	2.0	41.7	1.2	-	44.9	0.0	1.4	47.2	0.4	-	48.9	-
Lights	0	23	37	186	-	246	0	55	42	89	-	186	2	137	2844	81	-	3064	0	94	3222	25	-	3341	6837
% Lights	-	100.0	97.4	100.0	-	99.6	-	96.5	93.3	100.0	-	97.4	100.0	99.3	97.6	96.4	-	97.7	-	98.9	97.7	100.0	-	97.7	97.8
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	3	2	-	5	0	0	4	0	-	4	10
% Buses	-	0.0	0.0	0.0	-	0.0	-	1.8	0.0	0.0	-	0.5	0.0	0.0	0.1	2.4	-	0.2	-	0.0	0.1	0.0	-	0.1	0.1
Single-Unit Trucks	0	0	0	0	-	0	0	1	1	0	-	2	0	0	37	1	-	38	0	1	36	0	-	37	77
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	1.8	2.2	0.0	-	1.0	0.0	0.0	1.3	1.2	-	1.2	-	1.1	1.1	0.0	-	1.1	1.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	28	0	-	29	0	0	35	0	-	35	64
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.7	1.0	0.0	-	0.9	-	0.0	1.1	0.0	-	1.0	0.9

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chestnut Avenue with Rand Road
Site Code:
Start Date: 04/05/2021

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Chestnut Avenue Eastbound						Chestnut Avenue Westbound						Rand Road Northbound						Rand Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	1	2	11	0	14	0	3	2	10	0	15	0	13	264	7	0	284	0	5	183	3	0	191	504
5:00 PM	0	1	3	13	0	17	0	5	1	5	0	11	0	13	240	8	0	261	0	11	218	0	2	229	518
5:15 PM	0	1	6	14	1	21	0	4	4	5	0	13	0	16	291	9	0	316	0	8	209	1	0	218	568
5:30 PM	0	2	3	11	1	16	0	3	2	12	0	17	0	17	221	8	0	246	0	9	224	2	2	235	514
Total	0	5	14	49	2	68	0	15	9	32	0	56	0	59	1016	32	0	1107	0	33	834	6	4	873	2104
Approach %	0.0	7.4	20.6	72.1	-	-	0.0	26.8	16.1	57.1	-	-	0.0	5.3	91.8	2.9	-	-	0.0	3.8	95.5	0.7	-	-	-
Total %	0.0	0.2	0.7	2.3	-	3.2	0.0	0.7	0.4	1.5	-	2.7	0.0	2.8	48.3	1.5	-	52.6	0.0	1.6	39.6	0.3	-	41.5	-
PHF	0.000	0.833	0.778	1.167	-	1.079	0.000	1.000	0.750	0.889	-	1.098	0.000	1.157	1.164	1.185	-	1.168	0.000	1.000	1.241	0.667	-	1.238	1.235
Lights	0	5	14	49	-	68	0	14	9	32	-	55	0	58	1003	31	-	1092	0	33	827	6	-	866	2081
% Lights	-	100.0	100.0	100.0	-	100.0	-	93.3	100.0	100.0	-	98.2	-	98.3	98.7	96.9	-	98.6	-	100.0	99.2	100.0	-	99.2	98.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	5	1	-	6	0	0	4	0	-	4	11
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	6.7	0.0	0.0	-	1.8	-	0.0	0.5	3.1	-	0.5	-	0.0	0.5	0.0	-	0.5	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	8	0	-	9	0	0	3	0	-	3	12
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	1.7	0.8	0.0	-	0.8	-	0.0	0.4	0.0	-	0.3	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chestnut Avenue with Rand Road
Site Code:
Start Date: 04/05/2021

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Chestnut Avenue Eastbound						Chestnut Avenue Westbound						Rand Road Northbound						Rand Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	2	1	16	0	19	0	6	3	2	0	11	0	4	86	2	0	92	0	9	249	1	0	259	381
7:30 AM	0	3	4	11	0	18	0	3	3	2	0	8	1	3	127	2	0	133	0	4	241	1	0	246	405
7:45 AM	0	3	6	12	0	21	0	4	3	6	0	13	0	4	118	1	0	123	0	4	228	2	0	234	391
8:00 AM	0	1	0	7	0	8	0	0	0	2	0	2	0	4	135	1	0	140	0	4	203	0	0	207	357
Total	0	9	11	46	0	66	0	13	9	12	0	34	1	15	466	6	0	488	0	21	921	4	0	946	1534
Approach %	0.0	13.6	16.7	69.7	-	-	0.0	38.2	26.5	35.3	-	-	0.2	3.1	95.5	1.2	-	-	0.0	2.2	97.4	0.4	-	-	-
Total %	0.0	0.6	0.7	3.0	-	4.3	0.0	0.8	0.6	0.8	-	2.2	0.1	1.0	30.4	0.4	-	31.8	0.0	1.4	60.0	0.3	-	61.7	-
PHF	0.000	1.000	0.611	0.958	-	1.048	0.000	0.722	1.000	0.667	-	0.872	0.333	1.250	1.151	1.000	-	1.162	0.000	0.778	1.233	0.667	-	1.218	1.263
Lights	0	9	11	46	-	66	0	13	8	12	-	33	1	15	443	6	-	465	0	21	888	4	-	913	1477
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	88.9	100.0	-	97.1	100.0	100.0	95.1	100.0	-	95.3	-	100.0	96.4	100.0	-	96.5	96.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	0.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	12	0	-	12	0	0	17	0	-	17	30
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	11.1	0.0	-	2.9	0.0	0.0	2.6	0.0	-	2.5	-	0.0	1.8	0.0	-	1.8	2.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	11	0	-	11	0	0	15	0	-	15	26
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	2.4	0.0	-	2.3	-	0.0	1.6	0.0	-	1.6	1.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chestnut Avenue with Stonebridge Drive - West
Site Code:
Start Date: 04/05/2021

Turning Movement Data

Start Time	Chestnut Avenue Eastbound					Chestnut Avenue Westbound					Stonebridge Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:00 PM	1	1	23	0	25	0	14	0	0	14	0	0	1	1	1	40
4:15 PM	0	1	12	0	13	0	14	2	0	16	0	1	0	0	1	30
4:30 PM	0	2	12	1	14	0	12	1	0	13	0	1	1	0	2	29
4:45 PM	0	2	13	0	15	0	15	0	0	15	0	0	0	2	0	30
Hourly Total	1	6	60	1	67	0	55	3	0	58	0	2	2	3	4	129
5:00 PM	0	1	22	0	23	0	8	1	0	9	0	2	3	0	5	37
5:15 PM	0	1	23	0	24	0	15	0	0	15	0	0	1	2	1	40
5:30 PM	0	1	13	0	14	0	16	4	0	20	0	3	0	1	3	37
5:45 PM	0	0	3	0	3	0	9	2	0	11	0	3	0	0	3	17
Hourly Total	0	3	61	0	64	0	48	7	0	55	0	8	4	3	12	131
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:45 AM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	4
Hourly Total	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	4
7:00 AM	0	0	7	0	7	0	13	3	0	16	0	1	1	0	2	25
7:15 AM	0	1	10	0	11	0	8	1	0	9	0	0	0	0	0	20
7:30 AM	0	0	10	0	10	0	9	1	0	10	0	1	1	0	2	22
7:45 AM	0	1	11	0	12	0	10	0	0	10	0	0	0	0	0	22
Hourly Total	0	2	38	0	40	0	40	5	0	45	0	2	2	0	4	89
8:00 AM	0	1	4	0	5	0	4	1	0	5	0	0	1	0	1	11
8:15 AM	0	1	13	0	14	0	3	1	0	4	0	1	1	0	2	20
8:30 AM	0	1	15	0	16	0	16	3	0	19	1	0	0	0	1	36
8:45 AM	0	1	5	0	6	0	7	2	0	9	0	1	0	1	1	16
Hourly Total	0	4	37	0	41	0	30	7	0	37	1	2	2	1	5	83
Grand Total	1	15	198	1	214	0	175	22	0	197	1	14	10	7	25	436
Approach %	0.5	7.0	92.5	-	-	0.0	88.8	11.2	-	-	4.0	56.0	40.0	-	-	-
Total %	0.2	3.4	45.4	-	49.1	0.0	40.1	5.0	-	45.2	0.2	3.2	2.3	-	5.7	-
Lights	1	13	194	-	208	0	171	12	-	183	1	11	9	-	21	412
% Lights	100.0	86.7	98.0	-	97.2	-	97.7	54.5	-	92.9	100.0	78.6	90.0	-	84.0	94.5
Buses	0	1	1	-	2	0	0	5	-	5	0	0	1	-	1	8
% Buses	0.0	6.7	0.5	-	0.9	-	0.0	22.7	-	2.5	0.0	0.0	10.0	-	4.0	1.8
Single-Unit Trucks	0	0	2	-	2	0	2	0	-	2	0	0	0	-	0	4
% Single-Unit Trucks	0.0	0.0	1.0	-	0.9	-	1.1	0.0	-	1.0	0.0	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	1	-	2	0	2	5	-	7	0	3	0	-	3	12
% Bicycles on Road	0.0	6.7	0.5	-	0.9	-	1.1	22.7	-	3.6	0.0	21.4	0.0	-	12.0	2.8

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chestnut Avenue with Stonebridge Drive - West
Site Code:
Start Date: 04/05/2021

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Chestnut Avenue Eastbound					Chestnut Avenue Westbound					Stonebridge Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:45 PM	0	2	13	0	15	0	15	0	0	15	0	0	0	2	0	30
5:00 PM	0	1	22	0	23	0	8	1	0	9	0	2	3	0	5	37
5:15 PM	0	1	23	0	24	0	15	0	0	15	0	0	1	2	1	40
5:45 PM	0	1	13	0	14	0	16	4	0	20	0	3	0	1	3	37
Total	0	5	71	0	76	0	54	5	0	59	0	5	4	5	9	144
Approach %	0.0	6.6	93.4	-	-	0.0	91.5	8.5	-	-	0.0	55.6	44.4	-	-	-
Total %	0.0	3.5	49.3	-	52.8	0.0	37.5	3.5	-	41.0	0.0	3.5	2.8	-	6.3	-
PHF	0.000	0.833	1.029	-	1.056	0.000	1.125	0.417	-	0.983	0.000	0.556	0.444	-	0.600	1.200
Lights	0	5	70	-	75	0	52	2	-	54	0	4	4	-	8	137
% Lights	-	100.0	98.6	-	98.7	-	96.3	40.0	-	91.5	-	80.0	100.0	-	88.9	95.1
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	1	-	1	0	1	0	-	1	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	1.4	-	1.3	-	1.9	0.0	-	1.7	-	0.0	0.0	-	0.0	1.4
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	1	3	-	4	0	1	0	-	1	5
% Bicycles on Road	-	0.0	0.0	-	0.0	-	1.9	60.0	-	6.8	-	20.0	0.0	-	11.1	3.5
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chestnut Avenue with Stonebridge Drive - West
Site Code:
Start Date: 04/05/2021

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Chestnut Avenue Eastbound					Chestnut Avenue Westbound					Stonebridge Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	1	10	0	11	0	8	1	0	9	0	0	0	0	0	20
7:30 AM	0	0	10	0	10	0	9	1	0	10	0	1	1	0	2	22
7:45 AM	0	1	11	0	12	0	10	0	0	10	0	0	0	0	0	22
8:00 AM	0	1	4	0	5	0	4	1	0	5	0	0	1	0	1	11
Total	0	3	35	0	38	0	31	3	0	34	0	1	2	0	3	75
Approach %	0.0	7.9	92.1	-	-	0.0	91.2	8.8	-	-	0.0	33.3	66.7	-	-	-
Total %	0.0	4.0	46.7	-	50.7	0.0	41.3	4.0	-	45.3	0.0	1.3	2.7	-	4.0	-
PHF	0.000	1.000	1.061	-	1.056	0.000	1.033	1.000	-	1.133	0.000	0.333	0.667	-	0.500	1.136
Lights	0	2	35	-	37	0	30	3	-	33	0	1	2	-	3	73
% Lights	-	66.7	100.0	-	97.4	-	96.8	100.0	-	97.1	-	100.0	100.0	-	100.0	97.3
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	3.2	0.0	-	2.9	-	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	-	33.3	0.0	-	2.6	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	1.3
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chestnut Avenue with Stonebridge Drive - East
Site Code:
Start Date: 04/05/2021

Turning Movement Data

Start Time	Chestnut Avenue Eastbound					Chestnut Avenue Westbound					Stonebridge Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:15 PM	0	1	16	0	17	0	20	2	0	22	0	1	0	1	1	40
4:30 PM	0	1	10	0	11	0	9	1	0	10	0	0	1	3	1	22
4:45 PM	0	2	8	0	10	0	12	4	0	16	0	2	1	2	3	29
Hourly Total	0	4	34	0	38	0	41	7	0	48	0	3	2	6	5	91
5:00 PM	0	2	13	0	15	0	7	4	0	11	0	3	2	1	5	31
5:15 PM	0	3	16	0	19	0	7	1	0	8	0	3	0	1	3	30
5:30 PM	0	2	14	0	16	0	13	1	1	14	0	1	1	3	2	32
5:45 PM	0	1	3	0	4	0	8	1	0	9	0	2	1	2	3	16
Hourly Total	0	8	46	0	54	0	35	7	1	42	0	9	4	7	13	109
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:00 AM	0	0	6	0	6	0	10	1	0	11	0	0	2	0	2	19
7:15 AM	0	0	11	0	11	0	8	0	0	8	0	3	0	0	3	22
7:30 AM	0	0	12	0	12	0	6	1	0	7	0	1	1	0	2	21
7:45 AM	0	0	9	0	9	0	7	2	0	9	0	3	1	0	4	22
Hourly Total	0	0	38	0	38	0	31	4	0	35	0	7	4	0	11	84
8:00 AM	0	0	6	0	6	0	3	0	0	3	0	2	0	0	2	11
8:15 AM	0	0	6	0	6	0	4	3	0	7	0	5	1	1	6	19
8:30 AM	0	1	12	0	13	0	7	2	0	9	0	4	3	0	7	29
8:45 AM	0	1	5	0	6	0	7	0	0	7	0	5	2	2	7	20
Hourly Total	0	2	29	0	31	0	21	5	0	26	0	16	6	3	22	79
Grand Total	0	14	147	0	161	0	128	23	1	151	0	35	17	16	52	364
Approach %	0.0	8.7	91.3	-	-	0.0	84.8	15.2	-	-	0.0	67.3	32.7	-	-	-
Total %	0.0	3.8	40.4	-	44.2	0.0	35.2	6.3	-	41.5	0.0	9.6	4.7	-	14.3	-
Lights	0	13	144	-	157	0	123	22	-	145	0	32	16	-	48	350
% Lights	-	92.9	98.0	-	97.5	-	96.1	95.7	-	96.0	-	91.4	94.1	-	92.3	96.2
Buses	0	0	0	-	0	0	3	0	-	3	0	2	0	-	2	5
% Buses	-	0.0	0.0	-	0.0	-	2.3	0.0	-	2.0	-	5.7	0.0	-	3.8	1.4
Single-Unit Trucks	0	1	1	-	2	0	1	0	-	1	0	0	1	-	1	4
% Single-Unit Trucks	-	7.1	0.7	-	1.2	-	0.8	0.0	-	0.7	-	0.0	5.9	-	1.9	1.1
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	2	-	2	0	1	1	-	2	0	1	0	-	1	5
% Bicycles on Road	-	0.0	1.4	-	1.2	-	0.8	4.3	-	1.3	-	2.9	0.0	-	1.9	1.4
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	16	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chestnut Avenue with Stonebridge Drive - East
Site Code:
Start Date: 04/05/2021

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Chestnut Avenue Eastbound					Chestnut Avenue Westbound					Stonebridge Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:45 PM	0	2	8	0	10	0	12	4	0	16	0	2	1	2	3	29
5:00 PM	0	2	13	0	15	0	7	4	0	11	0	3	2	1	5	31
5:15 PM	0	3	16	0	19	0	7	1	0	8	0	3	0	1	3	30
5:30 PM	0	2	14	0	16	0	13	1	1	14	0	1	1	3	2	32
Total	0	9	51	0	60	0	39	10	1	49	0	9	4	7	13	122
Approach %	0.0	15.0	85.0	-	-	0.0	79.6	20.4	-	-	0.0	69.2	30.8	-	-	-
Total %	0.0	7.4	41.8	-	49.2	0.0	32.0	8.2	-	40.2	0.0	7.4	3.3	-	10.7	-
PHF	0.000	1.000	1.063	-	1.053	0.000	1.000	0.833	-	1.021	0.000	1.000	0.667	-	0.867	1.271
Lights	0	8	51	-	59	0	39	10	-	49	0	9	3	-	12	120
% Lights	-	88.9	100.0	-	98.3	-	100.0	100.0	-	100.0	-	100.0	75.0	-	92.3	98.4
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	-	1	0	0	0	-	0	0	0	1	-	1	2
% Single-Unit Trucks	-	11.1	0.0	-	1.7	-	0.0	0.0	-	0.0	-	0.0	25.0	-	7.7	1.6
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chestnut Avenue with Stonebridge Drive - East
Site Code:
Start Date: 04/05/2021

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Chestnut Avenue Eastbound					Chestnut Avenue Westbound					Stonebridge Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	0	11	0	11	0	8	0	0	8	0	3	0	0	3	22
7:30 AM	0	0	12	0	12	0	6	1	0	7	0	1	1	0	2	21
7:45 AM	0	0	9	0	9	0	7	2	0	9	0	3	1	0	4	22
8:00 AM	0	0	6	0	6	0	3	0	0	3	0	2	0	0	2	11
Total	0	0	38	0	38	0	24	3	0	27	0	9	2	0	11	76
Approach %	0.0	0.0	100.0	-	-	0.0	88.9	11.1	-	-	0.0	81.8	18.2	-	-	-
Total %	0.0	0.0	50.0	-	50.0	0.0	31.6	3.9	-	35.5	0.0	11.8	2.6	-	14.5	-
PHF	0.000	0.000	1.056	-	1.056	0.000	1.000	0.500	-	1.000	0.000	1.000	0.667	-	0.917	1.152
Lights	0	0	38	-	38	0	23	3	-	26	0	8	2	-	10	74
% Lights	-	-	100.0	-	100.0	-	95.8	100.0	-	96.3	-	88.9	100.0	-	90.9	97.4
Buses	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Buses	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	11.1	0.0	-	9.1	1.3
Single-Unit Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	-	0.0	-	0.0	-	4.2	0.0	-	3.7	-	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Study Name	Chestnut Avenue with Central Drives
Start Date	Monday, April 05, 2021 4:11 PM
End Date	Tuesday, April 06, 2021 9:11 AM
Site Code	

Report Summary

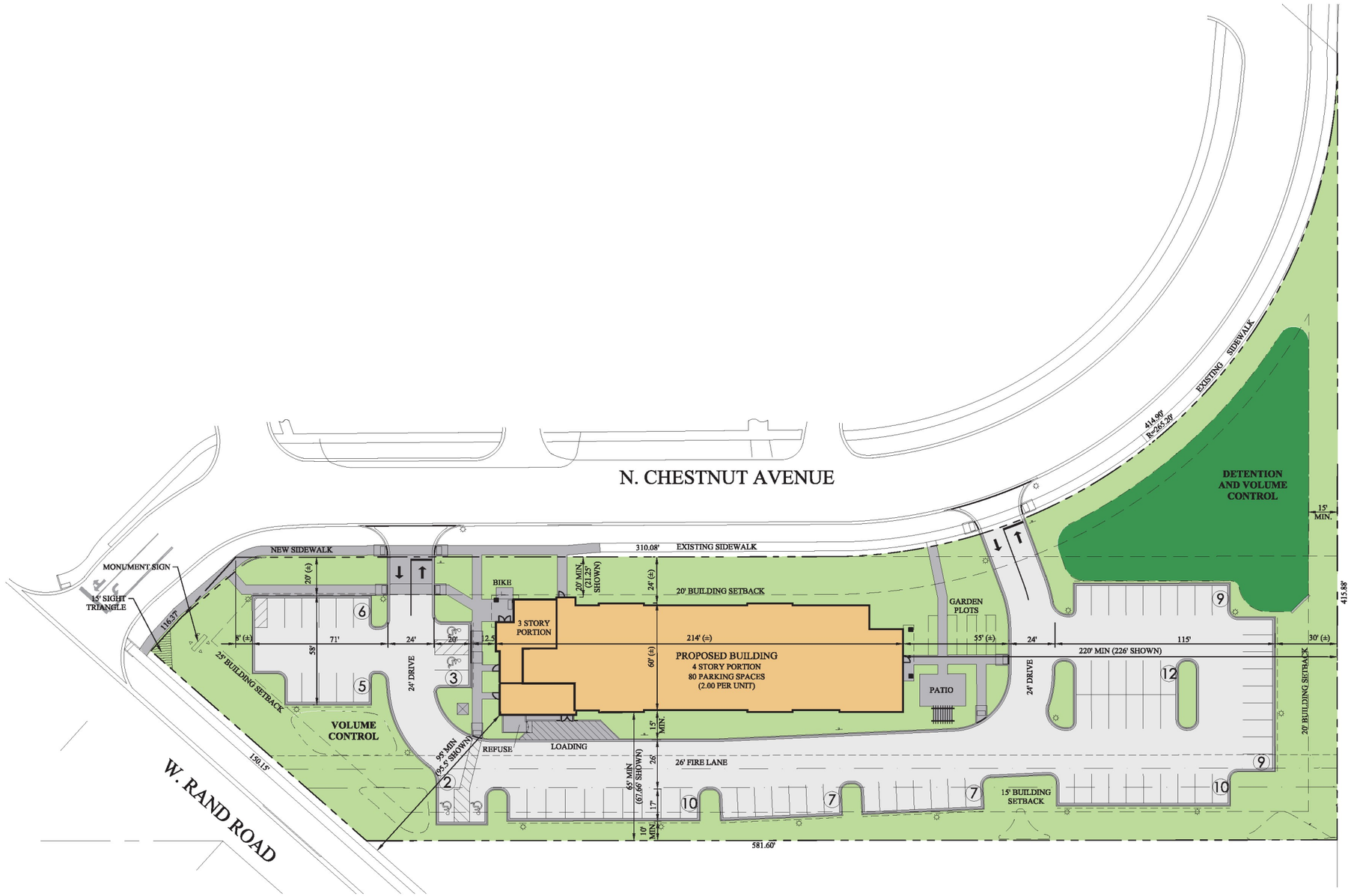
		Eastbound							Westbound							Southeastbound							Northeastbound							Southwestbound							Crosswalk		
Time Period	**Class.**	**U**	**HL**	**BL**	**T**	**HR**	**I**	**O**	**U**	**BL**	**T**	**BR**	**HR**	**I**	**O**	**U**	**L**	**BL**	**R**	**HR**	**I**	**O**	**U**	**HL**	**L**	**T**	**BR**	**I**	**O**	**U**	**HL**	**T**	**BR**	**R**	**I**	**O**	**Total**		**ıdestria**	**Total**
Peak 1	Lights	0	11	5	57	1	74	53	0	0	40	1	0	41	58	0	1	1	0	8	10	14	0	0	0	0	0	0	1	0	0	0	5	2	7	6	132	W	4	4
Specified Period	%	0%	100%	100%	98%	100%	99%	90%	0%	0%	93%	100%	0%	93%	98%	0%	100%	100%	0%	100%	100%	93%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	63%	100%	70%	100%	94%		100%	
4:45 PM - 5:45 PM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
4:56 PM - 5:45 PM	ıgle-Unit Truc	0	0	0	1	0	1	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	NW	38	38
	%	0%	0%	0%	2%	0%	1%	2%	0%	0%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%		100%	
	ticulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SW	1	1
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	icycles on Roa	0	0	0	0	0	0	5	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	3	0	3	0	6	NE	37	37
	%	0%	0%	0%	0%	0%	0%	8%	0%	0%	5%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	38%	0%	30%	0%	4%		100%	
	Total	**0**	**11**	**5**	**58**	**1**	**75**	**59**	**0**	**0**	**43**	**1**	**0**	**44**	**59**	**0**	**1**	**1**	**0**	**8**	**10**	**15**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**8**	**2**	**10**	**6**	**140**		**80**	**80**
	PHF	0	0.39	0.62	0.76	0.25	0.67	0.74	0	0	0.77	0.25	0	0.73	0.78	0	0.25	0.25	0	0.67	0.83	0.54	0	0	0.25	0	0	0.25	0.25	0	0	0	0.5	0.25	0.42	0.75	0.81			
	Approach %						54%	42%						31%	42%						7%	11%						1%	1%						7%	4%				

Study Name	Chestnut Avenue with Central Drives
Start Date	Monday, April 05, 2021 4:11 PM
End Date	Tuesday, April 06, 2021 9:11 AM
Site Code	

Report Summary

		Eastbound							Westbound							Southeastbound							Northeastbound							Southwestbound								Crosswalk	
Time Period	**Class.**	**U**	**HL**	**BL**	**T**	**HR**	**I**	**O**	**U**	**BL**	**T**	**BR**	**HR**	**I**	**O**	**U**	**L**	**BL**	**R**	**HR**	**I**	**O**	**U**	**HL**	**L**	**T**	**BR**	**I**	**O**	**U**	**HL**	**T**	**BR**	**R**	**I**	**O**	**Total**		**ıdestria**	**Total**
Peak 1	Lights	0	0	2	36	0	38	31	0	0	27	1	0	28	38	0	0	2	0	1	3	1	0	0	0	0	0	0	0	0	0	0	3	0	3	2	72	W	1	1
Specified Period	%	0%	0%	100%	100%	0%	100%	97%	0%	0%	96%	100%	0%	97%	100%	0%	0%	100%	0%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	100%	99%		100%	
7:15 AM - 8:15 AM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
7:26 AM - 8:15 AM	ıgle-Unit Truc	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	NW	7	7
	%	0%	0%	0%	0%	0%	0%	3%	0%	0%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%		100%	
	ticulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SW	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NE	7	7
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	Total	**0**	**0**	**2**	**36**	**0**	**38**	**32**	**0**	**0**	**28**	**1**	**0**	**29**	**38**	**0**	**0**	**2**	**0**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**2**	**73**		**15**	**15**
	PHF	0	0	0.5	0.69	0	0.68	0.73	0	0	0.78	0.25	0	0.72	0.73	0	0	0.5	0	0.25	0.75	0.25	0	0	0	0	0	0	0	0	0	0	0.38	0	0.38	0.5	0.79			
	Approach %						52%	44%						40%	52%						4%	1%						0%	0%						4%	3%				

Preliminary Site Plan


N. CHESTNUT AVENUE
W. RAND ROAD
EXISTING SIDEWALK
NEW SIDEWALK
MONUMENT SIGN
15' SIGHT TRIANGLE
116.37'
25' BUILDING SETBACK
VOLUME CONTROL
150.15'
20' (±)
8' (±)
71'
58'
24'
24' DRIVE
20'
2.5'
BIKE
20' MIN. (21.25' SHOWN)
24' (±)
20' BUILDING SETBACK
3 STORY PORTION
214' (±)
60' (±)
PROPOSED BUILDING
4 STORY PORTION
80 PARKING SPACES
(2.00 PER UNIT)
310.08'
GARDEN PLOTS
55' (±)
PATIO
24' DRIVE
115'
30' (±)
220' MIN (226' SHOWN)
DETENTION AND VOLUME CONTROL
15' MIN.
414.90'
R=265.20'
415.88'
20' BUILDING SETBACK
REFUSE
LOADING
95' MIN (95.5' SHOWN)
15' MIN.
26'
26' FIRE LANE
65' MIN (67.66' SHOWN)
17'
10' MIN.
15' BUILDING SETBACK
581.60'

ITE Trip Generation Worksheets

Multifamily Housing (Mid-Rise)
(221)

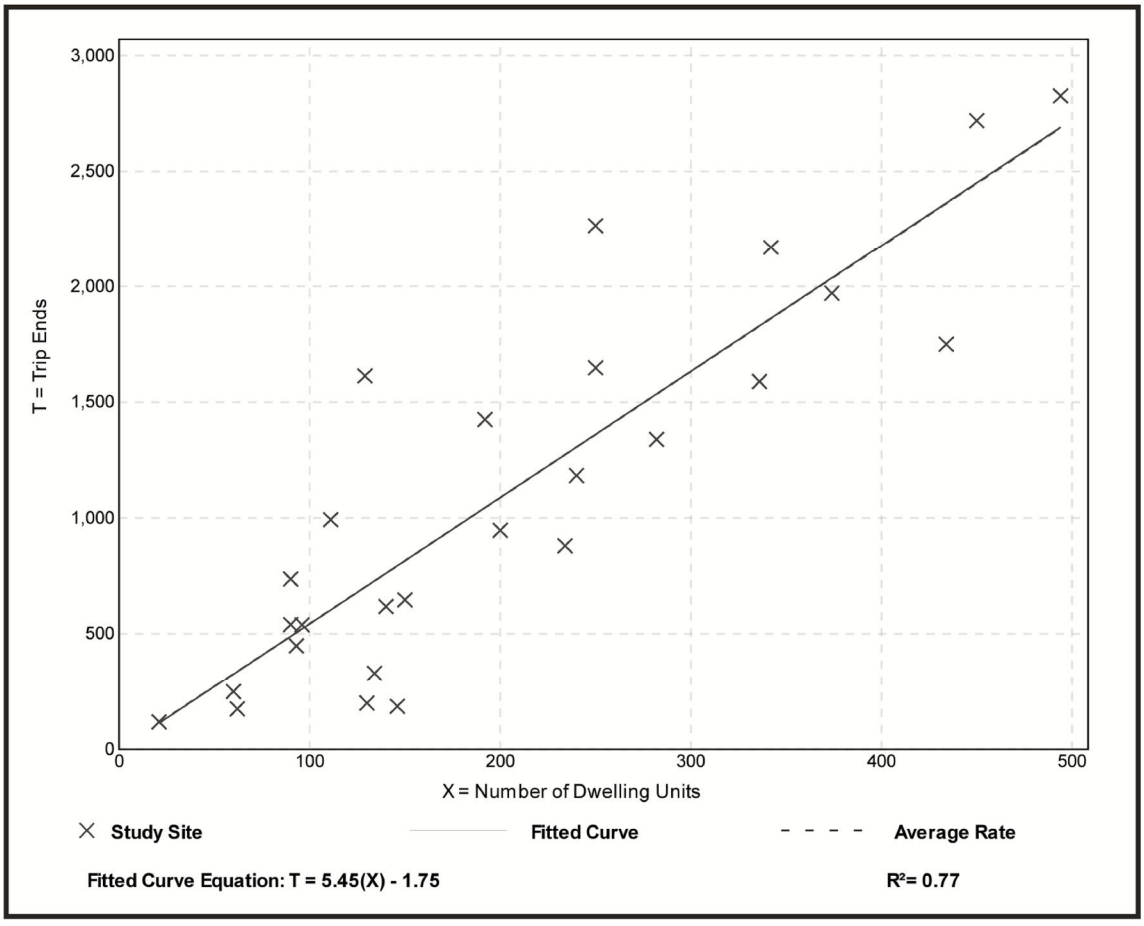
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



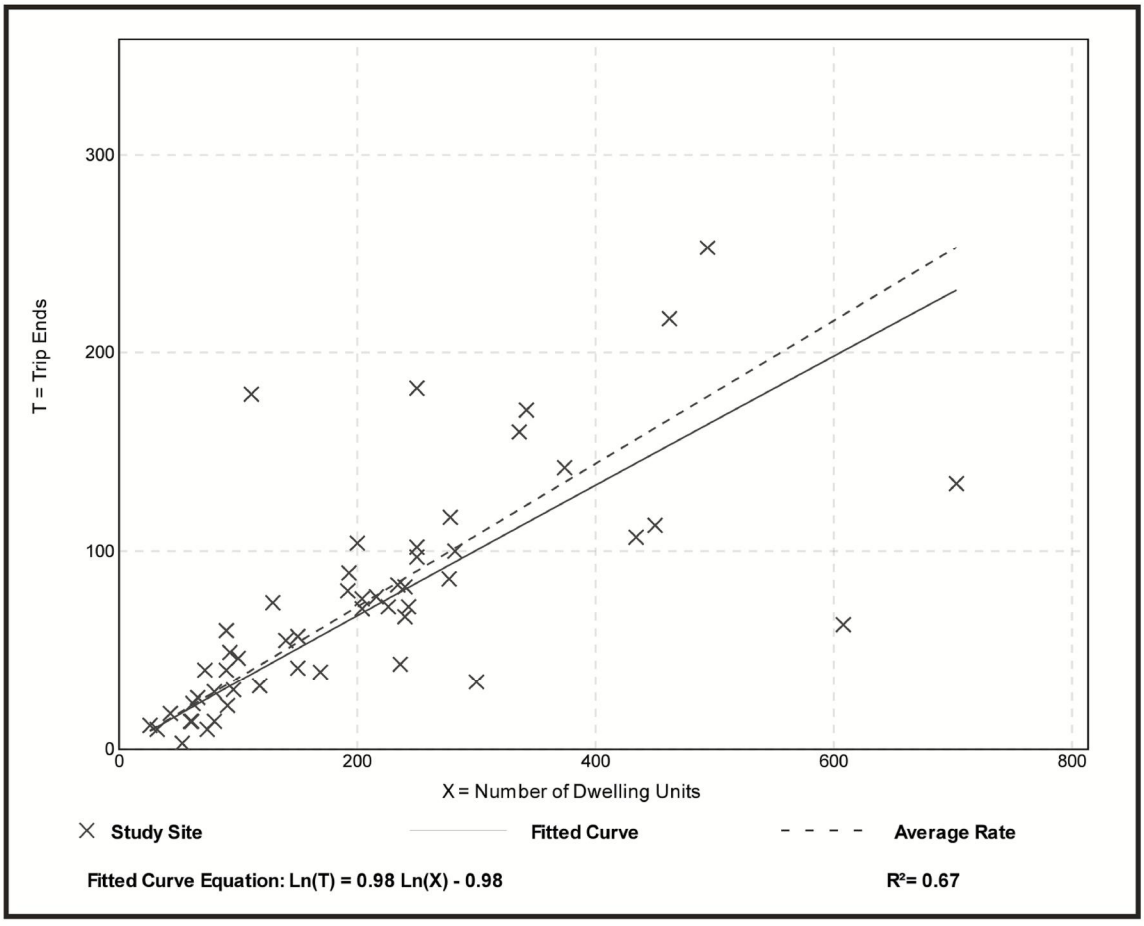
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 53
Avg. Num. of Dwelling Units: 207
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



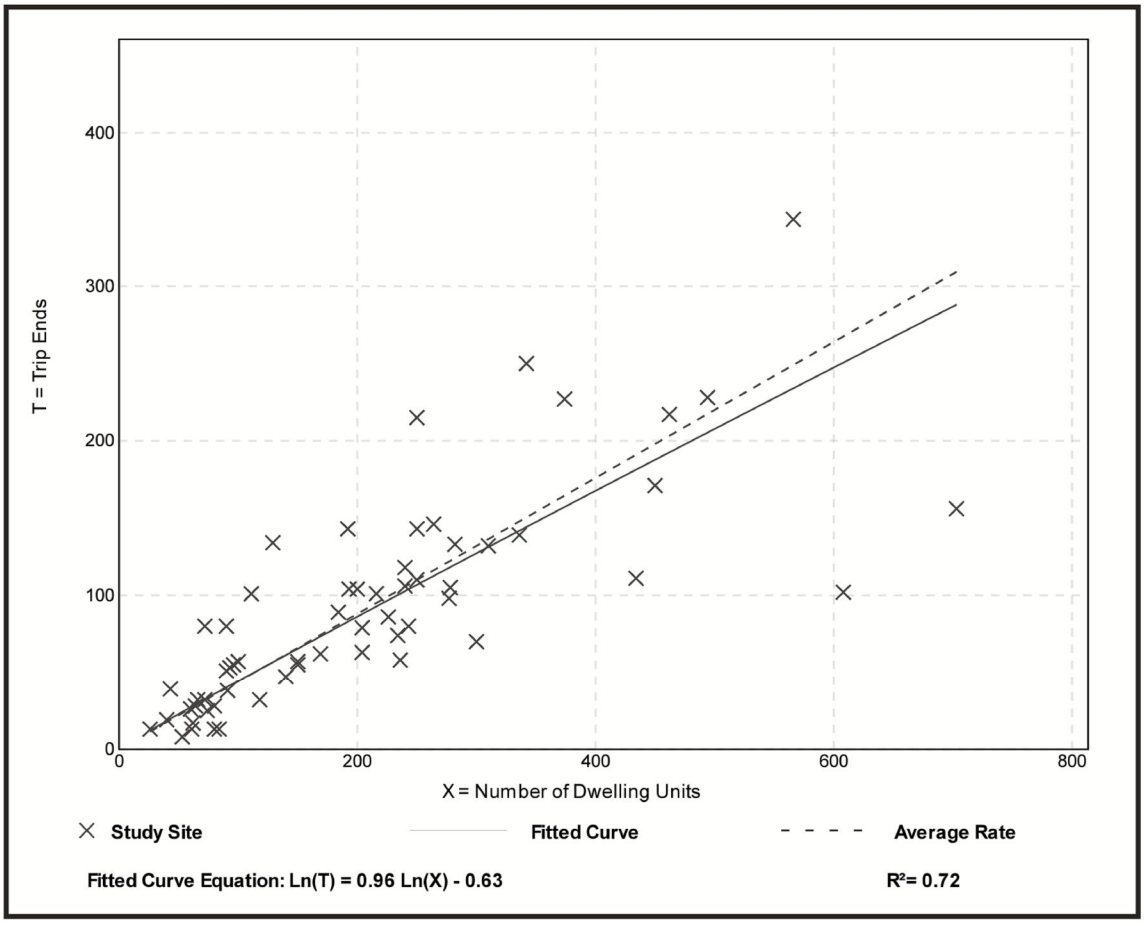
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 60
Avg. Num. of Dwelling Units: 208
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

April 6, 2021

Brendan S. May
Senor Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: ***Rand Road (US 12) @ Chestnut Avenue/Techny Road***
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated April 6, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current AADT	Year 2050 AADT
Rand Rd, @ Chestnut Ave/Techny Rd	29,900	33,200

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2020 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
\2021_CY_TrafficForecast\ArlingtonHeights\ck-47-21\ck-47-21.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour Conditions

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	9	13	46	13	9	12	21	921	4	16	466	6
Future Vol, veh/h	9	13	46	13	9	12	21	921	4	16	466	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	0	-	-	125	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	11	0	0	4	0	0	5	0
Mvmt Flow	9	14	48	14	9	13	22	969	4	17	491	6

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1299	1546	487	1064	1545	249	497	0	0	973	0	0
Stage 1	1015	1015	-	528	528	-	-	-	-	-	-	-
Stage 2	284	531	-	536	1017	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.72	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.11	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	121	116	532	180	104	757	1077	-	-	717	-	-
Stage 1	259	318	-	507	504	-	-	-	-	-	-	-
Stage 2	705	529	-	501	294	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	111	111	532	151	99	757	1077	-	-	717	-	-
Mov Cap-2 Maneuver	204	222	-	273	200	-	-	-	-	-	-	-
Stage 1	254	312	-	497	492	-	-	-	-	-	-	-
Stage 2	664	516	-	427	288	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	16.5	17.2	0.2	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	EBLn2	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	717	-	-	204	407	273	345	1077	-	-
HCM Lane V/C Ratio	0.023	-	-	0.046	0.153	0.05	0.064	0.021	-	-
HCM Control Delay (s)	10.1	-	-	23.5	15.4	18.9	16.1	8.4	-	-
HCM Lane LOS	B	-	-	C	C	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0.2	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	37	32	3	1	2
Future Vol, veh/h	3	37	32	3	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	3	39	34	3	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	37	0	-	0	81	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1587	-	-	-	926	1042
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1587	-	-	-	924	1042
Mov Cap-2 Maneuver	-	-	-	-	924	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	983	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1587	-	-	-	999
HCM Lane V/C Ratio	0.002	-	-	-	0.003
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	31	1	2	4
Future Vol, veh/h	0	38	31	1	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	0	40	33	1	2	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	34	0	-	0	74	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1591	-	-	-	935	1045
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1591	-	-	-	935	1045
Mov Cap-2 Maneuver	-	-	-	-	935	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1591	-	-	-	1006
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Control Delay (s)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	38	28	0	0	4
Future Vol, veh/h	2	38	28	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	2	40	29	0	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	73	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	44	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1597	-	-	-	936	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1597	-	-	-	935	1052
Mov Cap-2 Maneuver	-	-	-	-	935	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1597	-	-	-	1052
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	2	0	38	26	3
Future Vol, veh/h	9	2	0	38	26	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	3	0
Mvmt Flow	9	2	0	40	27	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	69	29	30	0	-	0
Stage 1	29	-	-	-	-	-
Stage 2	40	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	941	1052	1596	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	941	1052	1596	-	-	-
Mov Cap-2 Maneuver	941	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	988	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1596	-	959	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour Conditions

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	49	14	5	15	9	34	33	917	6	59	1118	32
Future Vol, veh/h	49	14	5	15	9	34	33	917	6	59	1118	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	0	-	-	125	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	7	0	0	0	1	0	2	1	3
Mvmt Flow	53	15	5	16	10	37	35	986	6	63	1202	34

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1791	2421	496	1916	2407	618	1236	0	0	992	0	0
Stage 1	1059	1059	-	1345	1345	-	-	-	-	-	-	-
Stage 2	732	1362	-	571	1062	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.64	6.5	6.9	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.64	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.64	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.57	4	3.3	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 52	33	525	39	34	437	571	-	-	693	-	-
Stage 1	243	304	-	153	222	-	-	-	-	-	-	-
Stage 2	383	218	-	461	303	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 40	28	525	31	29	437	571	-	-	693	-	-
Mov Cap-2 Maneuver	131	106	-	104	110	-	-	-	-	-	-	-
Stage 1	228	285	-	144	202	-	-	-	-	-	-	-
Stage 2	304	198	-	406	285	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	46.1	27.5	0.4	0.5
HCM LOS	E	D		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	EBLn2	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	693	-	-	131	134	104	269	571	-	-
HCM Lane V/C Ratio	0.092	-	-	0.402	0.152	0.155	0.172	0.062	-	-
HCM Control Delay (s)	10.7	-	-	49.8	36.6	45.9	21.1	11.7	-	-
HCM Lane LOS	B	-	-	E	E	E	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.7	0.5	0.5	0.6	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	74	54	5	5	4
Future Vol, veh/h	5	74	54	5	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	5	80	58	5	5	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	63	0	-	0	151	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1553	-	-	-	846	1010
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	939	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1553	-	-	-	843	1010
Mov Cap-2 Maneuver	-	-	-	-	843	-
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	939	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1553	-	-	-	910
HCM Lane V/C Ratio	0.003	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	67	51	1	2	8
Future Vol, veh/h	12	67	51	1	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	13	72	55	1	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	56	0	-	0	154	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	98	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1562	-	-	-	842	1016
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1562	-	-	-	834	1016
Mov Cap-2 Maneuver	-	-	-	-	834	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	931	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1562	-	-	-	974
HCM Lane V/C Ratio	0.008	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	62	48	0	0	4
Future Vol, veh/h	7	62	48	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	8	67	52	0	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	52	0	-	0	135	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	83	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1567	-	-	-	863	1021
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	945	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1567	-	-	-	859	1021
Mov Cap-2 Maneuver	-	-	-	-	859	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	945	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1567	-	-	-	1021
HCM Lane V/C Ratio	0.005	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	4	9	53	44	10
Future Vol, veh/h	9	4	9	53	44	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	4	0
Mvmt Flow	10	4	10	57	47	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	130	53	58	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	869	1020	1559	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	863	1020	1559	-	-	-
Mov Cap-2 Maneuver	863	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1559	-	906	-	-
HCM Lane V/C Ratio	0.006	-	0.015	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Capacity Analysis Summary Sheets

No-Build Weekday Morning Peak Hour Conditions

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	9	13	46	13	9	12	21	940	4	16	476	6
Future Vol, veh/h	9	13	46	13	9	12	21	940	4	16	476	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	0	-	-	125	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	11	0	0	4	0	0	5	0
Mvmt Flow	9	14	48	14	9	13	22	989	4	17	501	6

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1324	1576	497	1084	1575	254	507	0	0	993	0	0
Stage 1	1035	1035	-	538	538	-	-	-	-	-	-	-
Stage 2	289	541	-	546	1037	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.72	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.11	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	116	111	524	174	100	752	1068	-	-	704	-	-
Stage 1	252	312	-	500	499	-	-	-	-	-	-	-
Stage 2	700	524	-	495	288	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	106	106	524	145	96	752	1068	-	-	704	-	-
Mov Cap-2 Maneuver	199	216	-	267	195	-	-	-	-	-	-	-
Stage 1	247	305	-	490	487	-	-	-	-	-	-	-
Stage 2	659	511	-	420	282	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	16.8	17.5	0.2	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	EBLn2	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	704	-	-	199	399	267	338	1068	-	-
HCM Lane V/C Ratio	0.024	-	-	0.048	0.156	0.051	0.065	0.021	-	-
HCM Control Delay (s)	10.2	-	-	24	15.7	19.2	16.4	8.4	-	-
HCM Lane LOS	B	-	-	C	C	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0.2	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	37	32	3	1	2
Future Vol, veh/h	3	37	32	3	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	3	39	34	3	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	37	0	-	0	81	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1587	-	-	-	926	1042
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1587	-	-	-	924	1042
Mov Cap-2 Maneuver	-	-	-	-	924	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	983	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1587	-	-	-	999
HCM Lane V/C Ratio	0.002	-	-	-	0.003
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	31	1	2	4
Future Vol, veh/h	0	38	31	1	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	0	40	33	1	2	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	34	0	-	0	74	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1591	-	-	-	935	1045
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1591	-	-	-	935	1045
Mov Cap-2 Maneuver	-	-	-	-	935	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1591	-	-	-	1006
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Control Delay (s)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	38	28	0	0	4
Future Vol, veh/h	2	38	28	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	2	40	29	0	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	73	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	44	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1597	-	-	-	936	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1597	-	-	-	935	1052
Mov Cap-2 Maneuver	-	-	-	-	935	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1597	-	-	-	1052
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	2	0	38	26	3
Future Vol, veh/h	9	2	0	38	26	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	3	0
Mvmt Flow	9	2	0	40	27	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	69	29	30	0	-	0
Stage 1	29	-	-	-	-	-
Stage 2	40	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	941	1052	1596	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	941	1052	1596	-	-	-
Mov Cap-2 Maneuver	941	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	988	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1596	-	959	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Capacity Analysis Summary Sheets

No-Build Weekday Evening Peak Hour Conditions

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	49	14	5	15	9	34	33	936	6	59	1141	32
Future Vol, veh/h	49	14	5	15	9	34	33	936	6	59	1141	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	0	-	-	125	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	7	0	0	0	1	0	2	1	3
Mvmt Flow	53	15	5	16	10	37	35	1006	6	63	1227	34

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1824	2466	506	1951	2452	631	1261	0	0	1012	0	0
Stage 1	1079	1079	-	1370	1370	-	-	-	-	-	-	-
Stage 2	745	1387	-	581	1082	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.64	6.5	6.9	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.64	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.64	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.57	4	3.3	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 49	31	517	36	31	429	558	-	-	681	-	-
Stage 1	237	297	-	147	216	-	-	-	-	-	-	-
Stage 2	377	212	-	454	296	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 37	26	517	28	26	429	558	-	-	681	-	-
Mov Cap-2 Maneuver	127	102	-	99	105	-	-	-	-	-	-	-
Stage 1	222	278	-	138	196	-	-	-	-	-	-	-
Stage 2	298	192	-	398	277	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	48.2	28.6	0.4	0.5
HCM LOS	E	D		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	EBLn2	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	681	-	-	127	129	99	261	558	-	-
HCM Lane V/C Ratio	0.093	-	-	0.415	0.158	0.163	0.177	0.064	-	-
HCM Control Delay (s)	10.8	-	-	52.1	38.1	48.3	21.7	11.9	-	-
HCM Lane LOS	B	-	-	F	E	E	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.8	0.5	0.6	0.6	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	74	54	5	5	4
Future Vol, veh/h	5	74	54	5	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	5	80	58	5	5	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	63	0	-	0	151	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1553	-	-	-	846	1010
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	939	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1553	-	-	-	843	1010
Mov Cap-2 Maneuver	-	-	-	-	843	-
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	939	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1553	-	-	-	910
HCM Lane V/C Ratio	0.003	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	67	51	1	2	8
Future Vol, veh/h	12	67	51	1	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	13	72	55	1	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	56	0	-	0	154	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	98	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1562	-	-	-	842	1016
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1562	-	-	-	834	1016
Mov Cap-2 Maneuver	-	-	-	-	834	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	931	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1562	-	-	-	974
HCM Lane V/C Ratio	0.008	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	62	48	0	0	4
Future Vol, veh/h	7	62	48	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	8	67	52	0	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	52	0	-	0	135	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	83	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1567	-	-	-	863	1021
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	945	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1567	-	-	-	859	1021
Mov Cap-2 Maneuver	-	-	-	-	859	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	945	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1567	-	-	-	1021
HCM Lane V/C Ratio	0.005	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	4	9	53	44	10
Future Vol, veh/h	9	4	9	53	44	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	4	0
Mvmt Flow	10	4	10	57	47	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	130	53	58	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	869	1020	1559	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	863	1020	1559	-	-	-
Mov Cap-2 Maneuver	863	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1559	-	906	-	-
HCM Lane V/C Ratio	0.006	-	0.015	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Capacity Analysis Summary Sheets

Projected Weekday Morning Peak Hour Conditions

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	9	13	46	17	9	17	23	940	4	16	476	8
Future Vol, veh/h	9	13	46	17	9	17	23	940	4	16	476	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	0	-	-	125	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	11	0	0	4	0	0	5	0
Mvmt Flow	9	14	48	18	9	18	24	989	4	17	501	8

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1328	1582	497	1089	1580	255	509	0	0	993	0	0
Stage 1	1039	1039	-	539	539	-	-	-	-	-	-	-
Stage 2	289	543	-	550	1041	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.72	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.11	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	115	110	524	172	99	750	1066	-	-	704	-	-
Stage 1	250	310	-	499	498	-	-	-	-	-	-	-
Stage 2	700	523	-	492	286	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	104	105	524	143	94	750	1066	-	-	704	-	-
Mov Cap-2 Maneuver	196	215	-	265	193	-	-	-	-	-	-	-
Stage 1	244	303	-	488	486	-	-	-	-	-	-	-
Stage 2	654	510	-	417	279	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	16.8	17.1	0.2	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	EBLn2	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	704	-	-	196	398	265	375	1066	-	-
HCM Lane V/C Ratio	0.024	-	-	0.048	0.156	0.068	0.073	0.023	-	-
HCM Control Delay (s)	10.2	-	-	24.3	15.7	19.6	15.4	8.5	-	-
HCM Lane LOS	B	-	-	C	C	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.5	0.2	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	41	41	3	1	2
Future Vol, veh/h	3	41	41	3	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	3	43	43	3	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	46	0	-	0	94	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	49	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1575	-	-	-	911	1031
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	979	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1575	-	-	-	909	1031
Mov Cap-2 Maneuver	-	-	-	-	909	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	979	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1575	-	-	-	987
HCM Lane V/C Ratio	0.002	-	-	-	0.003
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	40	35	1	2	4
Future Vol, veh/h	0	40	35	1	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	0	42	37	1	2	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	38	0	-	0	80	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1585	-	-	-	927	1040
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1585	-	-	-	927	1040
Mov Cap-2 Maneuver	-	-	-	-	927	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	986	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	999
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Control Delay (s)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	40	32	0	0	4
Future Vol, veh/h	2	40	32	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	2	42	34	0	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	34	0	-	0	80	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	46	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1591	-	-	-	927	1045
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1591	-	-	-	926	1045
Mov Cap-2 Maneuver	-	-	-	-	926	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	982	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1591	-	-	-	1045
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	2	0	39	26	3
Future Vol, veh/h	9	2	0	39	26	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	3	0
Mvmt Flow	9	2	0	41	27	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	70	29	30	0	-	0
Stage 1	29	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	939	1052	1596	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	939	1052	1596	-	-	-
Mov Cap-2 Maneuver	939	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	987	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1596	-	958	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	2	0	39	5	0
Future Vol, veh/h	40	2	0	39	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	42	2	0	41	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	44	0	84	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1577	-	923	1033
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1577	-	923	1033
Mov Cap-2 Maneuver	-	-	-	-	923	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	987	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	923	-	-	1577	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	38	2	0	28	4	1
Future Vol, veh/h	38	2	0	28	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	40	2	0	29	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	42	0	70	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1580	-	939	1036
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	999	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1580	-	939	1036
Mov Cap-2 Maneuver	-	-	-	-	939	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	999	-

Approach	NB	SB	NW
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	957	1580	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	-	-	8.8	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Capacity Analysis Summary Sheets

Projected Weekday Evening Peak Hour Conditions

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	49	15	5	18	9	38	38	936	6	59	1141	36
Future Vol, veh/h	49	15	5	18	9	38	38	936	6	59	1141	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	0	-	-	125	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	7	0	0	0	1	0	2	1	3
Mvmt Flow	53	16	5	19	10	41	41	1006	6	63	1227	39

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1836	2483	506	1966	2467	633	1266	0	0	1012	0	0
Stage 1	1091	1091	-	1373	1373	-	-	-	-	-	-	-
Stage 2	745	1392	-	593	1094	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.64	6.5	6.9	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.64	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.64	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.57	4	3.3	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 48	30	517	35	31	427	556	-	-	681	-	-
Stage 1	233	293	-	147	215	-	-	-	-	-	-	-
Stage 2	377	211	-	447	292	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 35	25	517	27	26	427	556	-	-	681	-	-
Mov Cap-2 Maneuver	122	98	-	97	104	-	-	-	-	-	-	-
Stage 1	216	271	-	136	195	-	-	-	-	-	-	-
Stage 2	294	191	-	385	270	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	51	29.7	0.5	0.5
HCM LOS	F	D		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	EBLn2	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	681	-	-	122	123	97	268	556	-	-
HCM Lane V/C Ratio	0.093	-	-	0.432	0.175	0.2	0.189	0.073	-	-
HCM Control Delay (s)	10.8	-	-	55.3	40.4	51.1	21.5	12	-	-
HCM Lane LOS	B	-	-	F	E	F	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.9	0.6	0.7	0.7	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	84	61	5	5	4
Future Vol, veh/h	5	84	61	5	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	5	90	66	5	5	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	71	0	-	0	169	69
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1542	-	-	-	826	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1542	-	-	-	824	1000
Mov Cap-2 Maneuver	-	-	-	-	824	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	929	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1542	-	-	-	894
HCM Lane V/C Ratio	0.003	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	72	54	1	2	8
Future Vol, veh/h	12	72	54	1	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	13	77	58	1	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	59	0	-	0	162	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1558	-	-	-	834	1012
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1558	-	-	-	826	1012
Mov Cap-2 Maneuver	-	-	-	-	826	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	926	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1558	-	-	-	968
HCM Lane V/C Ratio	0.008	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	67	51	0	0	4
Future Vol, veh/h	7	67	51	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	8	72	55	0	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	55	0	-	0	143	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	88	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1563	-	-	-	854	1018
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	940	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1563	-	-	-	850	1018
Mov Cap-2 Maneuver	-	-	-	-	850	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	940	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1563	-	-	-	1018
HCM Lane V/C Ratio	0.005	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	4	9	53	45	10
Future Vol, veh/h	9	4	9	53	45	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	4	0
Mvmt Flow	10	4	10	57	48	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	131	54	59	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	868	1019	1558	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	862	1019	1558	-	-	-
Mov Cap-2 Maneuver	862	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1558	-	905	-	-
HCM Lane V/C Ratio	0.006	-	0.015	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	84	5	0	62	4	0
Future Vol, veh/h	84	5	0	62	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	0	0	4	0	0
Mvmt Flow	90	5	0	67	4	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	95	0	160	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1512	-	836	970
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	961	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1512	-	836	970
Mov Cap-2 Maneuver	-	-	-	-	836	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	961	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	836	-	-	1512	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	9.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	3	0	62	5	1	48
Future Vol, veh/h	3	0	62	5	1	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	4
Mvmt Flow	3	0	67	5	1	52

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	124	70	0	0	72	0
Stage 1	70	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	876	998	-	-	1541	-
Stage 1	958	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	875	998	-	-	1541	-
Mov Cap-2 Maneuver	875	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	974	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	9.1	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	875	1541	-
HCM Lane V/C Ratio	-	-	0.004	0.001	-
HCM Control Delay (s)	-	-	9.1	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Parking Occupancy Surveys

Table 6
PARKING OCCUPANCY SURVEYS

Time	Villas of Lake in the Hills (Lake in the Hills)		Pheasant Ridge Hunter Apartments (Orland Hills)	
	Friday	Saturday	Friday	Saturday
6:00 AM	67	66	166	148
7:00 AM	65	64	142	145
8:00 AM	55	63	142	138
9:00 AM	52	62	138	131
10:00 AM	51	55	130	123
2:00 PM	44	48	109	94
3:00 PM	43	46	108	94
4:00 PM	43	54	109	85
5:00 PM	43	50	85	87
6:00 PM	55	57	97	88
7:00 PM	55	58	98	110
8:00 PM	55	61	93	122
9:00 PM	61	63	123	139
10:00 PM	63	56	148	149
Inventory	**132**	**132**	**282**	**282**

Site Inspection
And Market Analysis

310 Arlington Heights
Arlington Heights, Illinois

Prepared for:

Housing Trust Group
3225 Aviation Ave 6th floor
Miami, FL 33133

By:

American Marketing Services, Inc.
527 S. Wells Street, Suite 400
Chicago, Illinois 60607

January 18, 2021

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STATEMENT OF ASSUMPTIONS AND CERTIFICATIONS

1. The findings contained in this report are based solely on research and interviews conducted prior to the date of the report.

2. All information and procedures used to establish the market study were from factual data and prepared in a professional manner. Direct and indirect information obtained concerning the subject property is assumed to be true and accurate. Information supplied by published documents, government agencies, private business entities and other parties is believed to be reliable and accurate.

3. AMS assumes no obligation to provide updates to this report after its submission.

4. AMS has fulfilled all insurance requirements as discussed in the Illinois Housing Development Authority (IHDA) Standards for Market Study Reviews and Professionals. IHDA is named as an additional insured.

5. AMS is a member in good standing of the National Council of Housing Market Analysts (NCHMA).

6. The demand methodology used in this report incorporate "Authority Standard Calculations."

7. This report was prepared during the nationwide Covid-19 epidemic, which has the potential to impact multiple facets of the rental housing market. It is possible that there may be significant changes in the future demographic characteristics and trends, neighborhood amenities, property rents and occupancy rates, and other factors examined herein. This report does not account for any impacts of Covid 19 that may occur after the date of this report.

ANALYST CERTIFICATION

There is no identity of interest between American Marketing Services and the developer or ownership, or their principals. No undue pressure or collusion with the client or representatives exists in the determinations of the market study. Compensation for this report is not contingent upon the development receiving an allocation of tax credits or other IHDA financing.



_____

Market Analyst

INTRODUCTION

At the request of Housing Trust Group, American Marketing Services, Inc. (AMS) has prepared a site inspection and market analysis in relation to the proposed 310 Arlington Heights, an affordable rental development in Arlington Heights, Illinois targeted to low-income families. The purpose of this evaluation was to determine the marketability of the newly constructed rental units and gauge potential demand.

In carrying out this study, AMS examined demographic trends in the Primary Market Area, as well as Cook County. In addition, AMS has evaluated the subject property's location and proximity to area services, and assessed current rental market conditions, including competitive product, rents, and amenities.

The intended users of this report are the development team and potential lenders, including the Illinois Housing Development Authority (IHDA).

I. PROPOSED DEVELOPMENT

A. Developer: Housing Trust Group
3225 Aviation Ave 6th floor
Miami, FL 33133

B. Project Description: 310 Arlington Heights will provide 40 much-needed units of affordable housing targeted to families in a new four-story elevator building. The development will offer units with one or two bedrooms and will serve households earning up to 30% or 60% of Area Median Income (AMI). The developer's application to the Illinois Housing Development Authority (IHDA) is for 9% Low Income Housing Tax Credits and other funding sources.

C. Location: 310 Arlington Heights will be located at 310 Rand Road, in the city of Arlington Heights, Illinois, a northwest suburb of Chicago. The site is approximately 25 miles northwest of downtown Chicago and nine miles northwest of O'Hare International Airport.

D. Site Description: The 2.2-acre site is currently unimproved and grassy. The site has an irregular shape, and like the surrounding area, it is flat. The site is within an urban and fully developed area, with mainly residential and commercial land uses. The site is appropriate for the neighborhood and the target market.

E. Buildings: The development will consist of one four-story building. The design is appropriate for the community, the surrounding land uses, and the intended tenant base.

F. Apartment Details/ Rent Schedule: 310 Arlington Heights will consist of 40 housing units targeted to households earning up to 30% or 60% of AMI. The development will offer 20 one-bedroom apartments with 684 square feet of space, and 20 two-bedroom/two-bath apartments with 897 square feet.

The proposed net rent for the 30% AMI one-bedroom units will be $384. The 60% AMI net rents will be $871for the one-bedrooms and $1,047 for the two-bedrooms. In terms of utilities, residents will pay for electricity, cooking gas, and gas heat, with water/sewer and trash removal covered by the development. The utility allowance will be $101 for one-bedrooms and $120 for two-bedrooms.

Overall, the proposed income mix, unit sizes, and rents, as shown in the following table, are appropriate for the target market.

Proposed Rent Schedule - 310 Arlington Heights

	No.	BR	BA	SF	Net Rent	PSF Net Rent	Util. Allow.	Gross Rent
Tax credit (30% AMI)	8	1	1	684	$384	$0.56	$101	$485
Tax credit (60% AMI)	12	1	1	684	$871	$1.27	$101	$972
	20	2	2	897	$1,047	$1.17	$120	$1,167
	40							

G. In-Unit Amenities: Amenities for 310 Arlington Heights will include air conditioning, wiring for cable TV and internet service, mini blinds, refrigerators, ranges, and dishwashers. Two-bedroom units will have two full baths. The in-unit amenities package is appropriate and desirable for the target market. The amenities proposed will be essentially equal to the amenity standard for affordable properties in the market.

H. Development Amenities: The development will offer an on-site management office, off-street parking, a community/media room, fitness center, bike rack, and a common laundry room. The development amenities are appropriate for the market and the tenant base. They are essentially equal to the affordable standard for affordable properties in the PMA.

I. Construction: The building will have a wood frame construction and a flat roof, which is appropriate for the target population and the market.

J. Parking: The development will provide 80 parking spaces on site, of which eight will be handicapped accessible. The parking ratio of two spaces per unit is expected to be sufficient for the target population and very marketable.

K. Density: Overall, the development site covers an area of 2.2 acres, which equates to a density of 18 units per acre. This density is quite low and is appropriate for the market.

M. Other: A retention pond is also planned for the development.

II. FIELD OBSERVATIONS

All distances are measured in a straight line.

A. Access to Site

The site is located on the east side of Rand Road (U.S. Route 12), which is a busy multilane arterial. Only 0.3 mile east is Arlington Heights Road, which provides access to downtown Arlington Heights 2.5 miles to the south. In addition, 0.6 mile south is Palatine Road, which provides access to I-290 (and the Interstate Expressway System) just one mile to the southwest. Access to the development's parking lot will be by way of Chestnut Avenue, along the northern border of the site. AMS finds the site accessibility to be very good.

B. Visibility & Marketability

The subject development will have good visibility for marketing purposes. The proposed four-story building will be highly visible to traffic on busy Rand Road. The neighboring land uses are also very well maintained, and the housing in the area is mainly higher-end. Overall, AMS expects the development to have strong marketability. The development will not require any additional signage to improve marketability.

C. Adjacent Land

North: Immediately north of the site is Stonebridge of Arlington Heights, a 586-unit rental development consisting of multiple four-story elevator buildings. The development, which occupies several blocks along the east side of Rand Road, is in good condition. To the northeast is a grassy power-line corridor that runs parallel to Rand Road. North of the powerlines is a residential neighborhood of detached single-family homes in good to excellent condition.

West: Northwest of the site is Waverly Inn Memory Care Community, which is an Assisted Living property targeted to the frail elderly population. Farther northwest, along the west side of Rand Road, is Fountains of Arlington, a condominium development with two mid-rise elevator buildings. To the southwest of the site is a townhome development in good condition and located in a residential neighborhood of detached single-family homes, most of which are in excellent condition.

South: Southeast of the site, along Rand Road, are shopping centers and other commercial land uses, including two grocery stores, a fitness center, clothing stores, and numerous restaurants. South of the commercial strip are residential land-uses—a mix of attached townhomes and detached single-family homes.

East: Immediately east of the site is an electric substation and the afore-mentioned power-line corridor. Farther east is a residential neighborhood of detached single-family homes mainly in excellent condition.

The electric substation and high-tension power lines to the east and north of the site are within a quarter-mile of the site. However, AMS does not believe the lines will impact marketability. A higher-end apartment complex and a neighborhood of large single-family homes also abut the very same power line corridor.

D. Neighborhood Description

The development site is located on the border between a major concentration of retail shopping and a quiet, residential neighborhood of mainly higher-end housing. Along Rand Road, north of the site, there are large-scale apartment and condominium developments, including mid-rise product, and small commercial strips. The areas on either side of Rand Road are almost exclusively neighborhood of detached single-family homes or small clusters of townhomes. The neighborhood is appropriate for affordable housing targeted to families.

E. Public Safety Issues

In order to assess crime in the PMA, AMS examined crime data per 100,000 residents as reported by the State of Illinois in their *Crime in Illinois 2019* report. The data, from 2019 and 2018, is the most recent available, and pertain to the Village of Arlington Heights, Cook County, and Illinois as a whole. As shown in the table below, crime rates have decreased year-over-year by 2% in the Village. During the same period, crime rates have also fallen by 4% in both Cook County and the State of Illinois. In addition, the 2019 crime rate in the community is far less than half the Cook County rate. Overall, crime and the perception of crime are not expected to be a relevant factor for marketability at the subject development.

Crimes per 100,000 Population – 2018-2019

	2019 Crime	2018 Crime	% Change
Des Plaines	1,218	1,317	-8%
Mount Prospect	915	1,180	-22%
Arlington Heights	852	869	-2%
Cook County	2,971	3,091	-4%
Illinois	2,155	2,256	-4%

Source: State of Illinois- Index of Crime Offense and Crime Rate Data

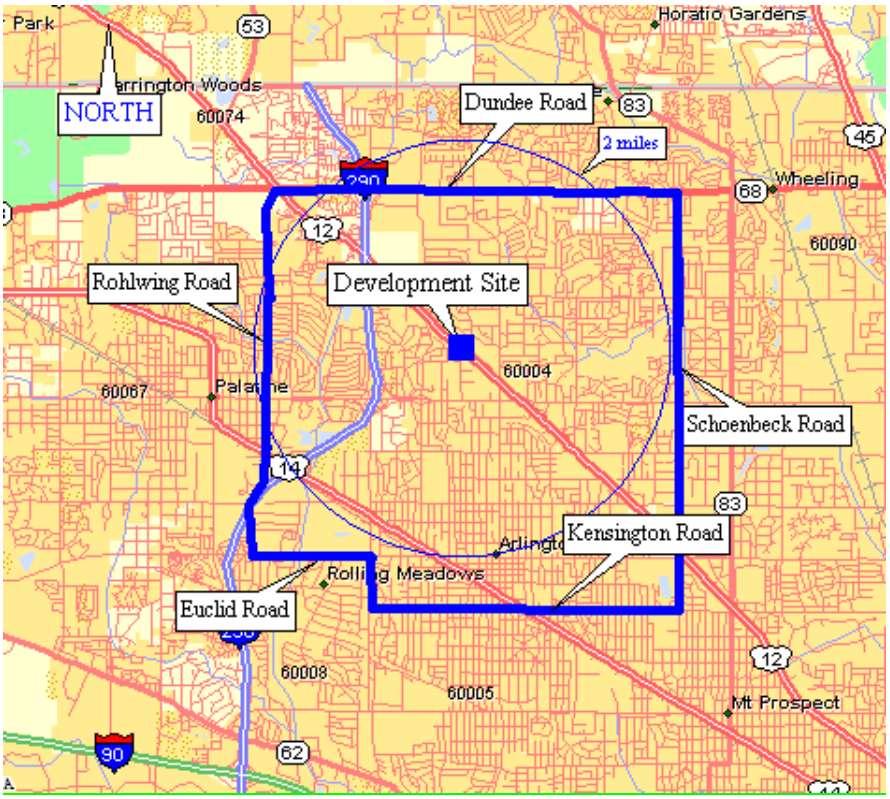
F. Lead Exposure

The subject development is not located in a zip code identified by the Illinois Department Public Health as a "high risk area" for lead exposure.

III. MARKET AREA CHARACTERISTICS

A. Market Area

AMS has defined the Primary Market Area (PMA) for the subject development as the area bounded by Euclid and Kensington Road on the south, Rohlwing Road on the west, Dundee Road on the north, and Schoenbeck Road on the east. The PMA includes the central and northern areas of Arlington Heights, as well as small portions of the neighboring municipalities of Palatine, Wheeling, and Prospect Heights. A map of the boundaries follows.



The PMA was designed to include the central and northern areas of Arlington Heights, including downtown. Because I-290 is less than one mile west of the site, AMS also included portions of Palatine that are west of I-290. The northern and western borders are major arterials, while the southern and eastern borders are small, but still signalized thoroughfares.

The FIPS Code for Cook County is 17031. The census tracts comprising the PMA are: 8025.03, 8029, 8930.05, 8030.07, 8030.08, 8030.15, 8030.16, 8030.17, 8031, 8032, 8033, and 8036.07, and parts of 8026.08, 8028.01, 8030.15, 8036.05, 8036.06, 8039.01, and 8039.02. The development is located in tract 8030.16.

For the demand analysis of this report, AMS assumed that 100% of residents will come from the PMA.

B. Comparable Properties

The affordable housing supply in this northwest suburban market is very modest. Importantly, 310 Arlington Heights will be the first tax credit development in the PMA that exclusively serves low-income families and does not have Section 8 or public housing rent assistance.

For this report, AMS examined the four closest comparable affordable properties that target families. Two of the four are located within the PMA, while the other two are located in Palatine, west of the PMA. Three of the properties have Section 8 rent assistance for all units, though two of these three comparable properties are mixed-income, with market rate components. The remaining property, Parkview Apartments, is a newer tax credit development in the PMA that targets a mix of populations, but includes a small number of 60% AMI family units (without rent assistance) that can be compared to the subject development.

Descriptions of the comparable properties follow. Additional property details and photographs can be found in the attachments to this report.

1. Comparable Affordable Family Housing in PMA

Parkview Apartments
212 N. Dunton – Arlington Heights, IL 60004

Parkview Apartments is a 45-unit mixed-income development in a seven-story elevator building. Built in 2018, the development is in excellent condition and is located 2.5 miles south of the subject site. The development has IHDA tax credit funding and rent assistance from the Housing Authority of Cook County (HACC) for approximately 30% of its units. Residents of the HACC units pay 30% of income for rent and utilities. According to management, the current occupancy rate is 98%, and there is a waiting list for the HACC units.

Parkview Apartments offers 15 one-bedroom units with 835 square feet, 20 two-bedroom/one-bath units with 983 square feet, five two-bedroom/two-bath units with 1,069 square feet, and five three-bedroom/two-bath units with 1,392 square feet. There are approximately 12 60% AMI units that do not have rent assistance. Current rents for the one- and two-bedroom units at 60% AMI are $891 and $1,080, respectively.

Tenants pay for electricity, gas heat, and cooking gas, with all other utilities covered by the building. Development amenities include elevators, a community room, heated garage parking, extra storage, a fitness center, and bike storage. Units are air-conditioned and pre-wired for cable, and include carpeting, window treatments, and in-unit washer/dryers.

Williams Reserve
1245 Prairie Brook Drive – Palatine, IL 60074

Williams Reserve is a 320-unit mixed-income development that has IHDA funding and rent subsidies for 85 units. According to the manager, the HUD rent assistance contract was scheduled to expire in 2017. In order to preserve affordable options, ownership entered into an agreement with the Housing Authority of Cook County (HACC) to keep approximately 25% to 30% of the development affordable. Residents of the affordable component, however, must have Housing Choice Vouchers from the HACC.

Williams Reserve consists of multiple three-story walk-up buildings and is located 1.8 miles northwest of the development site. Originally constructed in 1975, it has undertaken a major rehabilitation project and is currently in good condition. The development is currently 90% leased.

The development offers studio, one-, two-, and three-bedroom units, though all of the studio units are market rate. In terms of amenities, the development offers on-site mgmt., 24-hour maintenance, a large and impressively updated clubhouse, pool with sundeck, grills, free wifi, picnic area, gazebo, lounge with TV business center, fitness center, conference room, dog run, playground, and laundry rooms. Units have carpeting, dishwashers, mini-blinds, and air conditioning.

2. Comparable Affordable Family Housing Outside of PMA

Rand Grove Village
773 E. Rand Grove Lane – Palatine, IL 60074

Rand Grove Village is a 320-unit mixed-income development that has IHDA funding and HUD rent subsidies for 128 units. It consists of multiple three-story walk-up buildings with brick exteriors, and is located 2.8 miles northwest of the development site. The development opened in 1976 but was substantially rehabilitated in 2017, and is currently in average condition. Occupancy information was not available.

The development offers one-, two-, three-, and four-bedroom units. Amenities include on-site management, community garden, business center, basketball court, clubhouse/meeting room, and laundry rooms.

Arrowhead Apartments
1950 Cambridge Court – Palatine, IL 60074

Located two miles northwest of the site, Arrowhead Apartment is a 200-unit mixed income development with IHDA funding and HUD rent subsidies for 40 units. It consists of multiple two-story walk-up buildings. Originally constructed in 1976, it recently completed a major rehabilitation project, including an expanded clubhouse, and is currently in good condition. According to on-site staff, the development is currently 95% occupied, and all of the vacancies are market rate units.

Arrowhead Apartments offers studio, one-, two-, and three-bedroom units. Amenities include on-site management, 24-hr maintenance, pool with sundeck, ponds, dog run, business center, upgraded clubhouse, fitness center, and laundry rooms. Units have AC, carpeting, mini blinds, and a patio/balcony.

3. Planned Affordable Development in the PMA

AMS found no evidence of any other affordable family housing developments under construction or planned within the PMA. AMS spoke with Arlington Heights municipal staff Nora Boyer, Housing Planner, who was unaware of any other affordable housing projects in the village.

4. Comparable Market Rate Rental Housing

In order to better understand the PMA rental market in general, AMS also examined six developments with market rate family units, with a total of 1,904 units. This sample consists of the market rate components of two of the mixed-income properties in the affordable sample, as well as four purely market rate developments, including Stonebridge, which is located immediately north of the subject site.

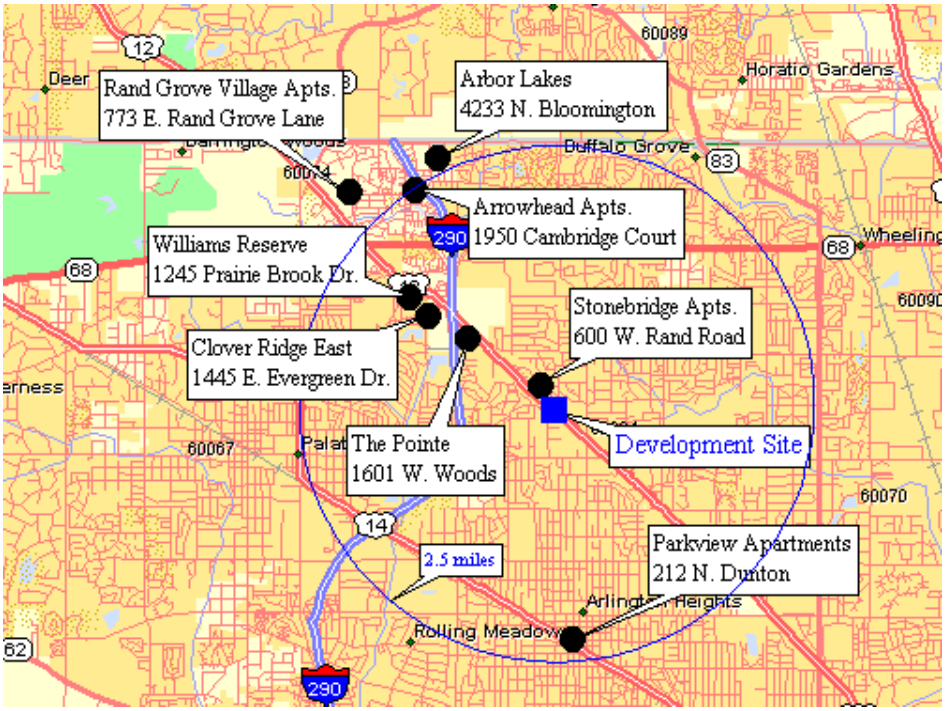
A summary of the sample is provided in the table below. All five market rate properties are located within four miles of the site and were built between 1967 and 1989, though four of the properties have completed major rehabilitation projects during the past three years or have a rehabilitation project underway. Five of the six properties are in good condition.

Market Rate Property Sample

Property	Address	Distance	Built	Cond.	No. Units
Williams Reserve	1245 Prairie Brook Dr., P	1.8 miles	1967	Good	235
Arrowhead Apartments	1950 Cambridge Court, P	2.5 miles	1976	Good	160
Stonebridge of Arlington Heights	600 W. Rand Rd., AH	Adjacent	1982	Good	586
Arbor Lakes	4233 N. Bloomington, AH	2.7 miles	1986	Good	378
Clover Ridge East	1445 E. Evergreen Dr., P	1.7 miles	1987	Average	276
The Pointe	1601 W. Woods Dr., AH	1.1 miles	1989	Good	312

AH=Arlington Heights, P=Palatine,

A map of the comparable affordable and market rate properties can be found below.



C. Affordable Properties within the PMA

AMS identified five affordable properties located within the PMA, with 438 total affordable units. In addition to Parkview Apartments and Williams Reserve, with 126 total family units, there are two independent senior developments with 294 total units and a 18-unit permanent supportive housing development. Conditions of the properties ranged from average to excellent. The two properties that provided AMS with vacancy information were 100% occupied. The affordable housing supply in the PMA is summarized in the table below, and additional property details can be found in the attachments.

Affordable Properties in the PMA

Property	IHDA Y/N	Prop. Type	Subsidy Program	Aff. Units	Unit Types	Cond.	Occup.
Williams Reserve	Y	F	S-8	85	0-3	Good	na
Parkview Apartments	Y	F/S	TC/PH	41	1,2,3	Exc.	98%
Cedar Village	N	E	S-202	80	0,1	Avg.	100%
Albert Goedke House	Y	E	PH	214	1	Avg.	na
Heart's Place	Y	D	TC/PH	18	1,2	Exc.	na
			Totals:	**438**			

Housing units for families total 126 of the 438 affordable units in the PMA. The supply for families comprises 28.8% of the PMA affordable housing supply.

D. Area Services

1. Shopping and Related Services: The development site has an excellent location for shopping, services and dining. Immediately south of the site, along either side of Rand Road, are shopping centers that offer a full-service grocery store (Harvest Fresh Market at 100 E. Rand Road) and a Trader Joe's grocery store at 17 W. Rand Road. There is also a Burlington clothing store, a Dollar Tree store, and two banks—Village Bank & Trust at 150 E. Rand, and Chase Bank at 300 E. Rand. The nearest pharmacy to the site is a Jewel-Osco at 440 E. Rand, 0.7 mile southeast.

2. Transportation: The Arlington Park Metra rail station is located 1.9 miles southwest of the site, at 2121 W. Northwest Highway. For vehicular travel, the nearest junction with I-290 is located one mile southwest, by way of Palatine Road. I-290 connects with I-90 within five miles of the site.

3. Recreation: Among the nearest recreational amenities is the busy Frontier Park, located 0.4 mile west, at 1933 N Kennicott Drive. Administered by the Arlington Heights Park District, the park offers a community center, outdoor pool, wooded areas, community gardens (for rent), a playground, shelter, tennis courts, basketball courts, and athletic fields. The park also hosts a variety of classes, activities, and programs for all ages. In addition, Camelot Park and community center is located 0.8 mile northeast, at 1005 E. Suffield Drive. The Arlington Heights Public Library can be found at 500 N. Dunton Ave, 2.1 miles south.

   Residents will enjoy an excellent selection of dining options. Within just a half-mile of the site are Sun Shui, Arby's, Panera, Barnaby's Family Inn, and McDonald's, though there are also many more options in Arlington Heights.

4. Healthcare: The nearest major hospital is Northwest Community Healthcare, located at 800 W. Central Road, 3.5 miles south of the development site. It is a 489-bed acute care hospital with an Ann & Robert H. Lurie Children's Hospital of Chicago Outpatient Center. Closer to the site, within 0.5 mile, is a Northwest Community Health Care at 1051, a smaller clinic associated with the aforementioned hospital.

5. Education/daycare: The nearest daycare center is Little University Child Care Center, located at 2501 N Chestnut Ave, just 0.3 mile from the site. Another daycare option is Little Learners, at 1060 W. Rand Road 0.6 mile northwest.

   School-age children at the property will attend District 25 for grades K-8 and HS District 214 for high school. The neighborhood elementary school for grades K-5 is Ivy Hill Elementary, located at 2211 N. Burke Drive. The school is within 0.75 mile of the development site. The neighborhood school for grades 6-8 is Thomas Jr. High School, located at 1430 N Belmont Avenue, 1.2 miles from the site. Lastly, high-school students will attend Buffalo Grove High School, located at 500 W. Elk Grove Boulevard, in Elk Grove, 1.6 miles north.

School Performance

AMS examined the performance of the neighborhood schools using the most recent data from the Illinoisreportcard.com website. The website provides Illinois Assessment of Readiness (IAR) data, which aggregates student performance on tests in mathematics and English language arts (ELA). Students are categorized into five performance brackets, with the top two being "met expectations" and "exceeded expectations". The data examined are from the 2018-2019 school year. Data from the 2019-2020 school year are unavailable due to the Covid 19 pandemic.

The following table shows IAR data for the subject development's neighborhood grade K-8 schools (in bold). As a point of comparison, the rates for three neighboring schools, and the average rates for District 59 and the State of Illinois, are provided. At Ivy Hill School, the proportion of students that met or exceeded expectations was 66% for ELA and 64% for math. One of the nearby schools had similar performance ratings, while two had lower ratings. In District 59 as a whole, 21% (math) to 31% (ELA) of elementary students met or exceeded expectations. Statewide, the ratings were 32% (math) and 38% (ELA).

Elementary School	Met or Exceeded Expectations - ELA	Met or Exceeded Expectations - Math
Ivy Hill Elementary	**66%**	**64%**
J W Riley Elementary	47%	49%
Edgar A. Poe Elementary	27%	45%
Olive-Mary Stitt Elementary	61%	57%
Thomas Junior High	**62%**	**53%**
District 59	31%	21%
State of Illinois	38%	32%

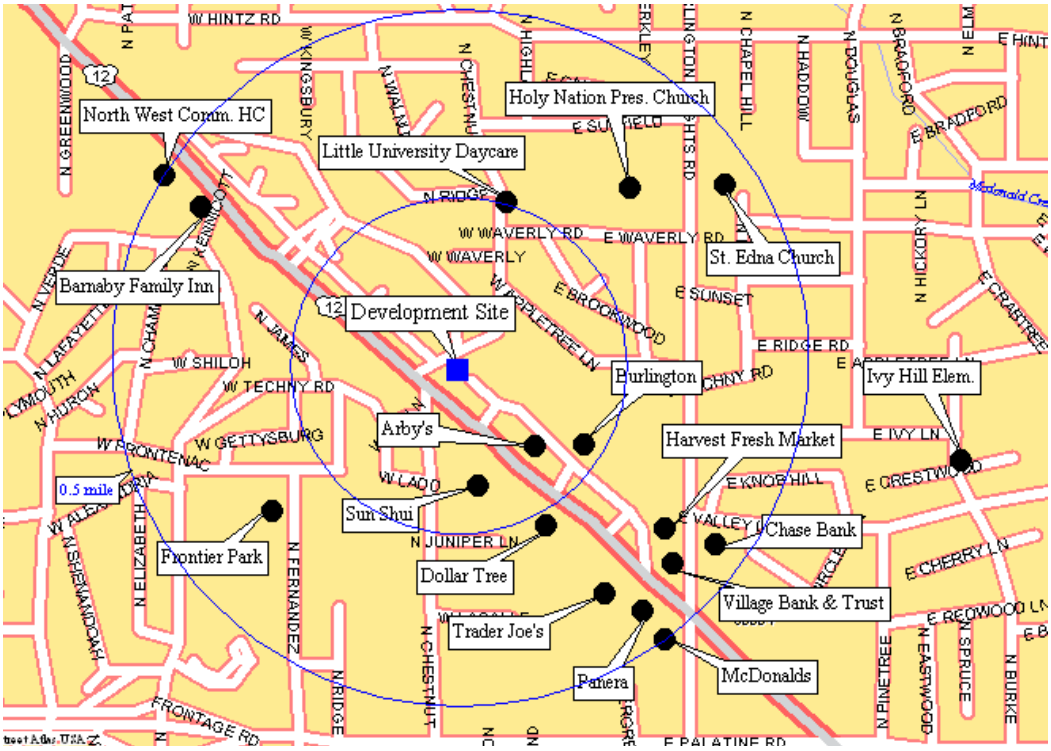
2019 IAR data were not available for high schools, so AMS examined SAT exam data, which is measured in the same way as IAR data. Elk Grove High School performed at a similar level to the District, but slightly underperformed two neighboring schools. However, Buffalo Grove High School has a better rating than the State of Illinois averages in terms of SAT scores.

School	Met or Exceeded Expectations- ELA	Met or Exceeded Expectations - Math
Buffalo Grove High School	**48%**	**61%**
John Hersey High School	65%	67%
Prospect High School	66%	71%
HS District 214	49%	53%
State of Illinois	37%	35%

6. Other: Two religious institutions within a half-mile of the site include Holy Name Presbyterian Church, and St. Edna Catholic Church, at 2525 N. Arlington Heights Road. The nearest post office is located 1.75 miles from the site, at1300 E. Northwest Highway, in Palatine. In terms of government services, there is a Wheeling Township Highway

Department facility located 0.8 miles away, at 1616 N. Arlington Heights Road.

A map of the major neighborhood amenities is provided below.



E. Population/Demographic Characteristics

AMS analyzed the demographic characteristics and trends for the PMA, as defined above in Section III-A, and for comparative purposes, Cook County. Unless otherwise noted, all data have been obtained from Environic Analytics (formerly Nielson Claritas).

Population and Households

The estimated population of PMA in 2021 is 73,876. As shown in the table below, there has been a decline of 1.8% in the PMA population since 2010. The number of households in the PMA has decreased 0.5% during the past eleven years, to a 2021 total of 30,353. During the next five years, the population and household counts in the PMA are projected to decrease by 1.0% and 0.6%, respectively.

In Cook County, the population has also decreased, by 1.4% between 2010 and 2021. However, the number of households increased by a slight 0.5% during the same period. By 2026, the population and number of households are both projected to decrease slightly, by 0.8% and 0.3%, respectively.

Population & Households

	2010	*2021 (E)*	*Change '10-'21*	*2026 (P)*	*Change '21-'26*
PMA					
Population	75,247	73,876	*-1.8%*	73,145	*-1.0%*
Households	30,492	30,353	*-0.5%*	30,169	*-0.6%*
Cook County					
Population	5,194,675	5,121,057	*-1.4%*	5,080,149	*-0.8%*
Households	1,966,356	1,975,686	*0.5%*	1,970,509	*-0.3%*

Population by Age

The population of the PMA is older than that of Cook County. In 2021, 27.5% of the PMA population is under age 25, compared to 30.3% countywide. One in four persons (25.0%) in the PMA, compared to 29.5% in the county, are in the 25 to 44 age cohort.

In 2021, the proportion of PMA residents age 55 of older is 34.8%, compared to 27.8% in Cook County. Some 20.4% of the PMA population is age 65+, compared to 15.6% countywide.

The populations of both areas are projected to trend older during the next five years. In 2021, the median age is 43.0 years in the PMA, and 39.7 years in the county. In 2026, the median age in the PMA is expected to rise to 43.6 years, while the Cook County median age is projected to be 39.5 years.

Population by Age – PMA

Age Group	*2010*	*% of Total*	*2021 (E)*	*% of Total*	*2026 (P)*	*% of Total*
Under 10	8,932	*11.9%*	8,026	*10.9%*	7,974	*10.9%*
10 to 17	7,639	*10.2%*	6,575	*8.9%*	6,415	*8.8%*
18 to 20	2,010	*2.7%*	2,383	*3.2%*	2,279	*3.1%*
21 to 24	3,170	*4.2%*	3,305	*4.5%*	3,246	*4.4%*
25 to 34	9,710	*12.9%*	9,389	*12.7%*	8,708	*11.9%*
35 to 44	10,134	*13.5%*	9,068	*12.3%*	9,204	*12.6%*
45 to 54	12,080	*16.1%*	9,431	*12.8%*	8,776	*12.0%*
55 to 64	9,569	*12.7%*	10,624	*14.4%*	9,817	*13.4%*
65 to 74	5,852	*7.8%*	8,179	*11.1%*	9,560	*13.1%*
75 to 84	4,181	*5.6%*	4,658	*6.3%*	4,931	*6.7%*
85 or Older	1,970	*2.6%*	2,240	*3.0%*	2,236	*3.1%*
Median Age	41.2		43.0		43.6	

Population by Age – Cook County

Age Group	*2010*	*% of Total*	*2021 (E)*	*% of Total*	*2026 (P)*	*% of Total*
Under 10	674,330	*13.0%*	616,544	*12.0%*	597,761	*11.8%*
10 to 17	557,950	*10.7%*	494,373	*9.7%*	489,396	*9.6%*
18 to 20	212,011	*4.1%*	190,007	*3.7%*	188,268	*3.7%*
21 to 24	302,308	*5.8%*	250,507	*4.9%*	242,174	*4.8%*
25 to 34	831,563	*16.0%*	791,583	*15.5%*	684,779	*13.5%*
35 to 44	709,795	*13.7%*	720,222	*14.1%*	751,464	*14.8%*
45 to 54	717,063	*13.8%*	636,460	*12.4%*	640,475	*12.6%*
55 to 64	569,326	*11.0%*	622,021	*12.1%*	596,074	*11.7%*
65 to 74	324,521	*6.2%*	463,759	*9.1%*	529,410	*10.4%*
75 to 84	204,431	*3.9%*	234,065	*4.6%*	260,231	*5.1%*
85 or Older	91,377	*1.8%*	101,516	*2.0%*	100,117	*2.0%*
Median Age	35.3		37.9		39.5	

Population by Race

In 2021, the majority of the PMA population (72.3%) is White, while Latinos are 14.2%, Asians 10.4% and African Americans 1.5%. During the next five years, the proportion of Latinos is projected to increase to 15.5%, and the proportion of Asians is expected to rise to 11.4%, while the percentage of White residents is expected to decline to 69.8%.

In Cook County, Whites represent 41.1% of the 2021 population, Latinos account for 26.5%, African Americans 22.4% and Asians 8.0%. By 2026, it is projected that the White and African American proportions will decline slightly, while the Latino and Asian proportions will increase modestly.

Population by Race

Area/Racial Group	*2010*	*% of Total*	*2021 (E)*	*% of Total*	*2026 (P)*	*% of Total*
PMA						
White	58,602	*77.9%*	53,391	*72.3%*	51,082	*69.8%*
African American	1,147	*1.5%*	1,121	*1.5%*	1,085	*1.5%*
Latino	8,261	*11.0%*	10,462	*14.2%*	11,369	*15.5%*
Am. Ind./Eskimo/Aleut	49	*0.1%*	38	*0.1%*	34	*0.0%*
Asian	6,244	*8.3%*	7,715	*10.4%*	8,351	*11.4%*
Native Hawaiian/Pacific Isl.	10	*0.0%*	8	*0.0%*	5	*0.0%*
Other	934	*1.2%*	1,141	*1.5%*	1,219	*1.7%*
Cook County						
White	2,278,358	*43.9%*	2,104,139	*41.1%*	2,021,839	*39.8%*
African American	1,265,778	*24.4%*	1,146,719	*22.4%*	1,090,899	*21.5%*
Latino	1,244,762	*24.0%*	1,358,446	*26.5%*	1,408,195	*27.7%*
Am. Ind./Eskimo/Aleut	6,682	*0.1%*	5,485	*0.1%*	4,932	*0.1%*
Asian	318,869	*6.1%*	407,842	*8.0%*	447,718	*8.8%*
Native Hawaiian/Pacific Isl.	1,043	*0.0%*	865	*0.0%*	782	*0.0%*
Other	79,183	*1.5%*	97,561	*1.9%*	105,784	*2.1%*

Household Size Distribution

In 2021, 62.3% of households consist of one or two persons, a proportion that is higher than the county's rate of 58.4%. Some 29.6% of PMA households, and 27.4% countywide, are comprised of three or four persons. Households with five or more persons comprise 8.3% of the PMA, compared to 12.2% countywide.

Household Size Distribution (2021)

Household Size	*PMA*	*% of Area Total*	*Cook County*	*% of Area Total*
1 person	9,230	*30.4%*	634,449	*32.1%*
2 persons	9,625	*31.7%*	559,114	*28.3%*
3 persons	4,860	*16.0%*	301,401	*15.3%*
4 persons	4,128	*13.6%*	239,459	*12.1%*
5 persons	1,688	*5.6%*	130,211	*6.6%*
6 persons	585	*1.9%*	62,403	*3.2%*
7+ persons	238	*0.8%*	48,649	*2.5%*

Householder Age Distribution

The age distribution of householders in the PMA skews older than in Cook County. In 2021, 14.3% of PMA householders, compared to 19.4% countywide, are under the age of 35. Householders age 35 to 54 comprise 33.4% and 36.8% of total households in the two areas, respectively. Those age 65+ comprise 32.0%, compared to 25.7% in the county.

During the next five years, the proportion of older households is projected to increase in both the PMA and Cook County. A projected 35.3% of householders in the PMA, and 36.5% of those in the county, will be age 65 or older in 2026.

Householder Age Distribution – PMA

Age Group	*2010*	*% of Total*	*2021 (E)*	*% of Total*	*2026 (P)*	*% of Total*
Under 25	549	*1.8%*	604	*2.0%*	627	*2.1%*
25 to 34	4,288	*14.1%*	3,740	*12.3%*	3,384	*11.2%*
35 to 44	5,408	*17.7%*	4,892	*16.1%*	4,881	*16.2%*
45 to 54	6,758	*22.2%*	5,255	*17.3%*	4,935	*16.4%*
55 to 64	5,636	*18.5%*	6,162	*20.3%*	5,670	*18.8%*
65 to 74	3,583	*11.8%*	4,934	*16.3%*	5,745	*19.0%*
75 and Older	4,269	*14.0%*	4,767	*15.7%*	4,928	*16.3%*

Householder Age Distribution – Cook County

Age Group	*2010*	*% of Total*	*2021 (E)*	*% of Total*	*2026 (P)*	*% of Total*
Under 25	78,017	*4.0%*	59,514	*3.0%*	60,362	*3.1%*
25 to 34	368,995	*18.8%*	323,647	*16.4%*	271,524	*13.8%*
35 to 44	375,112	*19.1%*	377,719	*19.1%*	388,022	*19.7%*
45 to 54	399,055	*20.3%*	349,077	*17.7%*	351,525	*17.8%*
55 to 64	336,757	*17.1%*	357,128	*18.1%*	339,870	*17.2%*
65 to 74	206,776	*10.5%*	285,855	*14.5%*	322,820	*16.4%*
75 and Older	201,644	*10.3%*	222,746	*11.3%*	236,386	*12.0%*

Tenure

There are 30,353 occupied housing units in the PMA in 2021, which is 93.0% of total housing units. The PMA occupancy rate is higher than the overall housing occupancy rate of 88.8% in Cook County. Of the occupied units in the PMA, some 74.8% are owner-occupied and 25.2% are renter-occupied. In Cook County, the rate of owner-occupancy is only 57.8%, while the rate of renter-occupancy is 42.2%.

Tenure 2021

	PMA	*% of Area Total*	*Cook County*	*% of Area Total*
Total Units	32,628		2,223,937	
Occupied Housing	30,353	*93.0%*	1,975,686	*88.8%*
Owner-occupied	22,708	*74.8%*	1,141,580	*57.8%*
Renter-occupied	7,645	*25.2%*	834,106	*42.2%*

Median Household Income

At $95,613, the estimated 2021 median household income in the PMA is a full 37.8% higher than the Cook County median of $69,363. Since 2000, the median incomes in the two areas have increased by similar proportions—43.5% in the PMA and 50.2% in the county. During the next five years, the PMA median is projected to grow by 11.3%, which is, again, close to the projected countywide increase of 11.5%.

Median Household Income

Area	*2000*	*2021 (E)*	*Change '00-'21*	*2026 (P)*	*Change '20-'26*
PMA	$66,625	$95,613	*43.5%*	$106,457	*11.3%*
Cook County	$46,170	$69,363	*50.2%*	$77,337	*11.5%*

2021 Household Income Distribution

In the PMA, 10.6% of households in the PMA earn less than $25,000, compared to 18.6% of households in Cook County. The proportion of households in the $25,000 to

$49,999 range is 14.6% in the PMA, compared to 19.1% countywide. A total of 4,430 PMA households earn $25,000 to $49,999 in 2021.

In 2021, some 26.9% of PMA households, and 27.2% of those countywide, earn between $50,000 and $99,999. Households earning over $100,000 comprise nearly half of PMA households (47.9%), compared to 35.1% in Cook County.

2021 Household Income Distribution

Range	*PMA*	*% of Area Total*	*Cook County*	*% of Area Total*
Less than $15,000	1,559	*5.1%*	207,355	*10.5%*
$15,000 to $24,999	1,669	*5.5%*	160,748	*8.1%*
$25,000 to $34,999	1,551	*5.1%*	158,979	*8.0%*
$35,000 to $49,999	2,879	*9.5%*	218,400	*11.1%*
$50,000 to $74,999	4,332	*14.3%*	304,720	*15.4%*
$75,000 to $99,999	3,820	*12.6%*	232,531	*11.8%*
$100,000 to $149,999	5,997	*19.8%*	314,315	*15.9%*
$150,000 to $199,999	3,456	*11.4%*	151,524	*7.7%*
$200,000 or more	5,090	*16.8%*	227,114	*11.5%*

Point In Time Homeless Data

AMS examined 2019 point-in-time (PIT) count data for suburban Cook County, the most recent annual survey available. According to the dataset, there were 897 homeless persons in the county, which is a 3% increase compared to 2018. Of the 2019 total, 12%, or 105 persons, were unsheltered (living in the streets or areas not fit for habitation). Compared to 2018, there was 14% decrease in veteran homelessness, but a 6% increase in chronic homelessness and a 14% increase in unsheltered homeless persons.

Within the communities of north suburban Cook County, there were 353 sheltered persons and 48 unsheltered persons in 2019. The 2019 PIT data also indicates that new units for 30% AMI households are much needed in the north suburban Cook County market.

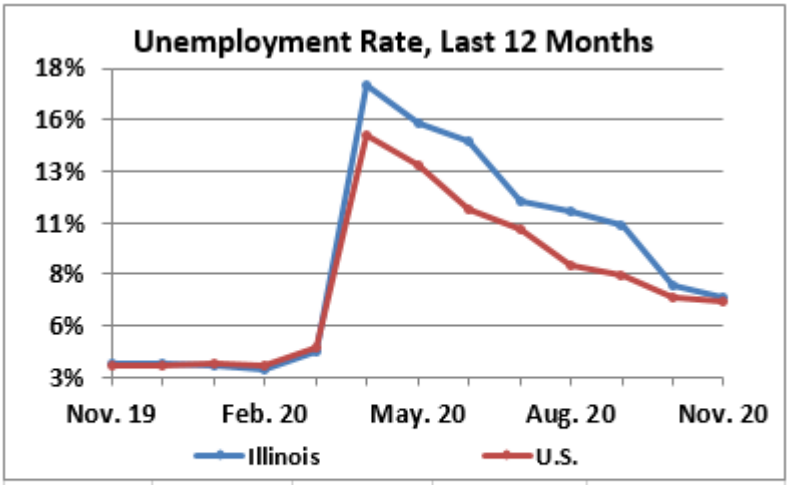
F. Employment

In order to gauge employment opportunities for residents of the subject development, AMS identified large employers in Arlington Heights and examined employment data. The northwest suburban area is well located for access to jobs. In addition to many shopping centers the community is adjacent to one of the region's largest job centers, O'Hare International Airport.

Unemployment Rates

The following table shows the impact of the Covid 19 pandemic, which, in the US, began in or just before March 2020. Unemployment in Illinois, which followed the national trend, spiked to over 17% in May 2020, and has been declining gradually from May to November.

Unemployment Rate: Seasonally Adjusted



	Nov. 20	Oct. 20	Nov. 19	3 Mo. Avg
IL	6.9%	7.4%	3.7%	8.3%
U.S.	6.7%	6.9%	3.5%	7.2%

Source: *Illinois Department of Employment Security statistics (accessed Jan. 17, 2021)*

In November 2020, the most recent period for which data were available, the unemployment rate (not seasonally adjusted) in the Village of Arlington Heights was 5.9%. Monthly unemployment in September 2020 was 6.1%, while unemployment in November 2019 (pre-Covid) was considerably lower at 2.2%.

Unemployment in the Village was lower compared to the Chicago MSA and the State of Illinois, though all three areas posted improvements over the previous month. For the full Chicago MSA, unemployment in November 2020 was 7.0%, down from 8.0% one month prior. The statewide unemployment rate was 6.5% last November, down from 7.2% in September 2020. The following table provides recent unemployment rates for each of the aforementioned areas.

Unemployment Rate*

Period	*Arlington Hts.*	*Chicago MSA*	*Illinois*
November 2020	5.9%	7.0%	6.5%
September 2020	6.1%	8.0%	7.2%
November 2019	2.2%	3.2%	3.4%

* Not seasonally adjusted.
Source: Illinois Department of Employment Security statistics

Local Employers

The following table lists the top ten employers in Arlington Heights. There are four employers with over 1,000 employees within the village.

Employer	Employees
Arlington Intl' Racecourse (seasonal)	4,500
Northwest Community Healthcare	3,600
High School District #214	1,700
HSBC	1,500
Lutheran Home	800
Paddock Publications	500
Alexian Brothers Health System (AMITA)	500
Clearbrook	450
Kroeschell Inc.	450
Village of Arlington Heights	450

Source: Arlington Heights 2019 Annual Financial Comprehensive Report

In order to gauge employment trends in close proximity to the site, AMS also examined at-place employment data from the Illinois Department of Employment Security's (IDES) *Where Workers Work* survey. The annual study tracks total private sector employment at the zip code, municipal, and regional levels.

For this report, AMS examined employment trends for the Village of Arlington Heights and for the Northwest Suburban area of Cook County as a whole, as defined by IDES. As shown in the table below, the number of employees in Arlington Heights has decreased since 2010, overall, with most of the decline occurring between 2016 and 2017. The number of jobs in 2019 was 2,359 lower compared to 2010, which equates to a decline of 5.3%. However, in the Northwest Suburban Cook County area, the number of jobs has increased during the same period, by 18,350, or 4.6%.

Local Employment Trends – Arlington Heights

	Arlington Heights	% Chg.	NW Suburban Cook County	% Chg.
2019	42,282	-2.4%	413,349	-1.4%
2018	43,304	5.2%	419,394	1.2%
2017	41,165	-17.8%	414,361	-0.7%
2016	50,079	0.9%	417,439	0.6%
2015	49,635	3.3%	414,808	2.2%
2014	48,028	5.2%	405,859	3.2%
2013	45,651	0.6%	393,460	0.1%
2012	45,386	3.1%	393,170	-0.2%
2011	44,007	-1.4%	393,906	-0.3%
2010	44,641		394,999	

Source: Illinois Department of Employment Security

Employment Summary

The proposed development is well placed for employment opportunities, and employment is stable, overall. There are large employers within the PMA and local employment has been increasing in the northwest suburban area during the past nine years.

IV. HOUSING MARKET CHARACTERISTICS

A. General Housing Characteristics

AMS compared the housing characteristics of the Village of Arlington Heights to Cook County. The data utilized was provided by the Chicago Metropolitan Agency for Planning (CMAP) MetroPulse program and was based on the U.S. Census Bureau's 2014-2018 American Community Survey.

Tenure

The occupancy rate in Arlington Heights in 2018 was 95.4%, which was considerably higher than the occupancy rate of 89.7% for Cook County as a whole. The community's housing supply was comprised mainly of owner-occupied units; some 71.0% of units were owner-occupied, compared to only 51.0% in Cook Country. Renter-occupied units comprise 24.4% of Arlington Heights, compared to 38.7% of units countywide.

Tenure

Housing Supply	*Arlington Heights*	*Cook County*
Occupied Housing	95.4 %	*89.7%*
Owner-occupied	*71.0%*	*51.0%*
Renter-occupied	*24.4%*	*38.7%*
Vacant Housing	*4.6%*	*10.3%*

Housing Type

Over half of the housing units in Arlington Heights, 55.4%, were detached single-family homes, and another 7.1% were attached single-family homes (such as condominiums and townhomes). Buildings with five or more units accounted for 33.7% of the housing stock.

In Cook County, 40.3% of units were detached single-family homes, while 5.4% were attached single-family homes. A full 21.6% of units were in buildings with 2-4 units, and 33.2% of units in the county were in buildings with five or more units.

Housing Type

Unit Type	*Arlington Heights*	*Cook County*
Single Family Detached	*55.4%*	*40.3%*
Single Family Attached	*7.1%*	*5.2%*
2 Units	*0.7%*	*9.7%*
3-4 Units	*3.0%*	*10.7%*
5 or more Units	*33.7%*	*33.3%*

Housing Age

The housing stock in Arlington Heights tends to be newer than the housing stock for Cook County. The median year built was 1971 in the Village, compared to 1958 countywide. Only 4.0% of homes in the community were built before 1940, but the proportion constructed from 1940 to 1969 was 42.7%, while 46.7% were built from 1970 to 1999. In contrast, in Cook County, a full 29.6% were built before 1940 and 35.8% were built from 1940 to 1969. Approximately 6.6% of Arlington Heights housing units were built after 2000, compared to 9.1% in the county as a whole.

Housing Age

Unit Type	*Arlington Heights*	*Cook County*
2000 or later	*6.6%*	*9.1%*
1970 to 1999	*46.7%*	*25.4%*
1940 to 1969	*42.7%*	*35.8%*
Before 1940	*4.0%*	*29.6%*
Median Year Built	1971	1958

Number of Bedrooms

In Arlington Heights, only 16.4% of the housing supply were studios or one-bedrooms. In contrast, countywide, that proportion was 20.1%. Two-bedrooms comprised 25.2% of Arlington Heights units, while three-bedrooms comprised 30.5%. Countywide, two-bedroom units were 31.7%, while three-bedroom units were 31.8%.

Number of Bedrooms

No. of Bedrooms	*Arlington Heights*	*Cook County*
0 to 1 bedrooms	*16.4%*	*20.1%*
2 bedrooms	*25.2%*	*31.7%*
3 bedrooms	*30.5%*	*31.8%*
4 bedrooms	*22.5%*	*12.4%*
5+ bedrooms	*5.5%*	*4.1%*

B. Comparison of Rental Market

As noted in Section III-B, for this report, AMS surveyed four affordable developments and six market rate developments for this report. Below is a comparison of the proposed development's unit mix, unit sizes, rents, and amenities, to the most relevant comparable properties or samples. Detailed rent and square footage comparison tables have been included in the attachments.

Unit Mix

310 Arlington Heights will be comprised of 50% one-bedroom units and 50% two-bedroom units. The four affordable developments surveyed were comprised of approximately 34% one-bedrooms, 43% two-bedrooms, 18% three-bedrooms, and 5% four-bedrooms. The developer's unit mix does not include three-bedrooms, but is very appropriate for the affordable family market in the PMA. As noted in Section III-E, well over half of PMA households, a full 62.3%, are comprised of one or two persons.

The six market rate developments surveyed have an estimated unit mix of 1% studios, 52% one-bedrooms, 43% two-bedrooms, and 3% three-bedrooms. The proposed unit mix is very similar to the market rate sample, which is comprised of 94% one- and two-bedroom units.

AMS expects the proposed one- and two-bedroom units to be well received by the PMA rental market. 310 Arlington Heights will essentially match the PMA standard in terms of unit mix.

Square Footage

The comparable affordable sample has weighted-average unit sizes of 730 for one-bedroom units and 842 square feet for two-bedrooms. With 684 square feet, the proposed units will be 6.3% smaller than the affordable sample average. However, the two-bedrooms at 310 Arlington Heights, with 897 square feet, will be 6.5% larger than the affordable sample average.

Unit sizes at the six market rate properties were considerably more spacious, overall. At Stonebridge, the largest property in the sample with 586 units, one- and two-bedrooms average 1,020 and 1,200 square feet, respectively, which is uncharacteristically large. The market rate sample had weighted-average unit sizes of 852 square feet for one-bedrooms and 1,045 square feet for two-bedrooms. Compared to this group, the developer's one-bedrooms will be 19.7% smaller, while the two-bedrooms will be 14.2% smaller.

It should be noted, however, that if the oversized units at Stonebridge were removed from the sample, the proposed units are much closer to market. The average unit sizes for this amended sample are 783 square feet for one-bedrooms and 964 square feet for two-bedrooms. The units at 310 Arlington would be within 12.6% of the revised one-bedroom average and 6.9% of the two-bedroom average.

Overall, the developer's unit sizes will be smaller than the market standard, but will still be marketable within the PMA.

60% AMI Rent Comparison to Parkview Apartments

Because three of the affordable comparable properties have rent assistance for all affordable units, it was not possible to complete a rent analysis for the affordable sample as a whole. AMS has compared the 60% AMI rents at 310 Arlington to the small number of units at Parkview Apartments that are not subsidized, which target the same 60% AMI market. The Parkview 60% AMI rents are $891 for one-bedrooms and $1,080 for two-bedrooms. The one-bedroom rent of $871 at 310 Arlington Heights is 2.2% lower than Parkview, while the proposed two-bedroom rent of $1,047 is 3.1% lower. This analysis indicates that the proposed rents are achievable and provide a value compared to an existing IHDA tax credit property in the PMA.

It should be noted that because of the small 60% AMI sample size, AMS has also examined other sources of rental market data in order to better understand the development's position in the market.

60% AMI Rent Comparison to U.S. Census Median Gross Rents

Because there is very little unsubsidized tax credit product for families in the PMA, AMS compared the proposed gross rents to the U.S. Census Bureau's median gross rents in the subject property's census tract (8030.16). AMS also included an analysis of median gross rents in Arlington Heights, which comprises nearly the entirety of the PMA. Rent analyses of this type are approved by IHDA for markets when there is not a reliable sample size in terms of affordable tax credit product. The data is from the 2015-2019 American Community Survey (ACS) database. The gross rents in each area, and the rent comparisons, are summarized in the following table.

U.S. Census Rent Analysis

	Proposed	Tract 8030.16	*Subject*	Arlington Hts.	*Subject*
	Gross Rent	Median GR	*Versus*	Median GR	*Versus*
1 BR	$972	$1,474	*-34.1%*	$1,196	*-18.7%*
2 BR	$1,167	$1,708	*-31.7%*	$1,485	*-21.4%*

Source: data.census.gov

The developer's rents are substantially lower than the most recent median rents in census tract 8030.16. The one-bedroom gross rent of $972 is 34.1% lower than the census tract median for one-bedrooms, while the two-bedroom gross rent of $1,167 is 31.7% lower.

When compared to the median gross rents in Arlington Heights as a whole, the proposed one-bedroom gross rent is 18.7% lower, while the two-bedroom rent is 21.4% lower. The subject property will clearly have below-market rents based on the most recent census data.

60% AMI Rent Comparison to Market Rate Sample

In addition to the gross rent analysis above, AMS compared the proposed net rents to the weighted-average net rents at the six market rate properties examined. Because the tenant-paid utility mixes of the properties differed, the comparable rents were adjusted upward for all tenant-paid water/sewer and trash removal costs, based on the utility allowance schedule of the Housing Authority of Cook County.

The weighted-average net rents for the sample, adjusted for utilities, were $1,261 for one-bedrooms and $1,630 for two-bedrooms. The developer's proposed one-bedroom net rent of $871 is a full 30.9% lower than the sample average. For two-bedroom units, the 310 Arlington Heights rent of $1,047 is 35.8% lower than the sample average. Thus, the tax credit rents proposed are significantly lower than the market rate rental averages, which is more than appropriate pricing for affordable 60% AMI product, and indicative of a strong value.

Position in the Market

Overall, AMS finds the proposed units to be competitive and appropriate for the market. The rents are at least 30% lower than average market rate rents the immediate area, and also lower than the rents at the only unsubsidized tax credit property in the PMA.

C. Foreclosed, Vacant and Abandoned Properties

Foreclosure information is no longer available for market analysis purposes because foreclosures have been restricted by the State of Illinois in response to the Covid 19 pandemic. AMS also completed a windshield survey of the blocks surrounding the development site and found the area to be high-end, with no signs of abandoned and foreclosure.

V. AFFORDABILITY/DEMAND

A. Affordable Rent Analysis

AMS compared the proposed gross rents to IHDA's current maximum rents (issued April 2020). As shown in the table below, rents at 310 Arlington Heights are set at 95% of the applicable IHDA rent limits.

IHDA Tax Credit Limits	*30% AMI*	*60% AMI*
Proposed 1-BR Rent	$485	$972
Maximum Rent (2020)	$511	$1,023
Proposed Rent vs. Maximum	59%	95%
Proposed 2-BR Rent	-	$1,167
Maximum Rent (2020)	-	$1,228
Proposed Rent vs. Maximum	-	95%

B. Overall Market Demand

In the PMA, no household growth is projected during the next five years. However, for demand calculations of this type, market demand is derived from both new households and existing households experiencing housing challenges. U.S. Census data show that less than 1% of occupied units in Arlington Heights lack full kitchens or lack complete plumbing. Due to this very low proportion, AMS has assumed that no significant demand should be expected from residents of substandard housing. Overcrowding is also not a significant issue in the community.

However, there are many households in the area with a rent cost burden. The U.S. Census Bureau's American Community Survey (ACS) provides rent burden data for renter households by income level. Because such data are not available for customized areas like the PMA, AMS examined 2014-2018 5-year ACS data for the Village of Arlington Heights. Based on this report, some 30.2% of renter households in the city earned up to $50,000 annually, and paid more than 30% of income for rent and utilities. The table below shows the relevant fields in bold.

Rent Burden Data (Renters Only)

Housing Costs as a Percentage of Household Income	Arlington Heights
Less than $20,000	
Less than 20 percent	0.0%
20 to 29 percent	1.7%
30 percent or more	**16.5%**
$20,000 to $34,999	
Less than 20 percent	0.8%
20 to 29 percent	0.5%
30 percent or more	**1.8%**
$35,000 to $49,999	
Less than 20 percent	0.0%
20 to 29 percent	2.3%
30 percent or more	**11.9%**

Source: Data.census.gov

Applying the proportion of housing cost-burdened households (30.2%) to the number of renter households in the PMA as a whole (7,645), results in an estimated 2,309 cost-burdened renter households.

In terms of supply, there are 126 units of affordable family housing in the PMA. Adding 18 units located in the PMA targeted to special needs populations, and the 40 units the subject property, results in a total housing supply for this calculation of 184 units.

Both family developments surveyed for this report that reported occupancy were 98% to 100% occupied. Due to the lack of vacancies in the market, no adjustment to demand was made for market vacancies. In addition, unit replacement needs were not considered to be a factor in this market, which is a conservative assumption.

The market demand calculation is summarized in the table below. Overall demand in 2022 for affordable housing is expected to outweigh supply by an estimated 2,082 units. This demand analysis indicates that there will be ample demand for new affordable units for in the PMA.

Market Demand Calculation

	Market Demand
New Households	NA
+ Housing cost-burdened	2,309
+ Substandard Housing	0
Total Demand	2,309
+ Vacancies	NA
- Supply	184
Net Demand	2,125

C. Capture Rates

AMS has estimated potential demand from income-qualified households within the PMA, using IHDA's approved calculations. Demographic data described in Section III-E, as well as IHDA's current income limits (issued April 2020), have been utilized. AMS also made the following assumptions:

- 8 units will be affordable to households earning up to 30% of AMI;
- 32 units will be affordable to households earning up to 60% of AMI;
- Demand will come from both renter and owner households;
- Residents will pay no more than 35% of household income on gross rents;
- Capture rates of up to 5% are considered achievable; and
- Penetration rates of up to 25% are considered achievable.

The applicable 2020 income limits for the tax credit program are provided in the table below.

	1 Person	2 Person	3 Person	4 Person
30% AMI	$19,110	$21,840		
60% AMI	$38,220	$43,680	$49,140	$54,600

Demand estimates are based on the PMA household income distribution, a portion of which is reproduced below.

PMA 2021 Household Income Distribution

Income Range	*PMA HHs*
Less than $15,000	1,559
$15,000 to $24,999	1,669
$25,000 to $34,999	1,551
$35,000 to $49,999	2,879
$50,000 to $74,999	4,332

Gross Potential Market – 30% AMI Units

Based on the assumptions outlined above, AMS determined that prospective renters of the 30% AMI one-bedroom units would need an income of no greater than $21,840 to qualify. The maximum income is IHDA's current income limit for a two-person, 30% AMI household in Cook County. The minimum income would be $16,629, which is the income needed to afford the proposed one-bedroom gross rent of $485, without spending more than 35% of income on housing.

Because census income data are generally provided in increments of $10,000 or greater, it was not possible to determine exactly how many households in the PMA earned between exactly $16,629 and $21,840 this year. Therefore, AMS used interpolation to

estimate the number of households with incomes between $17,000 and $22,000, which resulted in an estimate of 668 PMA households.

	30% AMI Units
Minimum Income Needed	$16,629
Maximum Income Allowed (2-person HH)	$21,840
Income Range Utilized	$17,000 to $22,000
Gross Potential Market (Households)	668

Gross Potential Market – 60% AMI Units

Prospective renters for the 60% AMI units would need an income no greater than $54,600 to qualify, which is the current four-person limit in Cook County. The minimum income would be $33,326, which is the income needed to afford the proposed one-bedroom gross rent of $972. For this calculation, AMS utilized a qualifying income range of $34,000 to $54,000 to estimate demand. In 2021, there is an estimated gross potential market of 3,727 households for the 60% AMI units.

	60% AMI Units
Minimum Income Needed	$33,326
Maximum Income Allowed (4-person HH)	$54,600
Income Range Utilized	$34,000 to $54,000
Gross Potential Market (Households)	3,727

Capture Rates

Based on the gross potential market numbers calculated above, the estimated capture rates are 1.2% for the 30% AMI units and 0.9% for the 60% AMI units. Both capture rates are low and considered highly achievable.

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

AMS has also calculated the capture rate using a single gross potential market for all 40 units. For this analysis, it was assumed that demand would consist of the estimated 9,187 households in the PMA with 2021 incomes in the $17,000 to $54,000 range. The result is a capture rate of 0.6%, which is also highly achievable.

	All Units
Total Number of Units	40
Gross Potential Market ($17,000-$54,000)	6,458
Capture Rate	0.6%

D. Penetration Rate

To help determine if the PMA was overbuilt with affordable housing, AMS calculated the penetration rate required to lease all 184 affordable housing units located within the PMA boundaries, that are not age-restricted. The affordable housing total includes the 126 units of family housing, the 18 units targeting special needs populations, and the 40 units planned in the proposed development.

For demand, AMS assumed that eligible residents of affordable housing in the PMA earn up to 60% of AMI. The current 60% AMI income limit for a six-person household is $63,360; AMS has utilized the number of PMA households with incomes below $63,000 to estimate potential demand. In 2021, estimated demand is 9,911 households. As shown in the table below, the penetration rate for all affordable units (not age restricted) in the market is 1.9%, which is exceptionally low, and indicative of a very large pool of low-income potential residents for family housing, and a significantly underserved market. For calculations of this type, penetration rates of up to 25% are typically considered achievable.

Penetration Rate

Total Number of Affordable Units	184
Gross Potential Market ($63,000 or less)	9,911
Penetration Rate	1.9%

E. Absorption Rate

The proposed development will be the first in the PMA exclusively serving low-income families. The capture rates for the subject units are very low, and the penetration rate is exceptionally low. Lastly, the development will have a solid market position and is well located and highly visible for marketing purposes.

Based on the factors above, for the 40 proposed tax credit units at 310 Arlington Heights, AMS expects the developer to lease an average of eight to ten units per month, assuming a professional marketing campaign would be utilized. This leasing rate would equate to a leasing period of four to five months to achieve stabilized occupancy (95%).

VI. IMPACT ON AFFORDABLE & MARKET RATE HOUSING

Impact on Other IHDA Properties

As noted previously, the PMA affordable housing supply is very low. There are only four IHDA-funded properties in the area—two that target families and two targeted to seniors or special-needs populations. The two family properties offer 169 total units. Parkview Apartments is 98% percent occupied, and has a waiting list. AMS does not expect the proposed development to have any impact on other IHDA properties.

Impact on Other Non-IHDA Assisted/Affordable Housing

The only non-IHDA development identified within the PMA is reserved for independent seniors age 62 or older, and is currently 100% occupied. The subject development is not expected to have any impact on non-IHDA properties in the market.

Impact on Market Rate Housing

The development will not directly compete with market rate properties because it will be 100% affordable. In addition, occupancy rates were solid at the conventional market rate properties that provided occupancy data for this report. 310 Arlington Heights is not expected to have any significant impact on market rate housing in the PMA.

VII. CONCLUSIONS AND RECOMMENDATIONS

Conclusions

The proposed 310 Arlington Heights will provide 40 units of brand-new housing targeted to low-income families that have few affordable options in the market. The proposed four-story building will be located on busy Rand Road, which will afford excellent visibility for marketing. Immediately north, east, and west are high-end and attractive residential neighborhoods, while to the south is a newer and well-maintained shopping center.

The development will provide 20 one-bedroom apartments with an average of 684 square feet and 20 two-bedroom/two-bath apartments with an average of 897 square feet. The unit mix by income limit will be comprised of eight units (20%) at 30% of AMI, and 32 units (80%) at 60% AMI. The site will include an 80-space parking lot, which equates to two spaces per unit. Other amenities will include an on-site management office, bike rack, laundry room, community/media room, and a fitness center.

Residents will enjoy excellent access to shopping, services, and recreation. Immediately south of the site, along either side of Rand Road, are large-scale shopping centers with two grocery stores (including a Trader Joe's), as well as two banks, a Burlington clothing store, and a Dollar Tree store. The many dining options located within a half-mile of the site include McDonald's, Panera, Sun Shui, and Barnaby's Family Inn. There are also many other options in this well-served community.

The site is only 0.4 mile from Frontier Park, one of the Village's busiest recreational amenities. The park has a community center, outdoor pool, community gardens, a playground, shelter, tennis courts, basketball courts, and athletic fields. It also hosts special events and a variety of classes, activities, and programs for all ages.

The population of the PMA and the number of households has been declining slightly since 2010. During the next five years, the projected decreases are very modest—1.0% for population and 0.6% for households. The 2021 median household income of the PMA, $95,613, is 38.7% higher than the Cook County median. However, one in four households in the PMA are renters, and a total of 4,430 PMA households earn between $25,000 to $49,999 in 2021.

Market Position

The supply of affordable housing in the PMA is quite modest. For this report, AMS examined four affordable or mixed-income developments targeted to families that are located in or near the PMA. This group includes three developments with Section 8/Voucher rent assistance for all affordable units. Overall, the affordable sample is comprised of 378 total affordable units. Two of the properties were a strong 98% to 100% occupied.

AMS also examined six market rate rental developments located within three miles of the site, with 1,904 total units. This sample includes the market rate components of the two mixed-income developments offering subsidized units.

In terms of square footage, the one-bedroom units at 310 Arlington Heights will be 6.3% smaller than the weighted-average size of the affordable one-bedrooms surveyed, but the proposed two-bedrooms will be 6.5% larger than affordable two-bedroom sample average. When compared to the units within the market rate sample, the developer's unit sizes are 14.2% to 19.7% smaller than the market rate sample averages, for one- and two-bedroom units, respectively.

As to pricing levels, while most units in the affordable sample have Section 8 rent assistance, the one property with unsubsidized 60% AMI units (Parkview) has rents of $891 for one-bedroom units and $1,080 for two-bedrooms. The developer's rent of $871 for 60% AMI one-bedrooms is 2.2% lower than Parkview, while the proposed two-bedroom rent of $1,047 is 3.1% lower.

Because the sample size is quite small, AMS also compared the proposed net rents to the average rents in the market rate sample. The 60% AMI rents are a full 30.7% to 35.7% lower than the market rate average rents after adjustments for utilities.

Overall, the brand-new 310 Arlington Heights development is expected to have a solid position within the marketplace. While the units are somewhat smaller than some competitors, the rents will be very low for brand-new, high-quality product. In addition, the development will be the first of its kind in the PMA, where nearly all affordable family housing is deeply subsidized.

Demand

The demand analyses indicate that the market is underserved and there is ample demand for affordable housing in the PMA targeted to families. The capture rates were 0.9% for the 32 60% AMI units and 1.2% for the eight 30% AMI units. Both rates are low and highly achievable. AMS also calculated the penetration rate required to lease all existing and pending affordable rental units in the PMA to income-qualified households. A total of 184 units of affordable housing without age restrictions were identified in the PMA, which included the subject property. It was assumed that demand for these units would come from the estimated 9,911 households in the PMA with 2021 incomes below $63,000. The resulting penetration rate of 1.9% is exceptionally low and indicative of a significantly underserved market. Penetration rates of up to 25% are typically considered achievable.

Based on the development's below-market rents, and the low capture and penetration rates, AMS expects a rapid lease-up of 310 Arlington Heights. Assuming a professional pre-leasing campaign prior to opening, AMS expects the development to lease an average of eight to ten units per month. This rate would result in a lease-up period of

approximately four to five months to achieve stabilized occupancy.

AMS found no significant weaknesses in the product proposed, the surrounding neighborhood, the competitive market, or potential demand. The development will target an underserved population, and residents will enjoy excellent access to shopping, services, recreation, and high-quality schools.

Recommendations

AMS recommends that 310 Arlington Heights be approved, without changes. The proposed development will offer an excellent value and provide a new and much-needed affordable housing option for families in an underserved market.

VIII. ATTACHMENTS

A. Site Photos
B. Comparable Property Map
C. Comparable Property Details
D. Comparable Property Photos
E. Affordable Housing Table
F. Market Comparison Tables
G. AMS Insurance and NCHMA Certificates
H. Site and Market Study Summary Form

Site Photographs

Site from south side of Rand Road



Site from Northeast, along Chestnut Avenue



Site Photographs

East of site



Northeast of site



Site Photographs

South of site (east side of Rand Road)



South of Site (west side of Rand Road)

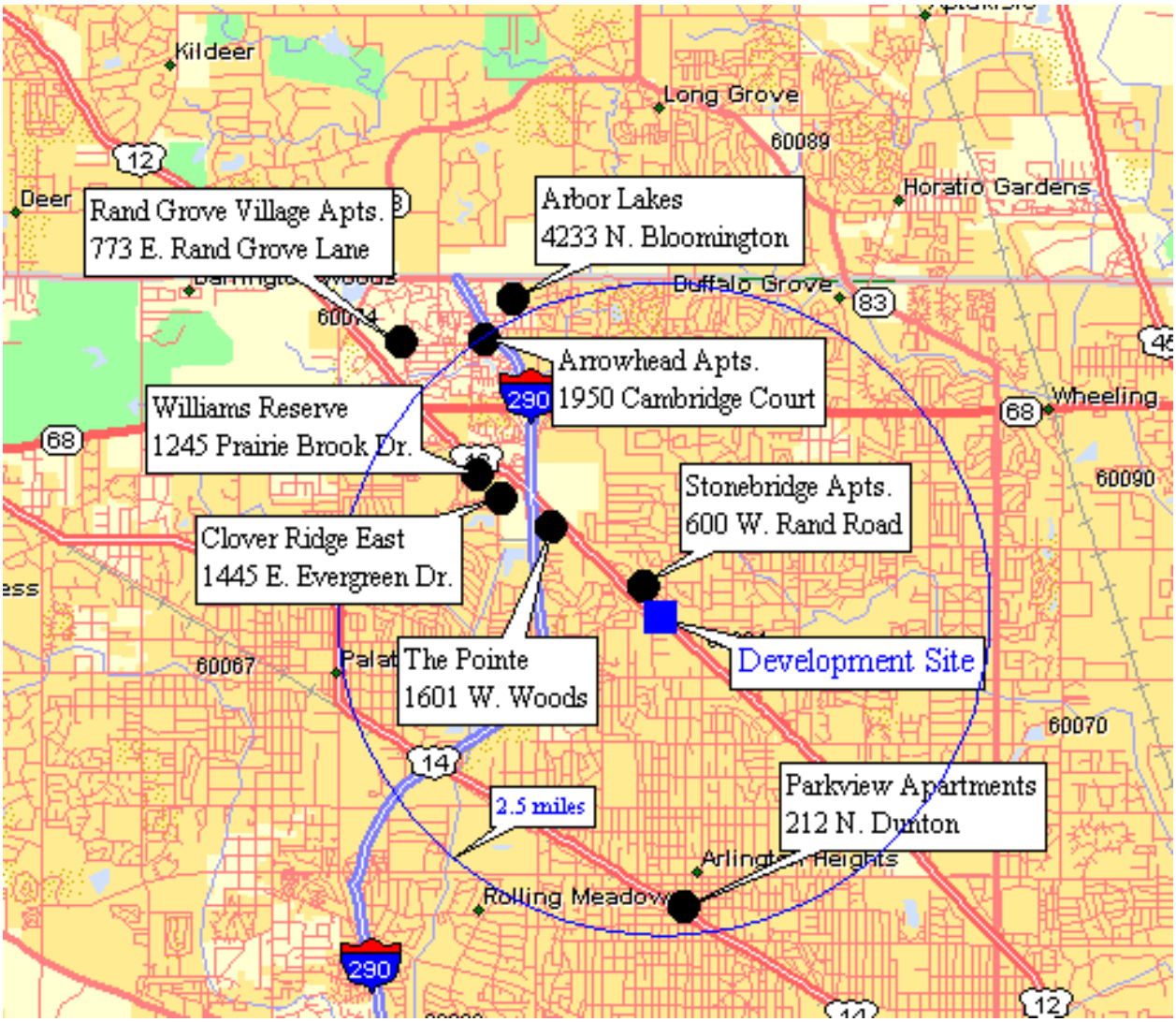


West of site



Attachment B

Comparable Property Map



Comparable Property Details

Affordable Project	Built	Total Units	Unit Type	Units By Type	Rent Range	Sq. Ft. Range	PSF Range
Rand Grove Village	1976	212	1 BR	44	na - na	600 - 600	na - na
773 E. Rand Grove Lane	Rehab 2017		2 BR	98	na - na	700 - 700	na - na
Palatine IL 60074			3 BR	50	na - na	800 - 800	na - na
			4 BR	20	na - na	950 - 950	na - na
847-991-0111							
Preservation Partners							

Distance from Site: 2.8 miles NW
Occupancy: Not available
Condition: Average
Utilities: Tenants pay electricity and gas for cooking and heat. All other utilities are included in the rent.
Project Amenities: On-site mgmt., business center, basketball court, clubhouse/meeting room, laundry room, community garden.
Unit Amenities: AC, cable ready, carpet, mini blinds.
Comments: IHDA property with HUD Section 8 rent assistance. 3-story walkups with brick exteriors.
Weighted Average PSF Rent: NA

Affordable Project	Built	Total Units	Unit Type	Units By Type	Rent Range S-8	Rent Range 60%	Sq. Ft. Range	PSF Range
Parkview Apartments	2018	45	1 BR	15	na -	$891	835 - 835	na - $1.07
212 N. Dunton Ave.			2 BR 1 bt	20	na -	$1,080	983 - 983	na - $1.10
Arlington Heights, IL 60004			2 BR 2 bt	5	na -	$1,080	1,069 - 1,069	na - $1.01
			3 BR 2 bt	5	na -	na	1,392 - 1,392	na - na
224-607-3505								
UP Holdings			~30% of units have HACC rent assistance					

Distance from Site: 2.5 miles S
Occupancy: 98% Waiting list for HACC units
Condition: Excellent
Utilities: Tenants pay electricity and gas heat/cooking.
Project Amenities: On-site mgmt., 24-hr maint., elevator, heated garage parking, fitness center, storage lockers, lounge, bike storage.
Unit Amenities: AC, wired for cable, carpeting, window treatments, and in-unit washer/dryers
Comments: IHDA TC. Seven-story elevator building with brick exterior. Unit mix by income level is estimated.
Weighted Average PSF Rent: NA

Comparable Property Details

Mixed-income Project	Built	Total Units	Unit Type	Units By Type	Rent Range	Sq. Ft. Range	PSF Range
Williams Reserve	1975	320	1 BR S-8	54	na - na	775 - 817	na - na
1245 Prairie Brook Drive	Rehab 2020	~85 Aff	2 BR S-8	16	na - na	1,016 - 1,026	na - na
Palatine, IL 60074			3 BR S-8	15	na - na	1,080 - 1,080	na - na
			0 BR MR	24	$1,050 - $1,225	576 - 576	$1.82 - $2.13
847-359-6677			1 BR MR	122	$1,175 - $1,420	775 - 817	$1.52 - $1.74
RMK			2 BR MR	44	$1,345 - $1,550	1,016 - 1,026	$1.32 - $1.51
Andrew			3 BR MR	45	$1,675 - $1,850	1,080 - 1,080	$1.55 - $1.71

Studio	24
1-BR	176
2-BR	60
3-BR	60

Distance from Site: 1.8 miles NW
Occupancy: 90% Leased
Condition: Good Renovation of units is ~65% done
Utilities: Residents pay for all utilities. on a single bill
Project Amenities: On-site mgmt., 24-hour maint., clubhouse, pool with sundeck, grills, free wifi, picnic area, gazebo, lounge with TV, Business center, fitness center, conference room, dog run, playground, laundry rooms.
Unit Amenities: AC, mini blinds, dishwasher, patio or balcony
Comments: 3-story brick walk-ups. S-8 expired 2017; to preserve affordability, qualified residents receive Housing Choice Vouchers from HACC (subsidies are not project-based). Split between affordable and MR units is esitimated.
Weighted Average PSF Rent: $1.66 (Market Rate Only)

Mixed-income Project	Built	Total Units	Unit Type	Units By Type	Rent Range	Sq. Ft. Range	PSF Range
Arrowhead Apartments	1976	200	1 BR S-8	21	na - na	728 - 730	na - na
1950 Cambridge Court	Rehab 2020	40 Aff	2 BR S-8	14	na - na	966 - 970	na - na
Palatine, IL 60074			3 BR S-8	5	na - na	1,152 - 1,200	na - na
			1 BR MR	82	$1,160 - $1,160	728 - 730	$1.59 - $1.59
847-991-4466			2 BR MR	62	$1,335 - $1,335	966 - 970	$1.38 - $1.38
Hispanic Housing Development Corp.			3 BR MR	16	$1,635 - $1,635	1,152 - 1,200	$1.42 - $1.36

Distance from Site: 2.5 miles NW
Occupancy: 95% All vacancies in MR units. Waiting list for affordable units.
Condition: Good
Utilities: Tenants pay electricity and gas for cooking and heat. All other utilities are included in the rent.
Project Amenities: On-site mgmt., 24-hr maint., pool, ponds, dog run, business center, upgraded clubhouse, fitness center, laundry rooms.
Unit Amenities: AC, carpeting, mini blinds, patio/balcony
Comments: IHDA and HUD funding. Two-story walk-up buildings.
Weighted Average PSF Rent: $1.45 (Market Rate Only)

Comparable Property Details

Market Rate Project	Built	Total Units	Unit Type	Units By Type	Rent Range	Sq. Ft. Range	PSF Range
Stonebridge of Arlington Heights	1982	586	1 BR	290	$1,299 - $1,399	870 - 1,170	$1.49 - $1.20
600 W. Rand Road	2017 Rehab		2 BR	260	$1,499 - $1,899	1,200 - 1,200	$1.25 - $1.58
Arlington Heights, IL 60004			2 BR LG	36	na - na	2,100 - 2,100	na - na

847-385-9448
Connor Group

Distance from Site: Adjacent
Occupancy: NA
Condition: Good
Utilities: Tenants pay for electricity, gas cooking and heat, and water/sewer. Trash removal included in the rent.
Project Amenities: Off-street parking, elevator, 24-hour maint., heated pool, clubhouse with party room, tennis courts, basketball court, playground, courtyard and gazebo, bicycle storage, laundry facilities, fitness center, business center, trash pick-up.
Unit Amenities: Carpeting, air conditioning, dishwasher, mini blinds.
Comments: Multiple 5-story elevator buildings
Weighted Average PSF Rent: **NA**

Market Rate Project	Built	Total Units	Unit Type	Units By Type	Rent Range	Sq. Ft. Range	PSF Range
The Pointe	1989	312	1 BR	234	$1,260 - $1,370	700 - 786	$1.80 - $1.74
1601 W. Woods Drive	Recent Rehab		2 BR	78	$1,575 - $1,790	975 - 1017	$1.62 - $1.76
Arlington Heights, IL 60004							

847-908-5117
Penobscot Management
Elizabeth

Distance from Site: 1.1 miles NW
Occupancy: 95%
Condition: Good
Utilities: Residents pay for all utilities, including water/sewer and trash removal.
Project Amenities: On-site mgmt., 24-hour maint., clubhouse, pool with sundeck, grills, picnic area, planned activities, intercom entry Business center, fitness center, conference room, dog run, playground, laundry rooms.
Unit Amenities: Dishwasher, AC, balcony or patio, cable ready, high speed internet, mini blinds, ceiling fans, carpet and tile floors.
Comments: Two-story brick walk-ups.
Weighted Average PSF Rent: $1.75

Comparable Property Details

Market Rate Project	Built	Total Units	Unit Type	Units By Type	Rent Range	Sq. Ft. Range	PSF Range
Arbor Lakes	1986	378	1 BR	184	$1,219 - $1,315	749 - 834	$1.63 - $1.58
4233 N. Bloomington Ave.	Rehab 2017		2 BR 1 bt	164	$1,416 - $1,488	953 - 1,027	$1.49 - $1.45
Arlington Heights, IL 60004			2 BR 2 br	30	$1,820 $1,820	1,035 - 1,035	$1.76 - $1.76

833-300-9102
TLC Management

Distance from Site: 2.7 miles NW
Occupancy: NA
Condition: Good
Utilities: Tenants pay for for all utilities
Project Amenities: On-site mgmt., 24-hour maint., clubhouse, pool with sundeck, grills, tennic courts, picnic area, car wash area, Business center, fitness center, conference room, dog run, playground, laundry rooms.
Unit Amenities: AC, mini blinds, dishwasher, patio or balcony
Comments: Two-story brick walk-ups. Unit mix is estimated.
Weighted Average PSF Rent: $1.56

Market Rate Project	Built	Total Units	Unit Type	Units By Type	Rent Range	Sq. Ft. Range	PSF Range
Clover Ridge East	1987	276	1 BR	120	$899 - $899	792 - 792	$1.14 - $1.14
1445 E. Evergreen Dr.	Rehab 2011		2 BR	156	$1,289 - $1,438	895 - 895	$1.44 - $1.61
Palatine, IL 60074							

847-991-4555
Hayman Company

Distance from Site: 1.7 miles W
Occupancy: NA
Condition: Average
Utilities: Tenants pay for for all utilities
Project Amenities: On-site mgmt., 24-hour maint., clubhouse, pool with sundeck, grills, tennic courts, picnic area, car wash area, Business center, fitness center, conference room, dog run, playground, laundry rooms.
Unit Amenities: AC, mini blinds, dishwasher, patio or balcony
Comments: Two-story brick walk-ups. Unit mix is estimated.
Weighted Average PSF Rent: $1.35

Comparable Affordable Properties

Rand Grove Village
773 E. Rand Grove Lane, Palatine IL 60074



Parkview Apartments
212 N. Dunton Ave., Arlington Heights, IL 60004



Comparable Affordable Properties

Williams Reserve
1245 Prairie Brook Drive, Palatine IL 60074



Arrowhead Apartments
1950 Cambridge Court, Palatine IL 60074



Other Afforadable Housing - 310 Arlington Heights

Property	Address	Phone	IHDA Y/N	Prop. Type	Subsidy Program	Total Units	Aff. Units	Unit Types	Pop Served	Cond.	Occup.
Williams Reserve	1245 Prairie Brook Dr., Palatine	847-359-6677	Y	F	HCV	320	85	0-3	Families	Good	90%
Parkview Apartments	212 N. Dunton Ave. Arlington Hts.	847-859-0003	Y	F/S	TC/PH	45	41	1,2,3	Some special needs	Exc.	98%
Cedar Village	320 Campbell, Arlington Heights	630-766-3570	N	E	S-202	80	80	0,1	Age 62+/Disabled	Avg.	100%
Albert Goedke House	215 W. Miner, Arlington Heights	847-253-5450	Y	E	PH	214	214	1	Age 62+	Avg.	na
Heart's Place	120 W. Boeger Drive, Arlington Hts.	312-663-5447	Y	D	TC/PH	18	18	1,2	Disabled Adults	Exc.	na
				Totals:	**5**	**677**	**438**				

Property Types

D=Disabled
E=Elderly
F=Family
HO=Homeless
SRO=Single Room Occupancy
HCV=Housing Choice Voucher

Program Types

HTF=Housing Trust Fund
PH=Public Housing
S-8=Section 8
TC=Low Income Housing Tax Credit
SLF=Supportive Living Facility
PSH=Permanent Supportive Housing

Attachment E

310 Arlington Heights - Square Footage Comparison

	Total Units	No. 1 BR	% of Total	SF	SF Versus	No. 2 BR	% of Total	SF	SF Versus	No. 3 BR	% of Total
310 Arlington	**40**	**20**	**50%**	**684**	**——**	**20**	**50%**	**897**	**——**	**0**	**0%**
Parkview Apartments	41	14	34%	835	*-18.1%*	23	56%	1,000	*-10.3%*	4	10%
Rand Grove Village	212	44	21%	600	*14.0%*	98	46%	700	*28.1%*	50	24%
Williams Reserve (HCV)	85	64	75%	796	*-14.1%*	48	56%	1,021	*-12.1%*	16	19%
Arrowhead Apartments (Section-8)	40	21	0%	729	*-6.2%*	14	35%	968	*-7.3%*	5	13%
Totals/Averages	**378**	**143**	**38%**	**730**	***-6.3%***	**183**	**48%**	**842**	**6.5%**	**75**	**20%**
Comparable Properties											
Williams Reserve (Market Rate)	235	122	52%	796	*-14.1%*	44	19%	1,021	*-12.1%*	45	19%
Arrowhead Apartments (Market Rate)	160	82	51%	729	*-6.2%*	62	39%	968	*-7.3%*	16	10%
Stonebridge of Arlington Heights*	586	290	49%	1,020	*-32.9%*	260	44%	1,200	*-25.3%*	0	0%
Arbor Lakes*	378	184	49%	792	*-13.6%*	164	43%	990	*-9.4%*	0	0%
Clover Ridge East	276	132	48%	792	*-13.6%*	124	45%	895	*0.2%*		0%
The Pointe	312	234	75%	785	*-12.9%*	78	25%	968	*-7.3%*	0	0%
Totals/Averages	**1,947**	**1,044**	**54%**	**849**	***-19.5%***	**732**	**38%**	**1,046**	**-14.3%**	**61**	**3%**

Averages are weighted, where possible.

*extra-large two-bedrooms were excluded from the sample.

310 Arlington - 60% AMI Rent Comparison

	Total Units	Util Included? Heat	Trash	W/S	No. 1 BR	% of Total	Avg. 1 BR Rent	Subject Rent Versus	PSF Rent	PSF Rent Versus	No. 2 BR	% of Total	Avg. 2 BR Rent	Subject Rent Versus	PSF Rent	PSF Rent Versus
310 Arlington	**40**	**N**	**Y**	**Y**	**12**	**30%**	**$871**	------	**$1.27**	-----	**20**	**50%**	**$1,047**	------	**$1.17**	-----
Parkview Apartments	45	N	N	N	5	11%	$891	*-2.2%*	$1.12	*13.8%*	7	16%	$1,080	*-3.1%*	$1.20	*-3.1%*
Comparable MR Properties																
Williams Reserve (Market Rate)	235	N	N	N	122	52%	$1,359	*-35.9%*	$1.71	*-25.4%*	44	19%	$1,524	*-31.3%*	$1.49	*-21.8%*
Arrowhead Apartments (Market Rate)	160	N	Y	Y	82	51%	$1,160	*-24.9%*	$1.59	*-20.0%*	62	39%	$1,335	*-21.6%*	$1.38	*-15.4%*
Stonebridge of Arlington Hts.	586	N	Y	N	290	49%	$1,389	*-37.3%*	$1.36	*-6.5%*	260	44%	$1,754	*-40.3%*	$1.46	*-20.1%*
Arbor Lakes	378	N	N	N	194	51%	$1,328	*-34.4%*	$1.68	*-24.1%*	154	41%	$1,528	*-31.5%*	$1.54	*-24.4%*
Clover Ridge East	276	N	N	N	234	85%	$960	*-9.3%*	$1.21	*5.1%*	78	28%	$1,440	*-31.5%*	$1.61	*-27.4%*
The Pointe	312	N	N	N	148	47%	$1,376	*-36.7%*	$1.75	*-27.4%*	164	53%	$1,759	*-40.5%*	$1.82	*-35.8%*
Market Rate Totals/Averages	***1,947***				***1070***	***55%***	***$1,261***	***-30.9%***	***$1.50***	***-15.2%***	***762***	***39%***	***$1,630***	***-35.8%***	***$1.56***	***-25.4%***

Averages are weighted, where possible

	Utility Allow.: 1 br	2 br
gas heat	$32	$34
elec. heat	$41	$49
elec. cooking	$22	$25
gas cooking	$18	$19
electricity	$38	$46
Water/sewer	$40	$55
Trash rem.	$21	$21

Certificate of Professional Designation

This certificate verifies that

Kurt Magnuski
American Marketing Services, Inc.

Has completed NCHMA's Professional Designation Requirements and is hence an approved member in good standing of:

NCHMA MEMBER®

Formerly known as
NCAHMA

National Council of Housing Market Analysts
1400 16th St. NW
Suite 420
Washington, DC 20036
202-939-1750

Membership Term
1/1/2021 to 12/31/2021

Thomas Amdur
President, NCHMA

OP ID: PW

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 08/04/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Jos.Cacciatore & Co. Insurance 527 South Wells Street Chicago, IL 60607 Jos. Cacciatore Insurance	CONTACT NAME: Jos. Cacciatore & Co. Ins. PHONE (A/C, No, Ext): 312-264-6023 FAX (A/C, No): 312-987-4601 E-MAIL ADDRESS: pamela@cacciatoreinsurance.com PRODUCER CUSTOMER ID #: AMERI-1
INSURED American Marketing Services Inc. 527 South Wells St- 4th Floor Chicago, IL 60607	INSURER(S) AFFORDING COVERAGE — NAIC # INSURER A : The Hartford — 29424 INSURER B : Houston Casualty Company INSURER C : INSURER D : INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	GENERAL LIABILITY X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY PRO-JECT LOC	X		83SBA AB2653	06/18/2020	06/18/2021	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG Profess.	$ 1,000,000 $ 1,000,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $ 1,000,000
X X	AUTOMOBILE LIABILITY ANY AUTO ALL OWNED AUTOS SCHEDULED AUTOS X HIRED AUTOS X NON-OWNED AUTOS			83 SBA AB2653	06/18/2020	06/18/2021	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (PER ACCIDENT)	$ 1,000,000 $ $ $
A	UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DEDUCTIBLE X RETENTION $ 10,000	X		83SBA AB2653	06/18/2020	06/18/2021	EACH OCCURRENCE AGGREGATE	$ 10,000,000 $ 10,000,000
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y If yes, describe under DESCRIPTION OF OPERATIONS below	N/A		83WECAB6VYD	06/18/2020	06/18/2021	WC STATU-TORY LIMITS X OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 1,000,000 $ 1,000,000 $ 1,000,000
B	Professional Liab.			H720115773	06/17/2020	06/17/2021	Professio Liability	1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)
Valuable Papers Included - Illinois Housing Authority is named as Additional Insured. Certificate issued for verification of insurance renewal

CERTIFICATE HOLDER

Illinois Housing Development Authority
Suite 1000
111 E. Upper Wacker Drive
Chicago, IL 60601

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
Jos. Cacciatore Insurance

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Attachment H - Page 1

2020-2021 Site and Market Study Summary Form

(Please complete all highlighted (in yellow) sections of this form. Failure to do so will be grounds for automatic denial of your application)

Required Information:	Information Requested on this form:	Mark appropriate box / Include required information:	Other information / Page Number Where information can be found in Site and Market Study:
Name of Development:	310 Arlington Heights		
Location of the Proposed (City/County):	Arlington Heights/Cook		
Targeted Tenant Type:	**Family**	X	If Other please indicate targeted population:
	Elderly		
	Other		
Other affordable units that target the same tenant type in the PMA: (should include IHDA, HUD, Rural Housing, Chicago Tax Credits, etc.)	**Number of Units**	126	Page number: 10
Total Number of other affordable units in the PMA: (should include IHDA, HUD, Rural Housing, Chicago Tax Credits, etc.)	**Number of Units**	438	Page number: 10
Rent Schedule (including unit sizes) for Proposed Development:	**Included**	X	Page number:
	Not Included		3
Occupancy levels for existing affordable properties in PMA:	Included	X	Page number:
	Not Included		11
Rent Schedule for Comparable Properties:	Included	X	Page number:
	Not Included		Attachment C
Evaluation of the proposed rents to comparable properties in the PMA:	Lower	X	Evaluation and Explanation found on page:
	Comparable		
	Higher		25-26
Demographic (population) trending for PMA and for targeted tenant population:	Increase		Evaluation and Explanation found on page:
	Stable	X	
	Decrease		13-14
Demographic (households) trending for PMA and for targeted tenant population:	Increase		Evaluation and Explanation found on page:
	Stable	X	
	Decrease		13-14
Evaluation of the proposed unit mix to the PMA standard:	Superior		Evaluation found on page:
	Meets	X	
	Inferior		24
Evaluation of the proposed unit sizes (sq. ft.) to the PMA standard:	Superior		Evaluation found on page:
	Meets		
	Inferior	X	24
List of Proposed Development Amenities:	Included	X	Page number:
	Not Included		3
Evaluation of proposed amenities to PMA standard:	Superior		Evaluation and Explanation found on page:
	Equal	X	
	Inferior		3

Attachment H - Page 2

Estimated absorption period:	Units per month	8-10	Explanation of absorption estimate found on page:
	Number of months	4-5	31
Marketability/Visibility of the Site:	Good	X	Explanation found on page:
	Average		
	Poor		4
Affordable units market penetration including the proposed in the PMA (use ALL income qualified households for PMA ONLY)**:**	Rate	1.9	Page number:
			31
Proposed projects' required rate of capture within the PMA (use ALL income qualified households for PMA ONLY)**:**	Rate	0.6	Page number:
			30
Overall Market Demand (the additional number of units needed within the market area to meet demand from targeted populations. The analysis should determine if there is sufficient demand to support the proposed project)**:**	Units needed	2,125	Page number:
	Sufficent Demand (y/n)?	Yes	27-28
Public Safety Issues (Provide an analysis of public safety issues including information or statistics on crime in the PMA. Address any local perceptions of crime or safety issues in the PMA)**:**	Included	X	Page number:
	Not Included		5
List of major employers in PMA (not required of some projects, see requirements)**:**	Included	X	Page number:
	Not Included		21
Economic Stability Analysis / Evaluation of PMA employment (not required of some projects, see requirements)**:**	Growth	X	Analysis found on page:
	Stability		
	Decline		19-21

PRELIMINARY PLAT OF SUBDIVISION

CRESCENT PLACE SUBDIVISION

OF

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



VICINITY MAP

~ NO SCALE ~

SURVEYOR'S NOTES

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

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

ALL EASEMENTS ARE HERETOFORE DEDICATED UNLESS OTHERWISE NOTED.

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

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

R=RECORD
M=MEASURED
D=DEED

AREA OF SURVEY

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

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF DU PAGE)

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

PARCEL 1:

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

PARCEL 2:

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

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

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

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

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

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

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

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

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

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

PLAN COMMISSION AND VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

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

APPROVED BY THE PLAN COMMISSION AT A MEETING HELD _____

_____
CHAIRMAN

_____
SECRETARY

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

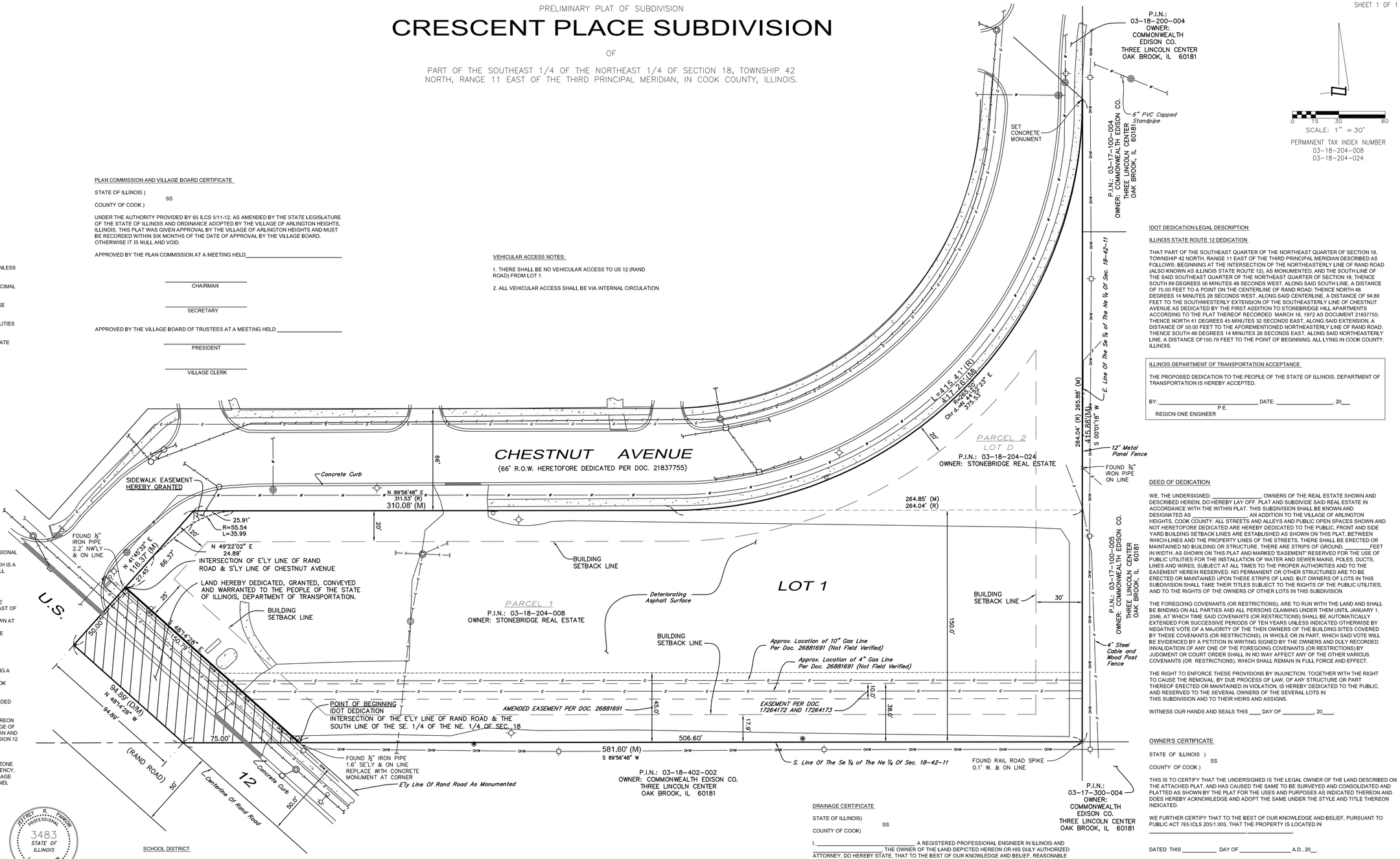
_____
PRESIDENT

_____
VILLAGE CLERK

VEHICULAR ACCESS NOTES:

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

2. ALL VEHICULAR ACCESS SHALL BE VIA INTERNAL CIRCULATION



IDOT DEDICATION LEGAL DESCRIPTION

ILLINOIS STATE ROUTE 12 DEDICATION

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

ILLINOIS DEPARTMENT OF TRANSPORTATION ACCEPTANCE

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

BY: _____ P.E. DATE: _____ 20__
REGION ONE ENGINEER

DEED OF DEDICATION

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

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

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

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

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

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

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

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

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

NOTARY CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

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

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

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

SCHOOL DISTRICT

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

ELEMENTARY: CONSOLIDATED COMMUNITY SCHOOL DISTRICT #25

HIGH SCHOOL: TOWNSHIP HIGH SCHOOL DISTRICT #214

COLLEGE: HARPER COMMUNITY COLLEGE DISTRICT #512

_____
_____
OWNERS/OWNERS

COUNTY RECORDER CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

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

_____
COOK COUNTY RECORDER

VILLAGE COLLECTOR

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

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

_____
VILLAGE COLLECTOR

VILLAGE ENGINEER

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

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

_____
VILLAGE ENGINEER

DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

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

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

_____
ILLINOIS REGISTERED
PROFESSIONAL ENGINEER

_____
STATE REGISTRATION NUMBER

_____
REGISTRATION EXPIRATION DATE

PROPERTY OWNER'S SIGNATURES

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

_____ _____
PRINT NAME PRINT NAME

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Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building & Life Safety Department

Subject: 310 W Rand Rd – Crescent Place – Rezoning, Land Use Variation

PC#: 21-010 – Round 1

Date: April 26, 2021

RECEIVED
APR 27 2021
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. The design and construction of the facilities shall comply with the following adopted codes:
    a. 2018 International Building Code with amendments
    b. 2018 International Fire Code with amendments
    c. 2018 International Fuel Gas Code with amendments
    d. 2018 International Mechanical Code with amendments
    e. 2018 ILLINOIS Energy Conservation Code with state amendments
    f. 2017 National Electrical Code with amendments
    g. 2014 Illinois Plumbing Code with amendments

2. At least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the interior cab size shall not be less than 60 inches by 85 inches, and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame. Per 2018 IBC 3002.4 as amended

3. Refuse chutes shall have a minimum fire-resistance rating of 2-hours and comply with 2018 IBC 713.4.

4. Elevator shaft enclosures shall have a minimum fire-resistance rating of 2-hours and comply with 2018 IBC 713.4.

5. The elevator machine room shall have a minimum fire-resistance rating of 2-hours and comply with 2018 IBC 3005.4.

6. The stairway enclosures shall have a minimum fire-resistance rating of 2-hours and comply with 2018 IBC 713.4.

7. One stairway shall provide access to the roof. Per 2018 IBC 1011.12.

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-010

Petitioner: HTG Illinois Developer LLC, attn: Jake Zunamon
3225 Aviation Avenue 6th floor, Coconut Grove, FL 33133

Owner: Stonebridge Real Estate Company, LLC, attn: Maria Magnus
230 E. Ohio Street Suite 400, Chicago, IL 60611

Contact Person:	Jake Zunamon c/o HTG	John Green c/o Groundwork Ltd.
Address:	3225 Aviation Ave 6th flr Coconut Grove, FL 33133	351 W. Dundee Rd. Suite A Buffalo Grove, IL 60089
Phone #:	786-347-4549	847-541-4151
Fax #:	n/a	n/a
E-Mail:	jake@htgf.com	john@groundworkltd.com

P.I.N.# 03-18-204-008-0000 (parcel 1)
03-18-204-024-0000 (parcel 2)

Location: 310 W. Rand Road, Arlington Heights, IL 60004

Rezoning: ✓ Current: B-2 Proposed: R-6

Subdivision: Consolidation

# of Lots: 1 Current: 2 Proposed: 1

PUD: N/A For:

Special Use: N/A For:

Land Use Variation: N/A For:

Land Use: ✓ Current: Vacant
Proposed: Apartments

Site Gross Area: 101, 167 sf (2.322 acres)

# of Units Total: 40 units

1 BR: 20 2BR: 20 3BR: 0 4BR: 0

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

FIRE PREVENTION

No Addl Comments

4-21-21

~~Director~~ Date

ENGINEERING DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-010

Petitioner: HTG Illinois Developer LLC, attn: Jake Zunamon
3225 Aviation Avenue 6th floor, Coconut Grove, FL 33133

Owner: Stonebridge Real Estate Company, LLC, attn: Maria Magnus
230 E. Ohio Street Suite 400, Chicago, IL 60611

Contact Person:	Jake Zunamon c/o HTG	John Green c/o Groundwork Ltd.
Address:	3225 Aviation Ave 6th flr Coconut Grove, FL 33133	351 W. Dundee Rd. Suite A Buffalo Grove, IL 60089
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# of Units Total: 40 units

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

1. PUBLIC IMPROVEMENTS REQUIRED:	YES	NO	COMMENTS
a. Underground Utilities			
Water		NO	
Sanitary Sewer		NO	
Storm Sewer		NO	
b. Surface Improvement			
Pavement		NO	
Curb & Gutter		NO	
Sidewalks		YES	
Street Lighting		NO	
c. Easements			
Utility & Drainage		NO	
Access		YES	PUBLIC SIDEWALK

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC	X	b. IDOT	X
c. ARMY CORP		d. IEPA	
e. CCHD			

	YES	NO	COMMENTS
3. R.O.W. DEDICATIONS?	X		
4. SITE PLAN ACCEPTABLE?			SEE COMMENTS
5. PRELIMINARY PLAT ACCEPTABLE?		X	
6. TRAFFIC STUDY ACCEPTABLE?	X		
7. STORM WATER DETENTION REQUIRED?	X		
8. CONTRIBUTION ORDINANCE EXISTING?		X	
9. FLOOD PLAIN OR FLOODWAY EXISTING?		X	
10. WETLAND EXISTING?		X	

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: GROUNDWORK, LTD.

DATE OF PLANS: —

Michael Rogers 5/4/21

~~Director~~ VILLAGE ENGINEER — Date

PLAN COMMISSION PC #21-010
Crescent Place
310 W Rand Rd
Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

12. Since a subdivision is being proposed the plans must meet all subdivision requirements. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. An Engineers estimate of construction cost for public improvements is also required to complete the calculation for the required public improvement guarantee deposit. The public improvements for this development would be public sidewalk. These estimates should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.

13. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
	Prime Meridian: Greenwich
	Angular Unit: Degree

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

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

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

17. An MWRD permit will be required.

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

19. Final subdivision approval will require final engineering plans.

20. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

21. Fire lanes, where required adjacent to buildings, must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

22. The "Autoturn" exhibit provided is at a 1"=120' scale and does not show all possible directions of travel off of Chestnut Ave. Provide a full-scale exhibit. The exhibit must show front and rear wheel paths and the extent of the front and rear overhangs.

23. Sidewalk through the driveways shall be 8" thick and the shall carry through the driveway. The curb shall stop on either side of the sidewalk.

24. Permission must be granted to construct the parking lot over the existing 45 ft easement. Verify that there is sufficient cover over the existing gas lines.

25. An IDOT permit is required for all work within the Rand Road right-of-way.

Public Works:

26. All utility construction shall meet water and sewer specifications.

27. All road patches shall have milled 2' beyond edge of trench.

28. Existing sidewalk adjoining property shall be inspected. All standing water shall be addressed.

29. Public Works will reserve additional comments until a more detailed set is available.

Preliminary Plat of Subdivision:

30. The plat was reviewed against the attached Preliminary Plat of Subdivision Checklist. The following Checklist items are incomplete.
    a) Checklist 7, show the location and dimensions of streets, easements, improvements and utilities within and immediately contiguous to the proposed subdivision.
    b) Checklist 12, show the location and dimensions of all building setback lines in the proposed subdivision.
    c) Checklist 13, show the names and last known addresses of the owners of the land proposed to be subdivided, the subdivider, and all owners of land immediately adjoining the land proposed to be subdivided.

31. Crosshatch the right-of-way dedication for Rand Road.

32. For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist. Add the utility signature blocks

Michael L. Pagones, P.E. Date
Village Engineer

Attachments:
Preliminary Plat of Subdivision Checklist (1 page)
Final Plat of Subdivision Checklist (3 pages)
Contacts for Plat Signatures (1 page)
Sample Utility Signature Blocks (1 page)

Preliminary Plat of Subdivision Checklist

Municipal Code Section 29-201(b)(1 – 13)

- ○ 1. The name of the proposed subdivision.
- ○ 2. A north-point indication, scale, date of preparation of the Preliminary plat, and by whom prepared.
- ○ 3. A legal description of land proposed to be subdivided, by section, township and range, and other terms as used in describing land on the records of the Recorder of Deeds or Registrar of Titles, Cook County, Illinois.
- ○ 4. Sufficient information to locate accurately the proposed subdivision in relation to its general neighborhood, by means of references to streets, railroad lines, recorded plats, etc. If the foregoing references cannot be made, then a vicinity plat showing the location of the proposed subdivision, drawn to a smaller scale, shall accompany the Preliminary plat.
- ○ 5. The description and location of all survey monuments, existing and to be erected, in the area of the proposed subdivision.
- ○ 6. The boundary lines of the proposed subdivision, drawn to accurate scale and bearing, and a statement of the total area encompassed by the boundary lines.
- ○ 7. The location and dimensions of streets, easements, improvements and utilities within and immediately contiguous to the proposed subdivision, as well as the location and dimensions of major features such as railroad lines, airports, water courses, lakes and exceptional topography.
- ○ 8. The location, dimensions and layout of proposed streets, alleys, and sidewalks of the proposed subdivision.
- ○ 9. The layout, number, dimensions and area of each lot of the proposed subdivision.
- ○ 10. The location, dimensions and layout of all parcels of land intended to be dedicated for public use, such as parks and other open spaces, or reserved for the use of all subdivision property owners, together with an indication of the nature of each such use within the proposed subdivision.
- ○ 11. The location, dimensions and layout of all public utility easements in the proposed subdivision.
- ○ 12. The location and dimensions of all building setback lines in the proposed subdivision.
- ○ 13. The names and last known addresses of the owners of the land proposed to be subdivided, the subdivider and all owners of land immediately adjoining the land proposed to be subdivided.

The Village of Arlington Heights Municipal Code can be accessed over the internet at www.vah.com .

Final Plat of Subdivision Checklist
Municipal Code Section 29-209(a – t)

- ○ a. The date of preparation of the final plat and by whom prepared.
- ○ b. The boundary of the plat, based on accurate traverse, with angles and lineal dimensions.
- ○ c. All permanent survey monuments, markers and bench marks.
- ○ d. Exact location, width and name of all streets within and adjoining the plat, and the exact location and widths of all cross walkways.
- ○ e. True angles and distances to the nearest established street lines or official monuments, not less than three.
- ○ f. Municipal, township, county and section lines accurately tied to the lines of the subdivision by distances and angles.
- ○ g. Radii, internal angles, points and curvatures, tangent bearings and lengths of all arcs.
- ○ h. All easements for rights of way established for public use and utilities.
- ○ i. All lot numbers and lines, with accurate dimensions given in hundredths of feet.
- ○ j. Accurate outlines and legal descriptions of all areas dedicated or reserved for public use, with the proposed uses indicated thereon; and all areas to be reserved by deed covenant for the common use of all property owners; together with the proposed uses indicated thereon.
- ○ k. The text of protective covenants, approved by the Plan Commission, relating to the proposed subdivision.
- ○ l. An endorsement by the County Clerk in the form acceptable to Cook County, that there are no delinquent, forfeited, foreclosed or purchased general taxes, or unpaid current general taxes, against the land proposed to be subdivided.
- ○ m. A summary of all restrictions applicable to any part of such subdivision concerning building restrictions, use restrictions, building setback lines and similar matters.
- ○ n. A deed of dedication in the form set forth in Section 29-217(a):
  The Final plat shall contain a deed of dedication substantially as follows:

  "We, the undersigned, (Names), owners of the real estate shown and described herein, do hereby lay off, plat and subdivide said real estate in accordance with the within plat. This subdivision shall be known and designated as (Name), an addition to the Village of Arlington Heights, Cook County. All streets and alleys and public open spaces shown and not heretofore dedicated are hereby dedicated to the public. Front and side yard building setback lines are established as shown on this plat, between which lines and the property lines of the streets, there shall be erected or maintained no building or structure. There are strips of ground, (Number) feet in width, as shown on this plat and marked 'Easement' reserved for the use of public utilities for the installation of water and sewer mains, poles, ducts, lines and wires, subject at all times to the proper authorities and to the easement herein reserved. No permanent or other structures are to be erected or maintained upon

these strips of land, but owners of lots in this subdivision shall take their titles subject to the rights of the public utilities, and to the rights of the owners of other lots in this subdivision.

(Additional dedications and protective covenants, or private restrictions, would be inserted here upon the subdivider's initiative or the recommendation of the Plan Commission or Village Board; important provisions are those specifying the use to be made of the property and, in the case of residential use, the minimum habitable floor area.)

The foregoing covenants (or restrictions), are to run with the land and shall be binding on all parties and all persons claiming under them until January 1, 20____ [25 year period is suggested], at which time said covenants (or restrictions) shall be automatically extended for successive periods of ten years unless indicated otherwise by negative vote of a majority of the then owners of the building sites covered by these covenants (or restrictions), in whole or in part, which said vote will be evidenced by a petition in writing signed by the owners and duly recorded. Invalidation of any one of the foregoing covenants (or restrictions) by judgment or court order shall in no way affect any of the other various covenants (or restrictions), which shall remain in full force and effect.

The right to enforce these provisions by injunction, together with the right to cause the removal, by due process of law, of any structure or part thereof erected or maintained in violation, is hereby dedicated to the public, and reserved to the several owners of the several lots in this subdivision and to their heirs and assigns.

WITNESS our hands and seals this ____ day of _____, 20____.

STATE OF ILLINOIS)
COUNTY OF COOK) SS.

Before me the undersigned Notary Public, in and for the County and State aforesaid, personally appeared (Names), and each separately and severally acknowledged the execution of the foregoing instrument as his or her voluntary act and deed, for the purposes therein expressed.

WITNESS my hand and notarial seal this ____ day of 20 _____.

_____
Notary Public"

○ o. A blank certificate of approval in the form set forth in Section 29-217(b).
The Final plat shall contain a certificate of approval as follows:

"Under the authority provided by 65 ILCS 5/11-12 as amended by the State Legislature of the State of Illinois and Ordinance adopted by the Village Board of the Village of Arlington Heights, Illinois, this plat was given approval by the Village of Arlington Heights AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED by the Plan Commission at a meeting held _____

_____
Chairman

_____

Secretary

APPROVED by the Village Board of Trustees at a meeting held _____

_____

President

_____

Village Clerk

APPROVED by the Village Collector

_____

APPROVED by the Village Engineer

_____"

○ p. A certification by a registered surveyor in the form set forth in Section 29-217(c). The Final plat shall contain a certificate signed by an Illinois Registered Land Surveyor in substantially the following form:

"I, (Name), hereby certify that I am an Illinois Registered Land Surveyor in compliance with the laws of the State of Illinois, and that this plat correctly represents a survey completed by me on (Date); that all monuments and markers shown thereon actually exist, and that I have accurately shown the materials that they are made of.

_____

Signature

(SURVEYOR'S SEAL)

Illinois Land Surveyor
No. _____"

○ q. A notarized statement from the owner indicating the school district in which each tract, parcel, lot or block lies.

○ r. A certificate in the form as required by the Illinois Department of Transportation or Cook County Highway Department, respectively, when any new street or new driveway will access one of these Department's streets.

○ s. The parcel index numbers of all lots contained within the plat shall be included on the plat of subdivision.

○ t. A block stating "Send Tax Bill To: (Name/Address)." The actual name and address shall be provided by the developer.

○ u. Provide a location to identify the address of each new lot.

The Village of Arlington Heights Municipal Code can be accessed over the internet at www.vah.com .

Contacts for Plat Signatures

Mr. Frank Gautier **Comcast Cable** 688 Industrial Drive Elmhurst, IL 60126	224-229-5850 Ted_Wyman@comcast.com Alternates: Bob Schulter (Department Supervisor), Martha Agieras (Assistant) Bob_Schulter@comcast.ncom Martha_Gieras@comcast.com *Per Frank: Request that completed plat data be shared with Comcast in advance of signature, and that the plat be physically provided at their 688 Industrial Drive office at a mutually agreed date and time.*
Mr. Mark Cozzi **ComEd** Three Lincoln Center, 4th Floor Oakbrook Terrace, IL 60181	630-576-6530 Mark.Cozzi@ComEd.com
Ms. Gwen Borjon **NICOR Gas** 1844 W Ferry Rd Naperville, IL 60563	630-388-2976 gborjon@southernco.com
Ms. Sue E. Manshum ROW Engineer **Ameritech** 1391 Abbot Ct Buffalo Grove, IL 60089	847-465-6086 sm9231@att.com
Mr. Dominick Silvio **WOW Internet Cable** 4350 Weaver Parkway Warrenville, IL 60555	630-536-3121 dominick.silvio@wowinc.com
Ms. Abigail Robinson **IDOT Permits** 201 W Center Court Schaumburg, IL 60196	847-705-4541 Abigail.L.Robinson@illinois.gov
Mr. Michael Sterr, P.E. Permit Division Head, Construction Bureau **Cook County Department of Transportation and Highways** 69 W Washington St 24th Floor Chicago, IL 60602	312-603-1670 michael.sterr@cookcountyil.gov hwy.permits@cookcountyil.gov

Sample Signature Blocks

COMMONWEALTH EDISON COMPANY
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

AMERITECH/SBC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

NICOR GAS
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

COMCAST CABLE
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

WIDE OPEN WEST, LLC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

Cook County Signature Block:

This plat has been approved by the Cook County Highway Department with respect to roadway access pursuant to 765 ILCS 205/2. However, a Highway Permit, conforming to the standards of the Cook County Highway Department is required by the owner of the property for this access.

_____

Superintendent of Highways
Cook County, Illinois

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number 21-010

Project Name Crescent Place

Project Location 310 W. Rand Road

Planning Department Contact Sam Hubbard

General Comments

Round 1 General Comments:
1)Building is to be sprinkled per code.
2) The Fire Department Connection shall be located at the main front entrance. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.
3) A Knox Box shall be located at the main front entrance. Please install an additional Knox Box at the rear door by the patio space opposite the main entrance.
4) Install a fully operational annunciator panel or alarm panel at the main front entrance.
5) Please review IFC 2018 Section D105 to make sure Aerial Fire Apparatus Roads are in compliance.
6) Please review the Village Amendment to the IBC code for elevators to accommodate ambulance stretchers.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date April 30, 2021 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

RECEIVED
APR 30 2021
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

DEPARTMENT PLAN REVIEW SUMMARY

Crescent Place
310 W Rand Rd
LUV

Round 1 Review Comments

04/29/2021

1. **Character of use:**
   The character of use is consistent with the area and is not a concern.

2. **Are lighting requirements adequate?**
   Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

3. **Present traffic problems?**
   This area of roadway is busy during both peak and non-peak hours. Traffic impact study is recommended.

4. **Traffic accidents at particular location?**
   This is not a problem area in relation to traffic accidents.

5. **Traffic problems that may be created by the development.**
   This development could create higher traffic volume in the area. Especially entering and leaving the property. Traffic impact should address.

6. **General comments:**

   - Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

   - Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

   - Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

A. O. #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

Sgt Ry SG

Supervisor's Signature

HEALTH SERVICES DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-010

Petitioner: HTG Illinois Developer LLC, attn: Jake Zunamon
3225 Aviation Avenue 6th floor, Coconut Grove, FL 33133

Owner: Stonebridge Real Estate Company, LLC, attn: Maria Magnus
230 E. Ohio Street Suite 400, Chicago, IL 60611

Contact Person:	Jake Zunamon c/o HTG	John Green c/o Groundwork Ltd.
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(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

The Village Code requires that recycling be provided in all multi-family properties. A recycling plan will need to be submitted during the Building permit phase.

Sean Freres 4/20/21
Environmental Health Officer Date

James McCalister 4/20/21
Director Date

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

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	YES	NO	
1.		X	COMPLIES WITH COMPREHENSIVE PLAN?
2.	X		COMPLIES WITH THOROUGHFARE PLAN?
3.		X	VARIATIONS NEEDED FROM ZONING REGULATIONS? (See below.)
4.		X	VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS? (See below.)
5.	X		SUBDIVISION REQUIRED?
6.	X		SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED? (See below.)

Comments:

Please see attached comments.

Sara Hubbard

Date

Planning & Community Development Dept. Review

May 6, 2021

REVIEW ROUND 1

Project: 310 W. Rand Road
Crescent Place

Case Number: PC 21-010

General:

7) The following approvals are needed:
   - **Amendment to Comprehensive Plan to reclassify the subject property from "Commercial" to "Moderate Density Multi-Family".**
   - **Rezoning from the B-2, General Business District, to the R-6, Multiple-Family Dwelling District.**
   - **Preliminary and Final Plat of Subdivision approval to consolidate the subject property into one lot.**

8) Please revise the project narrative to include details on the property management/onsite employees, as well as additional specificity on the green features/sustainable design elements that will be provided.

9) Section 9.8(i) of the Zoning Code requires that all PUD's include a preliminary construction schedule and phasing plan. Details on the estimated general construction timeline was included in the project narrative. However, please provide a construction staging plan, which must include the anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per phase and where they will be staged, the location of material storage, and information on any anticipated lane closures, including info on where the closures will take place and the general timeframe for each closure.

10) A photometric plan and catalog cuts for all light fixtures must be submitted for review.

11) Impact Fee's shall be required as per the requirements of Chapter 29 of the Municipal Code.

12) Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.

Site Plan:

13) Please add parking stall sizes and depths, as well as drive aisle width to the parking area at the western side of the site.

14) What is the box with the "X" on the western side of the building? All transformers, mechanical equipment, and utility infrastructure should be appropriately sited so as not to be within a front yard and shall be screened from view.

15) Please identify any proposed ground mounted mechanical equipment (AC units, generators, transformers, utility pedestals etc.) on the site plans and landscape plans. These elements must be appropriately located and screened from view.

16) What is the dark line adjacent to the southern property line? If this is a retaining wall, please provide details on the height and materials for the wall.

17) Please provide additional details on the proposed pergola (size, height, materials), as well as the planting beds. Will these planting beds be enclosed with a fence? How tall will the raised planting bed be? What materials will the raised planting bed be made from?

18) If two spaces per unit is expected to be a significant surplus over likely demand, then the Planning Department is open to the possibility of no less than 1.5 spaces per unit of parking being constructed, provided that a plan showing landbanking of the full 80 space is provided, and the detention capacity for said "landbanked" parking is built into the stormwater system at initial site development.

Plat of Subdivision:

19) Final Plat of Subdivision approval shall be required within 12-months of preliminary plat approval.

20) Final Plat of Subdivision will need to show all required building setbacks.

21) What is the 38' measurement shown on the southern portion of Lot 1? There is no explanation calling out what this measurement is delineating.

Prepared by: 

Crescent Place
310 W. Rand Road
PC #21-010
April 29, 2021

Landscape Comments

1) The ends of all parking rows must include a 4 inch caliper shade tree. For a double island two trees must be provided. Please increase the size of the trees and incorporate an additional tree in the island north of the proposed building.

2) The shrubs along the frontage adjacent to the parking areas must be a minimum of three feet high at time of installation.

3) Please evaluate the proposed trees along the south property line and whether or not they might conflict with the overhead utilities.

4) All mechanical units must be fully screened. Please show all transformers/utilities on the landscape plan and provide landscaping in order to screen.

5) A tree fee of $4 per lineal foot of frontage is required at the time of permit along with a landscape compliance bond that is 30% of the estimated landscape costs.

May 18, 2021

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

Attn: Mr. Sam Hubbard, Development Planner

Re: Crescent Place
310 W. Rand Road
Arlington Height, Illinois
Project No. 21-010
GW# DD57

Dear Mr. Hubbard:

Groundwork has reviewed the comments with regards to the above referenced project. The following is a point-by-point response to the review comments:

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1) **Comment:** The design and construction of the facilities shall comply with the following adopted codes:
   a) 2018 International Building Code with amendments
   b) 2018 International Fire Code with amendments
   c) 2018 International Fuel Gas Code with amendments
   d) 2018 International Mechanical Code with amendments
   e) 2018 ILLINOIS Energy Conservation Code with state amendments
   f) 2017 National Electrical Code with amendments
   g) 2014 Illinois Plumbing Code with amendments
   Response: *Acknowledged and accepted for final plans.*

2) **Comment:** At least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the interior cab size shall not be less than 60 inches by 85 inches, and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame. Per 2018 IBC 3002.4 as amended
   Response: *Acknowledged and accepted for final plans.*

3) **Comment:** Refuse chutes shall have a minimum fire-resistance rating of 2-hours and comply with 2018 IBC 713.4.
   Response: *Acknowledged and accepted for final plans.*

GROUNDWORK, LTD.
ARCHITECTS / PLANNERS / ENGINEERS
351 WEST DUNDEE ROAD, SUITE A
BUFFALO GROVE, ILLINOIS 60089
847.541.4151 - FAX 847.541.4066
team@groundworkltd.com
www.groundworkltd.com

4) **Comment:** Elevator shaft enclosures shall have a minimum fire-resistance rating of 2-hours and comply with 2018 IBC 713.4.
Response: *Acknowledged and accepted for final plans.*

5) **Comment:** The elevator machine room shall have a minimum fire-resistance rating of 2-hours and comply with 2018 IBC 3005.4.
Response: *Acknowledged and accepted for final plans.*

6) **Comment:** The stairway enclosures shall have a minimum fire-resistance rating of 2-hours and comply with 2018 IBC 713.4.
Response: *Acknowledged and accepted for final plans.*

7) **Comment:** One stairway shall provide access to the roof. Per 2018 IBC 1011.12.
Response: *Acknowledged and accepted for final plans.*

Building Department Comments:

Comment: Fire Prevention: no additional Comments.
Response: *Thank you.*

Engineering Department Comments:

1) **Public Improvements:**
   a) Underground Utilities

      Water (No)

      Sanitary Sewer (No)

      Storm Sewer (No)

   b) Surface Improvements

      Pavement (No)

      Curb and Gutter (No)

      Sidewalks (Yes)

      Street Lighting (No)

   c) Easements

      Utility & Drainage (No)

      Access (Yes) Public sidewalk

   Response: *Thank you. Acknowledged and accepted. See responses below.*

2) **Comment:** Permits required other than village:
   a) MWRDGC (X)
   b) IDOT (X)
   Response: *Thank you. Acknowledged and accepted.*

3) **Question:** R.O.W. Dedications? (Yes)
   Answer: *Thank you. Acknowledged and accepted. See responses below.*

4) **Question:** Site Plan Acceptable? See comments.
   Answer: *Thank you. Acknowledged and accepted. See responses below.*

5) **Question:** Preliminary Plat Acceptable? (No)
Response / Answer: *Thank you. Acknowledged and accepted. See responses below.*

6) **Question:** Traffic Study Acceptable? (Yes)
Answer: *Thank you. Acknowledged and accepted.*

7) **Question:** Storm Water Detention Required? (Yes)
Answer: *Thank you. Acknowledged and accepted. See responses below.*

8) **Question:** Contribution Ordinance Existing? (No)
Answer: *Thank you. Acknowledged and accepted.*

9) **Question:** Flood Plain Or Floodway Existing? (No)
Answer: *Thank you. Acknowledged and accepted.*

10) **Question:** Wetland Existing? (No)
Answer: *Thank you. Acknowledged and accepted.*

11) **Comment:** The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
Response: *Acknowledged and accepted.*

12) **Comment:** Since a subdivision is being proposed the plans must meet all subdivision requirements. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. An Engineers estimate of construction cost for public improvements is also required to complete the calculation for the required public improvement guarantee deposit. The public improvements for this development would be public sidewalk. These estimates should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.
Response: *Acknowledged and accepted for final plans.*

13) **Comment:** Final engineering plans shall be georeferenced by using State Plane Coordinate System-Illinois East. Below are details about projection:

Projected Coordinate System:	NAD 1983 StatePlane Illinois East- PIPS-1201- Feet
Projection:	Transverse Mercator
False Easting:	984250.00000000
False Northing:	0.00000000
Central Meridian:	-88.33333333
Scale Factor:	0.99997500
Latitude Of Origin:	36.66666667
Linear Unit:	Foot US
Geographic Coordinate System:	GCS North American 1983
Datum:	D North American 1983
	Prime Meridian: Greenwich Angular Unit: Degree

Response: *Acknowledged and accepted for final plans.*

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

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

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

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

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

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

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

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

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

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

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

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

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

Public Works Comments:

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

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

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

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

Preliminary Plat of Subdivision Comments:

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

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

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

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

31) **Comment:** Crosshatch the right-of-way dedication for Rand Road.
Response: *Right-of-way on dedication plan has been hatched as requested. See attached plan.*

32) **Comment:** For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist. Add the utility signature blocks

Attachments:
Preliminary Plat of Subdivision Checklist (1 page)
Final Plat of Subdivision Checklist (3 pages)
Contacts for Plat Signatures (1 page)
Sample Utility Signature Blocks (1 page)
Response: *Thank you for the seven checklist pages provided. These items are acknowledged and accepted to be applied as part of the final plans.*

Fire Department Comments:

1) **Comment:** Building is to be sprinkled per code.
Response: *Acknowledged and accepted to be included in the final plans.*

2) **Comment:** The Fire Department Connection shall be located at the main front entrance. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.
Response: *Acknowledged and accepted to be included in the final plans.*

3) **Comment:** A Knox Box shall be located at the main front entrance. Please install an additional Knox Box at the rear door by the patio space opposite the main entrance.
Response: *Acknowledged and accepted and will be included in the final plans.*

4) **Comment:** Install a fully operational annunciator panel or alarm panel at the main front entrance.
Response: *Acknowledged and accepted to be included in the final plans.*

5) **Comment:** Please review IFC 2018 Section D105 to make sure Aerial Fire Apparatus Roads are in compliance.
Response: *Acknowledged and accepted and will be included in the final plans.*

6) **Comment:** Please review the Village Amendment to the IBC code for elevators to accommodate ambulance stretchers.
Response: *Acknowledged and accepted to be included in the final plans.*

Police Department Comments:

1) **Comment:** Character of use:
The character of use is consistent with the area and is not a concern.
Response: *Thank you.*

2) **Question:** Are lighting requirements adequate?
Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.
Answer: *Acknowledged and accepted to be included in the final plans.*

3) **Question:** Present traffic problems?
This area of roadway is busy during both peak and non-peak hours. Traffic impact study is recommended.
Answer: *Traffic Impact Study that addresses area roadway and impacts (dated April 15, 2021) was included in the initial submittal. Project impact was assessed on Pages 20-22 and summarized on Page 25 as being less than 1%.*

4) **Question:** Traffic accidents at particular location?
This is not a problem area in relation to traffic accidents.
Answer: *Thank you.*

5) **Comment:** Traffic problems that may be created by the development.
This development could create higher traffic volume in the area. Especially entering and leaving the property. Traffic impact should address.
Response: *See Item #3 above.*

6) **Comment:** General comments:
- Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

Response: *We would be happy to provide the requested information for the construction period. The form was not attached. Please send it to John@groundworkltd.com and we will have it completed and submitted at the appropriate time.*

- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

Response: *Understood. We believe the submitted Landscape Plan is sensitive to these items.*

- Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

Response: *Thank you. Signage will be reviewed and considered as part of the final plans.*

Health Services Department Comments:

1) **Comment:** General Comments: The Village Code requires that recycling be provided in all multi-family properties. A recycling plan will need to be submitted during the Building permit phase.
Response: *Recycling opportunities are provided in the building design. The selected General Contractor will meet and provide the requested recycling plan for construction during the Building permit phase.*

Planning & Community Development Department Comments:

1) **Question:** Complies with comprehensive plan? (No)
Answer: *Acknowledged. The submitted application includes a narrative and a request for consideration of a comprehensive plan adjustment to list the subject site area for development as a multi-family housing in lieu of commercial.*

2) **Question:** Complies with thoroughfare plan? (Yes).
Answer: *Thank you.*

3) **Question:** Variations needed from zoning regulations? (See below.) (No)
Answer: *Thank you.*

4) **Question:** Variations needed from subdivision regulations? (See below.) (No)
Answer: *Thank you.*

5) **Question:** Subdivision required? (Yes)
Answer: *Acknowledged. The application and narrative submitted requests a plat or resubdivision that consolidates the site into a single lot and for the entirety of the single lot to be zoned as R-6.*

6) **Question:** School/Park District contributions required? (Yes)
Answer: *Acknowledged and accepted.*

7) **Comment:** The following approvals are needed:
   - **Amendment to Comprehensive Plan to reclassify the subject property from "Commercial" to "Moderate Density Multi-Family".**
   - **Rezoning from the B-2, General Business District, to the R-6, Multiple-Family Dwelling District.**
   - **Preliminary and Final Plat of Subdivision approval to consolidate the subject property into one lot.**

   Response: *All items have been applied for. Application on file with the Village.*

8) **Comment:** Please revise the project narrative to include details on the property management/onsite employees, as well as additional specificity on the green features/sustainable design elements that will be provided.
Response: *The project narrative has been revised (dated 5/18/21) to include the items requested. (see attached)*

9) **Comment:** Section 9.8(i) of the Zoning Code requires that all PUD's include a preliminary construction schedule and phasing plan. Details on the estimated general construction timeline was included in the project narrative. However, please provide a construction staging plan, which must include the anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per phase and where they will be staged, the location of material storage, and information on any anticipated lane closures, including info on where the closures will take place and the general timeframe for each closure.
Response: *Not applicable per Mr. Hubbard as PUD is not applicable.*

10) **Comment:** A photometric plan and catalog cuts for all light fixtures must be submitted for review.
Response: *Requested Photometric plan & cuts attached.*

11) **Comment:** Impact Fee's shall be required as per the requirements of Chapter 29 of the Municipal Code.
Response: *Acknowledged and accepted.*

12) **Comment:** Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.
Response: *Revision date to modified and additional items (May 18, 2021) has been added as requested.*

Site Plan Comments:

13) **Comment:** Please add parking stall sizes and depths, as well as drive aisle width to the parking area at the western side of the site.
Response: *Additional stall sizing has been added to plans as requested.*

14) **Comment:** What is the box with the "X" on the western side of the building? All transformers, mechanical equipment, and utility infrastructure should be appropriately sited so as not to be within a front yard and shall be screened from view.
Response: *No utility elements have been located in the required front yard. The "X" is the transformer and is screened (see Landscape plan) as required. No other ground equipment is proposed. If local utilities require installation of small pedestals, they will be screened.*

15) **Comment:** Please identify any proposed ground mounted mechanical equipment (AC units, generators, transformers, utility pedestals etc.) on the site plans and landscape plans. These elements must be appropriately located and screened from view.
Response: *No other ground equipment beyond the transformer is proposed. If local utilities require installation of small pedestals, they will be screened.*

16) **Comment:** What is the dark line adjacent to the southern property line? If this is a retaining wall, please provide details on the height and materials for the wall.
Response: *A small wall is proposed to maintain grading at an existing large tree to remain. The wall will be less than 2' tall (Max.) and is to be constructed of interlocking landscape blocks. (Versa-Lok Standard "Mocha Blend", or equal)*

17) **Comment:** Please provide additional details on the proposed pergola (size, height, materials), as well as the planting beds. Will these planting beds be enclosed with a fence? How tall will the raised planting bed be? What materials will the raised planting bed be made from?
Response: *Pergola shall be a maximum of 200 sf and approximately 10' high and will be white. The raised garden plot areas are anticipated to be 19" high concrete interlocking to meet ADA accessibility standards; color to match building brick and shall be detailed at time of Final Plans.*

18) **Comment:** If two spaces per unit is expected to be a significant surplus over likely demand, then the Planning Department is open to the possibility of no less than 1.5 spaces per unit of parking being constructed, provided that a plan showing landbanking of the full 80 space is provided, and the detention capacity for said "landbanked" parking is built into the stormwater system at initial site development.
Response: *Thank you for the suggestion and since the traffic report indicated that parking shown is anticipated to be more than adequate at 2.0 / DU and IHDA has accepted this program, no request is made to reduce the parking to be installed below the ordinance amount of 2.0 / DU.*

Plat of Subdivision Comments:

19) **Comment:** Final Plat of Subdivision approval shall be required within 12-months of preliminary plat approval.
Response / Answer: *Acknowledged and accepted.*

20) **Comment:** Final Plat of Subdivision will need to show all required building setbacks.
Response: *Acknowledged and accepted.*

21) **Comment:** What is the 38' dimension measurement shown on the southern portion of Lot 1? There is no explanation calling out what this measurement is delineating.
Answer: *The 38' depicts the northern line of and old (but still existing) 10' wide gas company easement within its 45' existing easement.*

Memorandum

To: Planning and Community Development Department

From: Karl Krogstad, President, Krogstad Land Design Limited

Date: May 18, 2021

Subject: Crescent Place, 310 W. Rand Road, Arlington Heights, IL

The following are the responses to the Landscape related comments found in the Village of Arlington Heights Planning and Community Development Dept. Review dated May 6, 2021:

Landscape Comments

1. **Comment:** The ends of all parking rows must include a 4 inch caliper shade tree. For a double island two trees must be provided. Please increase the size of the trees and incorporate an additional tree in the island north of the proposed building.
   Response: Acknowledged and accepted, to be part of Final Plans.
2. **Comment**: The shrubs along the frontage adjacent to the parking areas must be a minimum of three feet high at time of installation.
   Response: Acknowledged and accepted, to be part of Final Plans.
3. **Comment:** Please evaluate the proposed trees along the south property line and whether or not they might conflict with the overhead utilities.
   Response: Proposed tree locations shall be evaluated and adjustments made as needed to minimize potential conflict as part of Final Plans.
4. **Comment:** All mechanical units must be fully screened. Please show all transformers/utilities on the landscape plan and provide landscaping in order to screen.
   Response: There is no ground level mechanical equipment. Transformers shall be fully screened from view.
5. **Comment:** A tree fee of $4 per lineal foot of frontage is required at the time of permit along with a landscape compliance bond that is 30% of the estimated landscape costs.
   Response: Acknowledged and accepted

We believe this addresses the comments raised in the review. If you have any questions or if we can be of further assistance, please do not hesitate to contact us.

Very truly yours,

GROUNDWORK, LTD.
ARCHITECTS/PLANNERS/ENGINEERS

By:_____
John P. Green, NCARB / AIA

cc: Mr. Jake Zunamon – Housing Trust Group (HTG) (electronic)
Mr. Bill Schneider – Turnstone Development (electronic)
Mr. Rob Natke – UrbanWorks Architects (electronic)

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building & Life Safety Department

Subject: 310 W Rand Rd – Crescent Place – Rezoning, Land Use Variation

PC#: 21-010 – Round 2

Date: May 28, 2021

General Comments:

The information provided is conceptual only and subject to a formal plan review.

No additional comments at this time.

PLAN COMMISSION PC #21-010
Crescent Place
310 W Rand Rd
Round 2

33. The petitioner's response to Comment Nos. 11, 12, 13, 14, 17, 19, 22, 25, 26, 27, 28, 29, 31 and 32 are acceptable.

34. The petitioner's response to Comment No. 15 is noted. The 5-foot flat zone is not provided in the area adjacent to the parking lot. Revisions to the site plan will be necessary to ensure that the overflow is directed through the weir and not onto the parking lot. This can be addressed at final engineering.

35. The petitioner's response to Comment No. 16 and 18 is noted. The Preliminary Stormwater Management Report is acceptable. A Final Stormwater Management Report will be required at final engineering.

36. The petitioner's response to Comment No. 20 is noted. The maximum spillage onto adjacent property is 0.2 foot-candles for multi-family. Areas of the photometric plan exceed this limit. This can be addressed at final engineering.

37. The petitioner's response to Comment No. 21 is noted. The fire lanes and cross section must be shown on the site plan. This can be addressed at final engineering.

38. The petitioner's response to Comment No. 23 is noted. Sidewalk through the driveways shall be 8" thick and the shall carry through the driveway. The curb shall stop on either side of the sidewalk. This can be addressed at final engineering.

39. The petitioner's response to Comment No. 24 is noted. Permission must be granted to construct the parking lot over the existing 45 ft easement. Verify that there is sufficient cover over the existing gas lines. This can be addressed at final engineering.

Preliminary Plat of Subdivision:

40. The petitioner's response to Comment no. 30 is noted. The plat was reviewed against the attached Preliminary Plat of Subdivision Checklist. The following Checklist items are incomplete:
    a) Checklist 7, show the location and dimensions of streets, easements, improvements and utilities within and immediately contiguous to the proposed subdivision. Provide the dimensions of Chestnut Ave, Rand Road, and the complete Rand Road right-of-way.
    b) Checklist 12, show the location and dimensions of all building setback lines in the proposed subdivision. The building setback lines are established by the zoning of the property and will be from the front, side, and rear property lines, not the setback of the proposed building.

5/28/21

Michael L. Pagones, P.E. Date
Village Engineer

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number 21-010

Project Name Crescent Place

Project Location 310 W. Rand Road

Planning Department Contact Sam Hubbard

General Comments

Round 2

The Fire Department has no additional comments at this time.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date May 21, 2021 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Crescent Place
310 W Rand Rd
LUV

Round 2 Review Comments **05/26/2021**

1. **Character of use:**
   Nothing further.
2. **Are lighting requirements adequate?**
   Nothing further.
3. **Present traffic problems?**
   Nothing further.
4. **Traffic accidents at particular location?**
   Nothing further.
5. **Traffic problems that may be created by the development.**
   Nothing further
6. **General comments:**
   Emergency contact card emailed to email address indicated in response.

A-D #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

Sgt

Supervisor's Signature

Village of Arlington Heights
Health & Human Services Department

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer

CC: James McCalister, Health & Human Services Director

Date: May 20, 2021

Re: PC# 21-010, Crescent Place 310 W. Rand Rd, Round 2

No comments at this time.

Planning & Community Development Dept. Review

May 31, 2021

REVIEW ROUND 2

Project: 310 W. Rand Road
Crescent Place

Case Number: PC 21-010

General:

22) The responses to the following comments are acceptable: #7-#9, #11-#13, #15, #18, #19, and #21.

23) The response to comment #10 is noted. The photometric information did not include information on the height of the poles. Additionally, photometric levels along the eastern property line exceed code requirements. Please either provide the height of each fixture (overall pole height plus any mounting base) and reduce the photometric levels along the eastern property line, or acknowledge that pole heights will be revised to comply with code as necessary, as well as the illumination levels along the eastern property line, when final details are provided at time of permit.

24) The response to comment #14 is noted. It is recommended that the dumpster enclosure wing wall be extended to include the transformer within the enclosure for enhanced screening.

25) The response to comment #16 is noted.

26) The response to comment #17 is noted. Garden plots shall be 19" tall raised beds constructed of concrete interlocking blocks (or substantially similar), and any future fencing at the garden plots shall conform to code requirements.

27) The response to comment #20 is not acceptable. The building setbacks required to be shown on the Plat of Subdivision document are based on the code required building setbacks for this property. Please revise as noted:
- East (rear): 30'
- West (front): 25'
- South (interior side): This setback is 10% of lot width. Lot width is measured at the required front yard setback line. Please measure based on the scaled drawing to calculated this required setback (should be approx. 17.9')
- North (exterior side): 20'

Please either revise the plat to remove the setbacks (they are only required to be shown on the Final Plat), or revise the setbacks to conform to code requirements.

Prepared by: 

Crescent Place
310 W. Rand Road
PC #21-010
May 27, 2021

Landscape Comments

1) The shrubs along the frontage adjacent to the parking areas must be a minimum of three feet high at time of installation.

2) Although not required by code, it is recommended that a more dense buffer be provided along the south property line adjacent to the commercial district. It appears that some of the landscaping that was included as part of the round 1 review has been removed.

June 3, 2021

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

Attn: Mr. Sam Hubbard, Development Planner

Re: Crescent Place
310 W. Rand Road
Arlington Height, Illinois
Project No. 21-010 - Round 2
GW# DD57

Dear Mr. Hubbard:

Groundwork has reviewed the comments with regards to the above referenced project. The following is a point-by-point response to the review comments:

Building & Life Safety Department Comments:

General Comments:

The information provided is conceptual only and subject to a formal plan review.

Comment: No additional comments at this time.
Response: *Thank you.*

Village Engineer Comments:

The information provided is conceptual only and subject to a formal plan review.

33) **Comment:** The petitioner's response to Comment Nos. 11, 12, 13, 14, 17, 19, 22, 25, 26, 27, 28, 29, 31 and 32 are acceptable.
Response: *Acknowledged.*

34) **Comment:** The petitioner's response to Comment No. 15 is noted. The 5-foot flat zone is not provided in the area adjacent to the parking lot. Revisions to the site plan will be necessary to ensure that the overflow is directed through the weir and not onto the parking lot. This can be addressed at final engineering.
Response: *Acknowledged and accepted for final Engineering Plans.*

35) **Comment:** The petitioner's response to Comment No. 16 and 18 is noted. The Preliminary Stormwater Management Report is acceptable. A Final Stormwater Management Report will be required at final engineering.
Response: *Acknowledged and accepted for final Engineering Plans.*

GROUNDWORK, LTD.
ARCHITECTS / PLANNERS / ENGINEERS
351 WEST DUNDEE ROAD, SUITE A
BUFFALO GROVE, ILLINOIS 60089
847.541.4151 - FAX 847.541.4066
team@groundworkltd.com
www.groundworkltd.com

36) **Comment:** The petitioner's response to Comment No. 20 is noted. The maximum spillage onto adjacent property is 0.2 foot-candles for multi-family. Areas of the photometric plan exceed this limit. This can be addressed at final engineering.
Response: *Acknowledged and accepted for final Engineering Plans.*

37) **Comment:** The petitioner's response to Comment No. 21 is noted. The fire lanes and cross section must be shown on the site plan. This can be addressed at final engineering.
Response: *Acknowledged and accepted for final Engineering Plans.*

38) **Comment:** The petitioner's response to Comment No. 23 is noted. Sidewalk through the driveways shall be 8" thick and the shall carry through the driveway. The curb shall stop on either side of the sidewalk. This can be addressed at final engineering.
Response: *Acknowledged and accepted for final Engineering Plans.*

39) **Comment:** The petitioner's response to Comment No. 24 is noted. Permission must be granted to construct the parking lot over the existing 45 ft easement. Verify that there is sufficient cover over the existing gas lines. This can be addressed at final engineering.
Response: *Acknowledged and accepted for final Engineering Plans.*

40) **Comment:** The petitioner's response to Comment no. 30 is noted. The plat was reviewed against the attached Preliminary Plat of Subdivision Checklist. The following Checklist items are incomplete:
   a) Checklist 7, show the location and dimensions of streets, easements, improvements and utilities within and immediately contiguous to the proposed subdivision. Provide the dimensions of Chestnut Ave, Rand Road, and the complete Rand Road right-of-way.
   Response: *The plat has been updated as requested.*

   b) Checklist 12, show the location and dimensions of all building setback lines in the proposed subdivision. The building setback lines are established by the zoning of the property and will be from the front, side, and rear property lines, not the setback of the proposed building.
   Response: *The plat has been updated as requested.*

Fire Department Comments:

Comment: The Fire Department has no additional comments at this time.
Response: *Thank you.*

Police Department Comments:

1) **Comment:** Character of use: Nothing further.
Response: *Thank you.*

2) **Comment:** Are lighting requirements adequate? Nothing Further
Response: *Thank you.*

3) **Comment:** Present traffic problems? Nothing Further
Response: *Thank you.*

4) **Comment:** Traffic accidents at particular location? Nothing Further
Response: *Thank you.*

5) **Comment:** Traffic problems that may be created by the development. Nothing Further
Response: *Thank you.*

6) **Comment:** General comments: Emergency contact card emailed to email address indicated in response.
Response: *Contact form received and has been filled out and sent by mail to police department on 6/3/2021.*

Health Services Department Comments:

Comment: No comments at this time.
Response: *Thank you.*

Planning & Community Development Department Comments:

22) **Comment:** The responses to the following comments are acceptable: #7-#9, #11-#13, #15, #18, #19, and #21.
Response: *Acknowledged.*

23) **Comment:** The response to comment #10 is noted. The photometric information did not include information on the height of the poles. Additionally, photometric levels along the eastern property line exceed code requirements. Please either provide the height of each fixture (overall pole height plus any mounting base) and reduce the photometric levels along the eastern property line, or acknowledge that pole heights will be revised to comply with code as necessary, as well as the illumination levels along the eastern property line, when final details are provided at time of permit.
Response: *Acknowledged that pole heights will comply with code as necessary as well as illumination levels along the eastern property line when details are provided at time of permit.*

24) **Comment:** The response to comment #14 is noted. It is recommended that the dumpster enclosure wing wall be extended to include the transformer within the enclosure for enhanced screening.
Response: *Dumpster enclosure has been extended to include the transformer within the enclosure. See attached modified Site Plan / Civil Plans. (Dated revised 6/3/2021)*

25) **Comment:** The response to comment #16 is noted.
Response: *Acknowledged.*

26) **Comment:** The response to comment #17 is noted. Garden plots shall be 19" tall raised beds constructed of concrete interlocking blocks (or substantially similar), and any future fencing at the garden plots shall conform to code requirements.
Response: *Acknowledged and accepted.*

27) **Comment:** The response to comment #20 is not acceptable. The building setbacks required to be shown on the Plat of Subdivision document are based on the code required building setbacks for this property. Please revise as noted:
- East (rear): 30'
- West (front): 25'
- South (interior side): This setback is 10% of lot width. Lot width is measured at the required front yard setback line. Please measure based on the scaled drawing to calculated this required setback (should be approx. 17.9')
- North (exterior side): 20'

Please either revise the plat to remove the setbacks (they are only required to be shown on the Final Plat), or revise the setbacks to conform to code requirements.
Response: *Revised as requested. See attached modified Survey and Site & Data Sheet. (Dated revised 6/3/2021)*

Memorandum

To: Planning and Community Development Department

From: Karl Krogstad, President, Krogstad Land Design Limited

Date: June 3, 2021

Subject: Crescent Place, 310 W. Rand Road, Arlington Heights, IL

The following are the responses to the Landscape related comments found in the Village of Arlington Heights Planning and Community Development Dept. Review dated May 27, 2021:

Landscape Comments

1. **Comment:** The shrubs along the frontage adjacent to the parking areas must be a minimum of three feet high at time of installation.
   Response: Requested shrub sizes have been revised to be 36" high at time of installation (see revised Landscape Plan, dated revised 6/3/2021)
2. **Comment**: Although not required by code, it is recommended that a more dense buffer be provided along the south property line adjacent to the commercial district. It appears that some of the landscaping that was included as part of the round 1 review has been removed.
   Response: No landscaping was removed from Round 1. Plantings were spaced closer and more linear to improve overall screening density. As suggested, planting density along south property area has been increased by an additional 15%. (see attached Landscape Plan, dated revised 6/3/2021)

We believe this addresses the comments raised in the review. If you have any questions or if we can be of further assistance, please do not hesitate to contact us.

Very truly yours,

GROUNDWORK, LTD.
ARCHITECTS/PLANNERS/ENGINEERS

By:_____
John P. Green, NCARB / AIA

cc: Mr. Jake Zunamon – Housing Trust Group (HTG) (electronic)
Mr. Bill Schneider – Turnstone Development (electronic)
Mr. Rob Natke – UrbanWorks Architects (electronic)

June 4, 2021

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

Attn: Mr. Sam Hubbard, Development Planner

Re: Crescent Place
310 W. Rand Road
Arlington Height, Illinois
Project No. 21-010 - Round 2
Supplemental Response
GW# DD57

Dear Mr. Hubbard:

Groundwork has reviewed the supplemental comment with regards to your e-mail dated 6/4/21 for the above referenced project.

- The proposed driveway locations are very close to existing street light poles, increasing the chance of damage from turning vehicles, such as moving trucks. Either relocate the driveway entrances or include the relocation of the street light poles on the final plans.

Response: We have no objection to the comment. We believe we have considered the clearance needed in our plan but can and will adjust as needed as part of final Engineering Plans.

If you have any questions or if we can be of further assistance, please do not hesitate to contact us.

Very truly yours,

GROUNDWORK, LTD.
ARCHITECTS/PLANNERS/ENGINEERS

By:_____
John P. Green, NCARB / AIA

cc: Mr. Jake Zunamon – Housing Trust Group (HTG) (electronic)
Mr. Bill Schneider – Turnstone Development (electronic)
Mr. Rob Natke – UrbanWorks Architects (electronic)

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Hubbard, Sam

From: Alice Sylvester [redacted]
Sent: Tuesday, June 22, 2021 1:42 PM
To: Hubbard, Sam
Subject: Crescent Place - Traffic & Park Question

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

Hi Sam,
I read the materials for tomorrow night's Plan Commission meeting.
And I see that the developer did a traffic impact study associated with adding 40 units/80 cars to the corner of Rand & Chestnut Ave.

I find it difficult to believe that the development will have so little impact on the ability to leave the neighborhood via Chestnut Avenue. I was happy to see that they adjusted for covid and the lighter traffic patterns we're routinely experiencing. However, I still have two remaining traffic questions and one park use question.

Traffic

1) The possibility of a Traffic signal at Chestnut
2) What about Chestnut & Walnut and the cut-through traffic to Hintz?

Was there any consideration given to adding a traffic signal to Chestnut Ave? I know everyone is loath to add another light to Rand Rd, but there is at least one redundant light already. My recommendation would be to remove the first "retail light" (heading southbound) on Rand from Chestnut given the large number of empty storefronts and the fact that the shopping area can be covered by the light just down Rand – this first one basically goes into Community Threads and the second goes into Harvest Fresh – both stores in the same "strip mall."

The reason I'm advocating a light at Rand & Chestnut is that it is impossible for bikes or god forbid, pedestrians, to cross out of the neighborhood into Greenbriar. It's hard enough in a car – but there is no other safe crossing for bikes except the light at Kennicott. Kennicott, as you know, is the western edge of the Berkley Square community – so it's a challenge crossing there.

And as I wrote to your colleague in March, my real question is about traffic cutting through the neighborhood at Chestnut and Walnut. Anyone heading north from Rand Road (e.g., all the Stonebridge residents) cut through to the light at Hintz to avoid the AH/Rand, increasing the traffic in the neighborhood.

That impact was not assessed in the traffic report, to the best of my knowledge.

Park Capacity
And finally, I am concerned about the availability of park playground equipment. The playlot at Chestnut and Waverly is now shared by children from the immediate vicinity of Berkley Square, Holy Nation Presbyterian Church (which has a daycare facility as well), the Stonebridge apartments and smaller children visiting while people are playing in the baseball/soccer fields. It's quite crowded, especially on weekends, and I'm concerned that there will not be enough equipment to handle an influx of families. I know this is a park district issue, but I wonder if some sort of usage study could be done to determine whether the amount of equipment there is adequate for all of these sources. The only other playlot in the area is at Poe school.

Another idea is whether the developer be asked to put in a playlot on premise. Have we given any thought to that?

I'm excited about the development – I'm sure you are aware big tractor trailer trucks park there over the weekend and it's very unsightly.

Please let me know your thoughts.
Alice K. Sylvester
2509 N. Walnut Ave
AH IL 60004
[redacted]

Hubbard, Sam

From: Wichmann [redacted]
Sent: Tuesday, June 22, 2021 4:45 PM
To: Hubbard, Sam
Subject: Crescent Place

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

In reviewing the information related to Crescent Place, I find that the considerations for density in that area and the traffic review is lacking. Living in the area and using Chestnut Ave the thought that this will not add to an already congested area is misguided. Also the Certified Traffic Engineer preparing an evaluation of the area in April is naïve. Living in this area, I know that during the pandemic the traffic pattern is very light. Measuring during this period and drawing any conclusion is incorrect. You cannot draw a conclusion from a sample size that is not credible. Now add the potential for 80 cars to enter into that side street (Chestnut) and the congestion will be very noticeable.

Additionally, having the entrance/exit onto Chestnut is adding a much higher volume of traffic to that side street. The area was not designed to handle this influx. Overlooking the design of the street, its current use and not planning for this increased traffic pattern is short sighted.

I do not think this should be approved as I believe the impact to the community has not been properly addressed.

Thank you.

Dave Wichmann

Sent from Mail for Windows 10

Plan Commission
6/23/2021

Item: Mini-Golf - 955 W. Dundee Rd. - PC#21-011

Department: Planning & Community Development

Requested Action:

Special Use Permit to allow an 8,400 SF Restaurant and Amusement Facility, Large.

Variations Required:

None

RECOMMENDATION

The Staff Development Committee has reviewed the proposed Special Use Permit for a Restaurant and Amusement Facility, Large, and recommends APPROVAL of the application, subject to the following:

1. Should the Village determine installation of the "future cross access drive" shown on the site plan prepared by ARSA Architects and dated June 11, 2021 is necessary, this cross-access aisle shall be installed in a manner acceptable to the Village.

2. Mini-Golf/Arcade indoor capacity shall be limited to 168 guests/patrons.

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

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
Aerial	Exhibits
Legal Notice	Exhibits
CPRC Minutes 9-23-20	Minutes
Project Description	Correspondence
Sample Menu	Exhibits
Plat of Survey	Exhibits
Floor Plan	Exhibits

Site Plan	Exhibits
Landscape Plan	Exhibits
Traffic Study	Exhibits
Marketing Study	Exhibits
Dept. Comments - Round 1	Correspondence
Dept. Comments - Round 1 Petitioner Response	Correspondence
Dept. Comments - Round 2	Correspondence
Dept. Comments - Round 2 Petitioner Response	Correspondence
Written response to Special Use Criteria	Correspondence
Construction Phasing Plan	Exhibits

VILLAGE OF ARLINGTON HEIGHTS

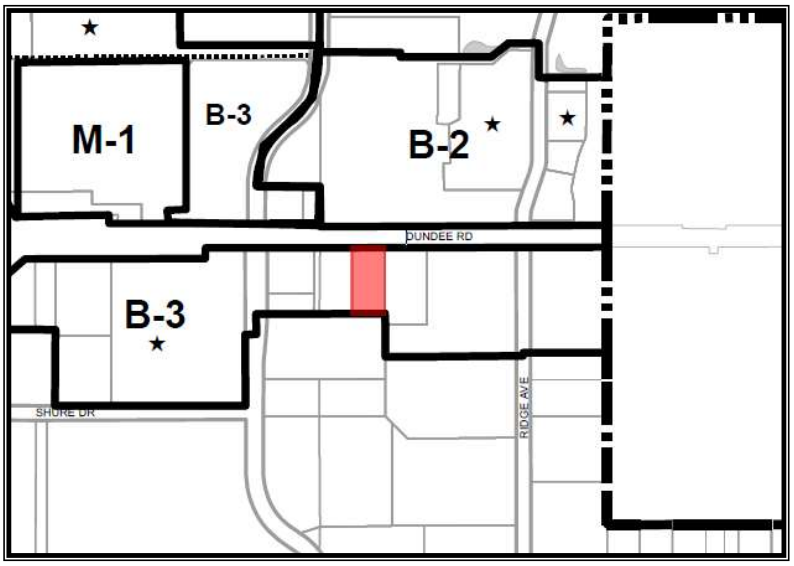
STAFF DEVELOPMENT COMMITTEE REPORT

***Temp File Number**: PC 21-011*
***Project Title**: 955 W. Dundee Mini-Golf SUP*
***Address**: 955 W. Dundee Road*
***PIN**: 03-07-200-028*

***To**: Plan Commission*
***Prepared By**: Jake Schmidt, Assistant Planner*
***Meeting Date**: June 23, 2021*
***Date Prepared**: June 18, 2021*

***Petitioner**: Michael Steil*
Arlington Lanes
***Address**: 3435 N Kennicott Ave,*
Arlington Heights, IL 60004

***Existing Zoning**: B-3, General Service, Wholesale, and Motor Vehicle District*



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-2, General Business District	Ridge Plaza Shopping Center	Commercial
South	M-1, Research, Development, and Light Manufacturing District	Arlington Lanes Bowling Alley	Commercial
East	B-3, Wholesale, Motor Vehicles, and General Service District	Walker Bros. Pancake House	Commercial
West	B-3, Wholesale, Motor Vehicles, and General Service District	Mario Tricoci Hair Salon and Spa	Commercial

Requested Action:

1. Special Use Permit to allow an 8,400 SF Restaurant and Amusement Facility, Large.

Variations Required:

1. None

Project Background:

The subject property is 45,000 square feet in size (1.03 acres) and located on the south side of Dundee Road between Kennicott Avenue and Ridge Avenue. The site contains an 8,400 square-foot one story building that is currently vacant, and most recently housed a Chuck-E-Cheese arcade and restaurant. Access to the site comes from one non-signalized full access driveway to Dundee Road, which is classified as a "Major Arterial" and contains two lanes of travel in each direction, as well as a shared left turn median in the center of the road.

The petitioner, who currently operates the Arlington Lanes bowling alley immediately south of the subject site, is proposing to re-occupy the building with an indoor 8,400 SF mini-golf facility (classified in code as an "Amusement Facility, large) with restaurant. It is anticipated that 3 to 4 employees would operate the facility at peak times. Hours of operation for the facility would be 11:00am to 11:00pm, 7 days a week. Food service would be provided on-site, with a 500 square-foot seating area for patrons. No liquor service is proposed.

Zoning and Comprehensive Plan

The subject property is within the B-3 General Service, Wholesale, and Motor Vehicle District, which allows large Amusement Facilities through the issuance of a Special Use Permit. Therefore, a Special Use Permit must be reviewed by the Plan Commission and ultimately granted by the Village Board. As part of the Plan Commission review process, the petitioner provided a written response justifying compliance with each of the Special Use Permit approval criteria.

With respect to the first criterion, that said special use is deemed necessary for the public convenience at this location, the petitioner states that "the proposed facility would bring economic growth to the Village" and "provide entertainment for families of all ages".

With respect to the second criterion, that such case will not, under any circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity, the petitioner states that the proposed business "will comply with the safety and cleanliness guidelines provided by the Village of Arlington Heights."

With respect to the third criterion, that the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees, the petitioner states that they are "abiding by Village regulations and conditions" and will "maintain the business" as required.

Staff believes that these responses are satisfactory, and the Special Use Permit request is justified.

The Comprehensive Plan designates this property as "Commercial" and the proposed use as an Amusement Facility with restaurant is compatible with this classification.

As part of the Plan Commission process, a market assessment was provided. This assessment stated that there are no businesses of this type within 15 miles, substantiating the viability of this type of facility in this location.

Site and Landscaping

The petitioner is proposing substantial upgrades to the site and parking lot in order to meet current Village code requirements. This includes the installation of multiple landscaped islands at the ends of parking rows, adjustment of parking space locations at the north side of the site to allow for code-compliant drive aisles of 24 feet in width, and the exploration of a cross-access aisle at the south end of the site. This cross-access aisle would connect to the Arlington Lanes property, which would be under common ownership with the proposed facility. Due to concerns regarding cost, the petitioner has requested that this cross-access aisle remain conceptual at this time. A Staff inspection of the site confirmed that substantial improvements to the drive aisle on the Arlington Lanes site would be needed in order to construct this cross-access aisle. Additionally, the petitioner's traffic study did not note any concerns with the ability of the existing access driveway onto Dundee Road to handle site traffic. As such, Staff is amenable to the cross-access aisle remaining conceptual. However, should traffic or parking issues arise in the future, Staff reserves the right to request this cross-access aisle be installed in a manner acceptable to the Village.

Building

The petitioner will be upgrading the building internally in order to restore the structure to a safe and functional condition, as well as upgrade spaces as needed to meet respective Building and Life Safety code requirements. The petitioner is not proposing any substantial changes to the exterior of the building.

Traffic and Parking

Chapter 28, Section 6.12, Traffic Engineering Approval, requires that any Special Use Permit application include a traffic and parking study from a certified traffic engineer. The study needs to assess access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets. This study was provided, and indicated that there were no concerns with the ability of the existing access driveway onto Dundee Road to handle site traffic.

Relative to parking, the site provides a surplus of parking spaces relative to code requirements. The parking calculations are shown in Table I below:

Table I – Required Parking

Space	Code Uses	Gross Square Footage	Parking Ratio (1:X)	Number of Occupants/Employees	Parking Required
Mini-Golf/Arcade	Amusement	7,900	30% of Capacity per Building Code	168	50
Dining Area	Dining Area	500	1 Space per 45 SF of Seating	N/A	11
				Total Parking Required	61
				Total Parking Provided	69
				Surplus/(deficit)	**8**

It should be noted that these calculations reflect a site plan where the cross-access aisle is not installed. However, with an installed cross-access aisle the site would still have 65 spaces, resulting in a code-required parking surplus of 4 spaces.

It should also be noted that the petitioner's traffic study indicated parking demand could be as high as 68 vehicles under the most intense demand scenario. Without the cross-access aisle installed, the parking lot

has sufficient capacity to handle this volume with 69 spaces. With the cross-access aisle installed, the parking lot on the subject site would have a shortfall of 3 spaces; however the petitioner has indicated that any overflow could be accommodated on the Arlington Lanes site.

Bearing the above information in mind, Staff has no concerns regarding parking.

Per Section 11.8 of the Zoning Code, bicycle parking spaces are required when a change in use results in an increase in required vehicular parking spaces. As the proposed use has a higher parking requirement than the current use (vacant buildings are assessed at a ratio of 1 space for every 300 square feet in floor area), provision of 4 bicycle parking spaces is required. The petitioner has shown a 4-space rack at the front entrance of the building, meeting this requirement.

RECOMMENDATION

The Staff Development Committee has reviewed the proposed Special Use Permit for a Restaurant and Amusement Facility, Large, and recommends **APPROVAL** of the application, subject to the following:

1. Should the Village determine installation of the "future cross access drive" shown on the site plan prepared by ARSA Architects and dated June 11, 2021 is necessary, this cross-access aisle shall be installed in a manner acceptable to the Village.
2. Mini-Golf/Arcade indoor capacity shall be limited to 168 guests/patrons.
3. The petitioner shall comply with all applicable Federal, State, and Village regulations and policies.

_____ June 18, 2021
Bill Enright, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
PC File 21-011

955 W. Dundee Rd - Aerial



November 20, 2017

1:1,128

0 0.0075 0.015 0.03 mi

0 0.015 0.03 0.06 km

Village of Arlington Heights GIS
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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 23, 2021, AT 7:30 P.M. to consider Petition No. 21-011, a request for a Special Use Permit to allow a Restaurant and Amusement Facility, Large, on the subject property located at 955 W. Dundee Road, in Arlington Heights, IL. In accordance with orders issued by the State of Illinois in response to the COVID-19 pandemic, this Plan Commission hearing may take place at the Arlington Heights Municipal Building, located at 33 S. Arlington Heights Road, or virtually via Zoom Meeting. If held virtually via Zoom, or in person at the Arlington Heights Municipal Building, individuals who wish to comment or ask a question on an item on the Agenda may either participate via Zoom, or send an email to the Village at imschmidt@vah.com. Please limit emails to 200 words or less. To be shared at the hearing, the email must be received by 3:00 p.m. on June 23.

Specific details on the location of the hearing, as well as how to access and participate in the hearing, will be available at www.vah.com no later than June 18.

The legal description for the subject property is as follows:

LOT 1 IN ARLINGTON HEIGHTS INDUSTRIAL AND RESEARCH CENTER UNIT NUMBER 8, BEING A RESUBDIVISION IN PART OF THE NORTH ½ OF SECTION 7, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

P.I.N.: 03-07-200-028-0000

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.

Susan Dawson, Chair
ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald June 8, 2021 (4564966)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Northwest Suburbs
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 **Northwest Suburbs DAILY HERALD**. That said **Northwest Suburbs DAILY HERALD** is a secular newspaper, published in Arlington Heights and has been circulated daily in the Village(s) of:
Arlington Heights, Barrington, Barrington Hills, Bartlett, Buffalo Grove, Deer Park, Des Plaines, Elk Grove, Franklin Park, Glenview, Hanover Park, Hoffman Estates,Inverness, Melrose Park,Morton Grove, Mt Prospect, Niles, Northbrook, Northfield, Northlake, Palatine, Park Ridge, Prospect Heights, River Grove, Rolling Meadows, Rosemont, Schaumburg,Schiller Park, South Barrington, Streamwood, Wheeling, Wilmette

County(ies) of Cook
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 Northwest Suburbs 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 06/08/2021
in said Northwest Suburbs 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 _____
Designee of the Publisher and Officer of the Daily Herald

Control # 4564966

REPORT OF THE PROCEEDINGS OF

THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

A VIRTUAL MEETING VIA ZOOM WAS HELD ON: **September 23, 2020**

Project Title: 955 W. Dundee Mini-Golf SUP

Address: 955 W. Dundee Rd.

Petitioner: Michael Steil
Arlington Lanes

Address: 3435 N Kennicott Ave,
Arlington Heights, IL 60004

Requested Action:

1. Special Use Permit to allow an 8,400 SF Restaurant and Amusement Facility, Large.

Variations Required:

- None identified

Attendees: Michael Steil, Arlington Lanes
Bruce Green, Plan Commissioner
John Sigalos, Plan Commissioner
Lynn Jensen, Plan Commissioner
Jay Cherwin, Plan Commissioner
Jake Schmidt, Assistant Planner

Project Summary:

The subject property is 45,000 square feet in size (1.03 acres) and located on the south side of Dundee Road between Kennicott Avenue and Ridge Avenue. The site contains an approximately 8,000 square foot one story building that is currently vacant and most recently housed a Chuck-E-Cheese restaurant. Access to the site comes from one non-signalized full access driveway to Dundee Road, which is classified as a "Major Arterial" and contains two lanes of travel in each direction, as well as a shared left turn median in the center of the road.

The petitioner, who currently operates the Arlington Lanes bowling alley immediately south of the subject site, is proposing to re-occupy the building with an indoor 8,400 SF mini-golf facility (classified in code as an "Amusement Facility, large) with restaurant. It is anticipated that 3 to 4 employees would operate the facility at peak times. Hours of operation for the facility would be 11:00am to 11:00pm, 7 days a week. Food service would be provided on-site, with an approximately 500 square-foot seating area for patrons. No liquor service is proposed.

Meeting Discussion:

Mr. Schmidt began by stating that subject property is 45,000 square feet in size, at 955 W. Dundee Road. It is developed with an 8,000 square foot building that was the former site of Chuck E Cheese. The proposed use is a mini-golf facility with food service. The site is zoned B-3, and the proposed facility is classified as an "Amusement Facility, Large". This use requires a Special Use Permit in the underlying B-3 Zoning District. A written response to Special Use Justification Criteria and a market study will be required. Improvements to the parking lot are required, including the addition of landscape islands at the ends of parking rows as required by code. The petitioner represents Arlington Lanes, located immediately south of the subject site. As the two properties would be under common ownership, cross-access between the two sites should be explored. This would provide for improved ingress to and egress from the subject site. The site has a code-required provided parking surplus of 12 spaces, which allows for flexibility with providing code required landscape islands and a cross-access aisle. Bicycle parking will be required as well, which would be 4 bicycle parking spaces. Staff is generally supportive of the proposal subject to provision of a written response to Special Use Justification Criteria and a market study, as well as

provision of a traffic and parking study, code-compliant landscape plan, and scaled floor and site plans.

Commissioner Green asked **Mr. Steil** to discuss his proposal.

Mr. Steil stated that he is planning to open an 18-hole miniature golf course with an arcade area and food service. He stated that pictures and a conceptual layout were provided.

Commissioner Jensen stated he couldn't tell from the plan where the dining area would be.

Mr. Steil stated it would be towards the front of the building on the east side by the electrical room. It would be in the same place as the previous dining area.

Mr. Jensen asked how many people could be accommodated in the dining area.

Mr. Steil stated approximately 40 people would be able to sit in the dining area.

Commissioner Sigalos asked what type of food would be served.

Mr. Steil said finger foods would be served, like pizza, hot dogs, nachos mozzarella sticks, etc.

Commissioner Sigalos asked if children's birthday parties would be offered.

Mr. Steil said parties would be offered. It is a main focus of the business, with 2 parties being able to play 9 holes each at the same time.

Commissioner Sigalos asked what the hours of operation would be.

Mr. Steil said the hours would be 9:00 AM to 9:00 PM, 7 days a week.

Commissioner Sigalos asked if those hours were comparable to those of the bowling alley.

Mr. Steil said the hours of operation were identical.

Commissioner Sigalos said he agrees with Staff's recommendation to explore cross access between the properties. He asked if the petitioner was amenable to the proposed cross access.

Mr. Steil stated they were amenable to adding cross access.

Commissioner Sigalos asked if there were any similar facilities nearby.

Mr. Schmidt stated that there were no mini-golf facilities in Arlington Heights.

Mr. Steil stated that there were no mini-golf facilities in Arlington Heights.

Commissioner Sigalos stated he was in support of the project.

Commissioner Cherwin asked if the petitioner was planning to purchase the site and cross market the bowling alley and mini-golf businesses.

Mr. Steil confirmed that was his intent.

Commissioner Cherwin asked if the petitioner was basing his project off of any existing businesses.

Mr. Steil stated he looked at an indoor mini-golf facility at Gurnee Mills, which is what he is trying to emulate.

Commissioner Cherwin stated that he agreed with the concept of cross access, and that he did not believe a market study was necessary.

Commissioner Jensen agreed that he did not believe a market study was necessary. He asked **Mr. Schmidt** what the Village was looking for in the study.

Mr. Schmidt stated that the Village can be flexible with respect to the contents of a market study. A written summary of the petitioner's reasons for opening the facility. A summary of similar facilities he's researched and locations nearby would be acceptable.

Commissioner Jensen asked what the Village would get out of a market study.

Mr. Steil stated that he did not know of any competitive facilities nearby, but would provide a summary of existing facilities if needed.

Commissioner Jensen asked what the Village would get out of a market study.

Mr. Schmidt stated that the study could be brief. A summary listing the lack of nearby facilities would be enough to show minimal impact on existing businesses and justify the need for a facility of this type.

Commissioner Sigalos agreed that he did not believe a market study was necessary.

Commissioner Green agreed that he did not believe a market study was necessary.

Commissioner Jensen stated he was in support of the project.

Commissioner Green stated he was in support of the project.

There was no public comment relevant to the project.

RECOMMENDATION

The Conceptual Plan Review Committee encouraged the petitioner to proceed forward with their application while taking the comments from the Conceptual Plan Review Committee into consideration.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Jake Schmidt, Recorder

(No Subject)

From: mtsteil94@att.net

To: alanes40@sbcglobal.net

Date: Thursday, April 1, 2021, 01:09 PM CDT

Indoor Miniature Golf

The facility will hold 18 holes of miniature golf along with a snack shop and coin operated games.
The miniature golf course can be regular as well as glow in the dark capability. We can divide the course into 9 holes each to accommodate 2 kid's birthday parties going on at same time. Size for each birthday will be max 16 kids. Plus course has designed 9 holes handicap accessible.

After playing golf customers can stay to order food. They can sit in our designated area to eat or can order for takeout. While waiting for their food we have coin operated games to keep the children entertained.

Hours of operation
Sunday 11am - 9pm
Monday 12pm - 9pm
Tuesday 12pm - 9pm
Wednesday 12pm - 9pm
Thursday 12pm - 9pm
Friday 12pm - 10pm
Saturday 11am - 10pm

Number of employees will be 3.
1 - Manager
1 - counter
1 - kitchen

Once we get your approval we're planning on starting up right away.
Completion of project will be determined at a later date.

Here's a sample menu of what our kitchen will be providing to our customers.

Fries / cheese fries
Hot dogs
Hamburgers
Pizza / pizza slices
Chicken tenders
Grilled cheese sandwich
Mozzarella sticks
Fountain drinks

UNITED SURVEY SERVICE, LLC
CONSTRUCTION AND LAND SURVEYORS
7710 CENTRAL AVENUE, RIVER FOREST, IL 60305
TEL.: (847) 299 - 1010 FAX : (847) 299 - 5887
E-MAIL: USURVEY@USANDCS.COM

BOUNDARY AND TOPOGRAPHIC SURVEY

OF

LOT 1 IN ARLINGTON HEIGHTS INDUSTRIAL AND RESEARCH CENTER UNIT NUMBER 8, BEING A RESUBDIVISION IN PART OF THE NORTH 1/2 OF SECTION 7, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

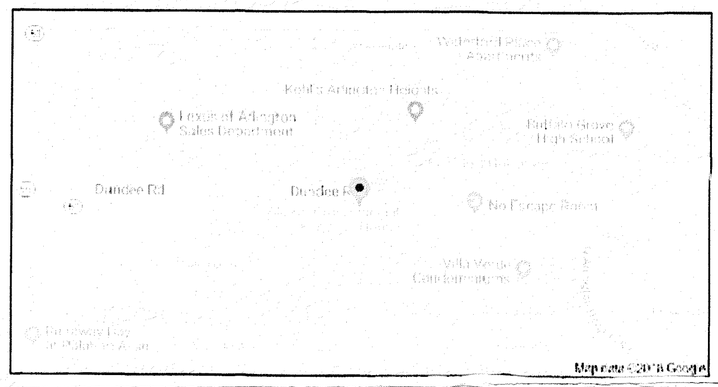
KNOWN AS: **955 W. DUNDEE ROAD, ARLINGTON HEIGHTS, ILLINOIS**

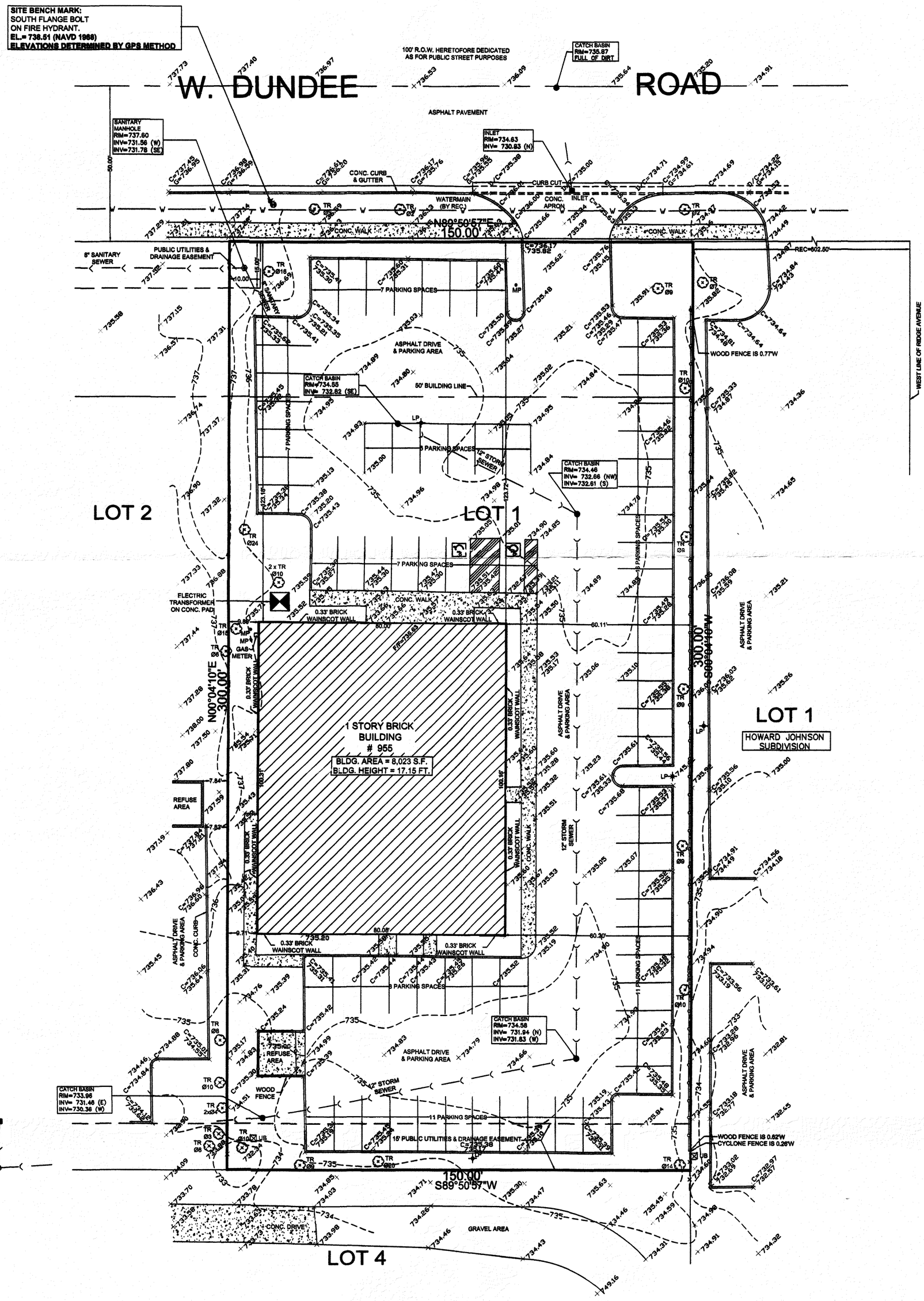
PERMANENT INDEX NUMBER: 03 - 07 - 200 - 028 - 0000

TOTAL AREA = 45,000 SQ. FT. OR 1.033 ACRE

0' 10' 20' 50'

LOCATION MAP





LEGEND	ABBREVIATIONS
SAN-MH	SANITARY MANHOLE
ST-MH	STORM MANHOLE
CB	CATCH BASIN
INLET	INLET
WV	WATER VALVE VAULT
FH	FIRE HYDRANT
LP	LIGHT POLE
TR	TREE
UB	UTILITY BOX
MP	METAL GUARD POST
	HANDICAPPED PARKING SPACE

ORDERED BY: DI MONTE & LIZAK, LLC	
SCALE : 1" = 20'	
DATE: AUGUST 9, 2018	
FILE No.: 2018 - 26195-1	
DATE	REVISION

PUBLIC UTILITY NOTE:
LOCATION OF UNDERGROUND UTILITIES WHERE NOT SUBSTANTIATED BY PHYSICAL EVIDENCE ARE TAKEN FROM RECORDS NORMALLY CONSIDERED RELIABLE. NO RESPONSIBILITY FOR THEIR ACCURACY IS ASSUMED BY THE SURVEYOR.

CONTRACTOR SHALL NOTIFY ALL PUBLIC UTILITY COMPANIES (GAS, ELECTRIC, TELEPHONE, SEWER AND WATER, ETC.) PRIOR TO COMMENCING ANY CONSTRUCTION.

THESE COMPANIES WILL LOCATE ON THE GROUND THE LOCATION OF ALL CONDUIT, DUCTS, UNDERGROUND PIPING, ETC., ADJOINING AND CROSSING PROPOSED CONSTRUCTION.

CALL JULIE TOLL FREE 1-800-892-0123

ROY G. LAWNICZAK 35-002290 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS CHICAGO, IL

STATE OF ILLINOIS)
) S.S.
COUNTY OF COOK)

I, ROY G. LAWNICZAK, DO HEREBY CERTIFY THAT I HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY.

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

DIMENSIONS ARE SHOWN IN FEET AND DECIMALS AND ARE CORRECTED TO A TEMPERATURE OF 68° FAHRENHEIT.

COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY MONUMENTS BEFORE BUILDING, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO THE SURVEYOR.

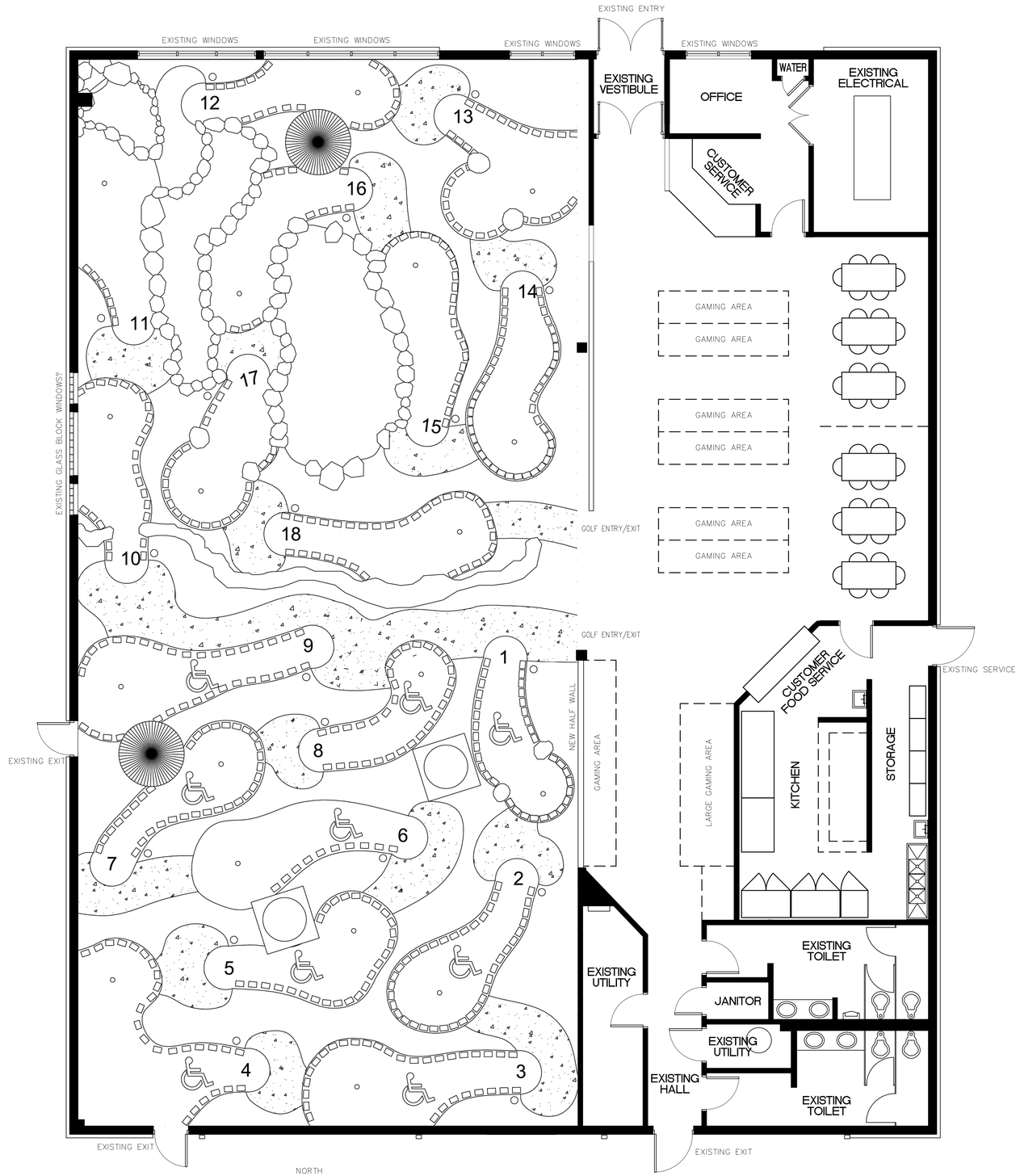
RIVER FOREST, ILLINOIS, AUGUST 9, A.D. 2018

BY: Roy G. Lawniczak

ROY G. LAWNICZAK, REGISTERED ILLINOIS LAND SURVEYOR NO. 35-2290
LICENSE EXPIRES: NOVEMBER 30, 2018
PROFESSIONAL DESIGN FIRM LICENSE NO.: 184-004576
LICENSE EXPIRES: APRIL 30, 2019

ARLINGTON HEIGHTS ENTERTAINMENT CENTER

955 WEST DUNDEE ROAD
ARLINGTON HEIGHTS, ILLINOIS



PRELIMINARY FLOOR PLAN

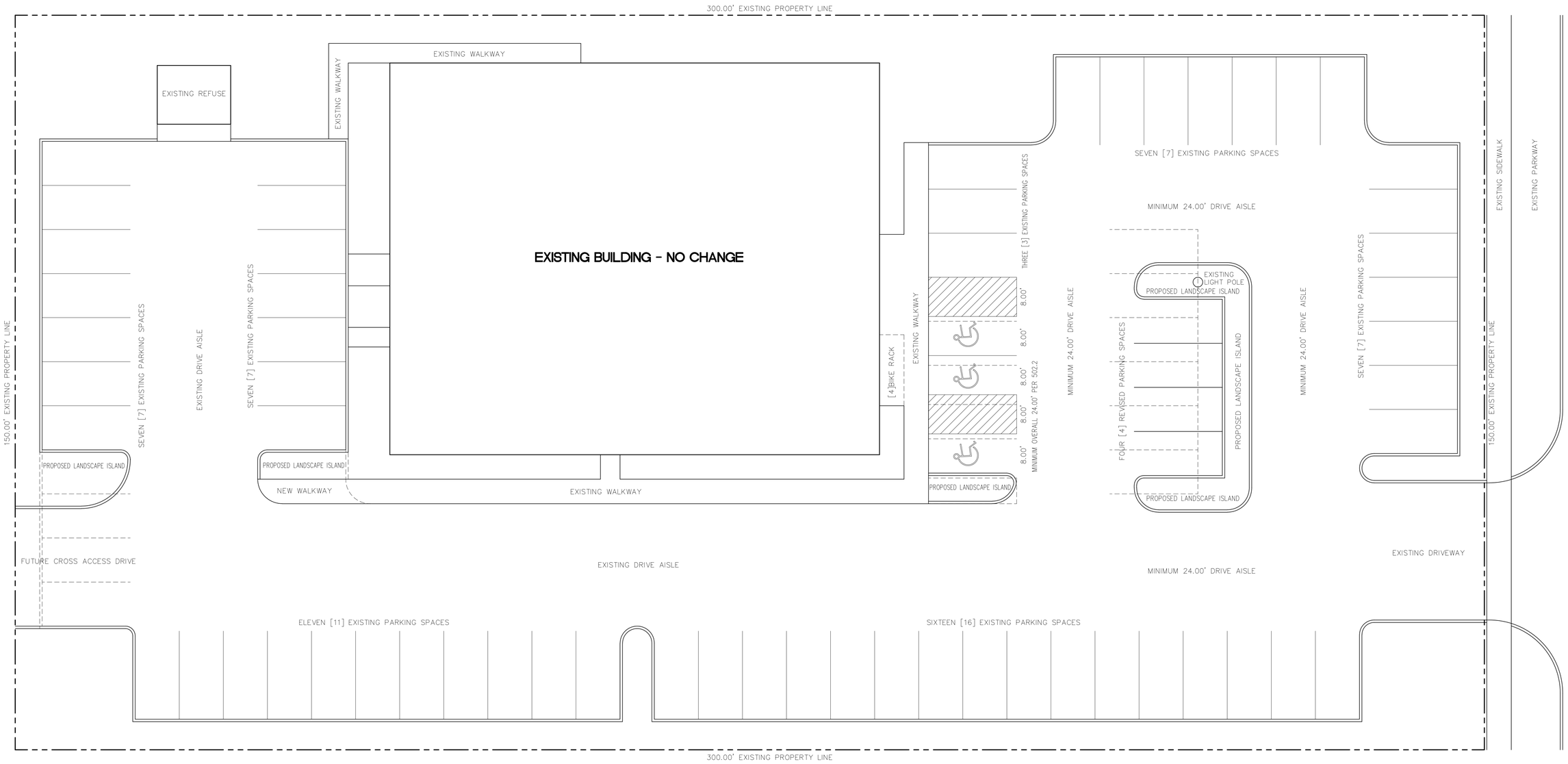
SCALE: 3/16" = 1'-0"

NORTH

MARCH 25, 2021

arsa associates
ALAN R. SCHNEIDER ARCHITECTS P.C.
1411 WEST PETERSON AVENUE, SUITE 203
PARK RIDGE, ILLINOIS 60068
TEL: 847-698-4438 FAX: 847-698-9889

© ALAN R. SCHNEIDER ARCHITECTS P.C. 2021



EXISTING PARKING INFORMATION

EXISTING PARKING SPACES	71 SPACES
EXISTING ADA PARKING SPACES	2 SPACES
EXISTING TOTAL PARKING SPACES	73 SPACES

PROPOSED PARKING INFORMATION

EXISTING PARKING SPACES TO REMAIN	58 SPACES
PROPOSED REVISED PARKING SPACES	4 SPACES
PROPOSED ADA PARKING SPACES	3 SPACES
PROPOSED TOTAL PARKING SPACES	65 SPACES

PROPOSED PRELIMINATY SITE PLAN

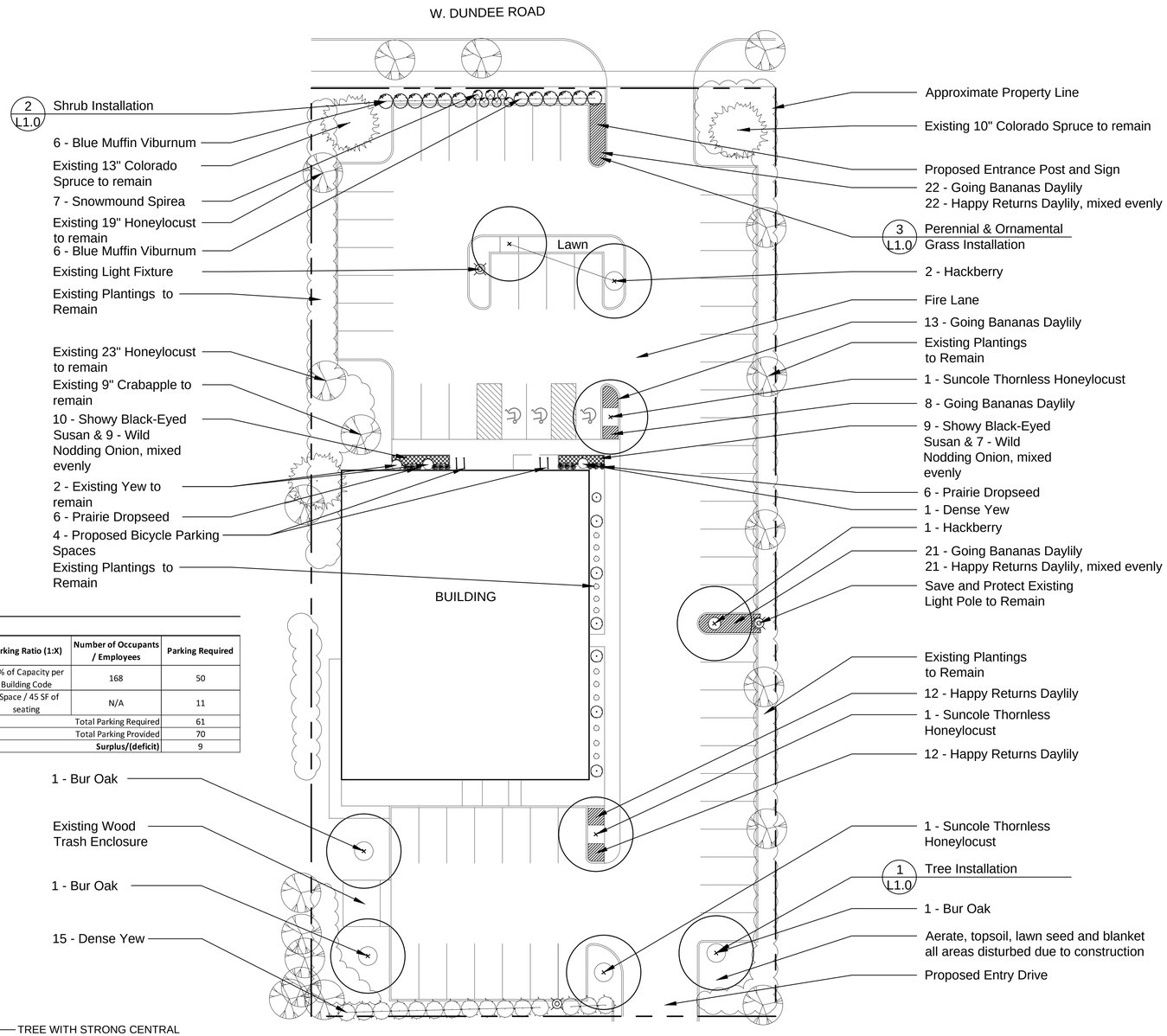
SCALE: 1" = 10'-0"

NORTH

JUNE 11, 2021

arsa associates
ALAN R. SCHNEIDER ARCHITECTS P.C.
1411 WEST PETERSON AVENUE, SUITE 203
PARK RIDGE, ILLINOIS 60068
TEL: 847-698-4438 FAX: 847-698-9889

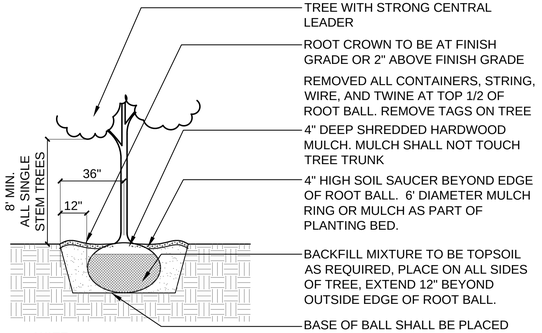
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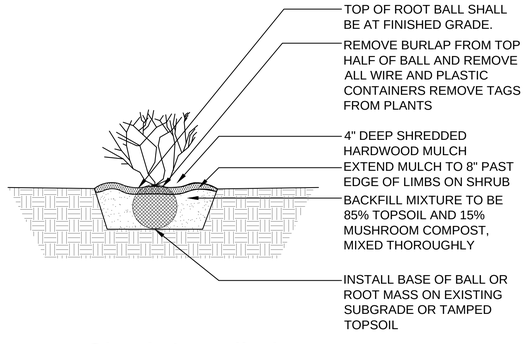
REQUIRED PARKING CHART

Required Parking

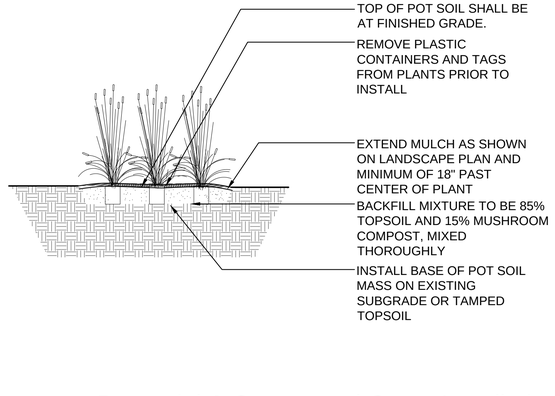
Space	Code Uses	Gross Square Footage	Parking Ratio (1:X)	Number of Occupants / Employees	Parking Required
Mini Golf/Arcade	Amusement	7,900	30% of Capacity per Building Code	168	50
Dining Area	Dining Area	500	1 Space / 45 SF of seating	N/A	11
				Total Parking Required	61
				Total Parking Provided	70
				Surplus/(deficit)	9



1 Tree Installation
SCALE: N.T.S. d-plant-tree_12



2 Shrub Installation
SCALE: N.T.S. d-plant-shrub_12



3 Perennial & Ornamental Grass Installation
SCALE: 1" = 1'-0" d-perennials

GENERAL NOTES: LANDSCAPE

1. Notes indicated on grading plans shall pertain to landscape plans. Final grade of planting beds shall be as per grading plan.
2. The landscape contractor shall be responsible for making themselves familiar with all underground utilities and structures.
3. All existing plant material and trees shall be saved and protected unless otherwise noted. Contractor to protect new and existing trees and landscaping from damage and shall restore all areas disturbed as a result of construction.
4. Plant material shall be supplied from Northern Illinois nursery stock, shall be dug the planting season it is installed, and shall conform to the American Association of Nurseryman's standards.
5. Plant material shall be size and type specified. Substitution of plant material shall be on a case by case basis and approved in writing by the Owner's Representative. In no case shall plant material be smaller than indicated in the plans.
6. Do not willfully proceed with plantings as designed when it is obvious that obstructions and/or grade differences exist that may not have been known during the design process. Such conditions shall be immediately brought to the attention of the Owner's Representative.
7. All plant material shall be inspected and approved by the Owner's Representative prior to the installation of any and all plant material.
8. Plant locations shall be flagged in field with Owner's Rep. Final location of all plant material shall be subject to approval of the Owner's Representative prior to digging any holes. The landscape contractor is responsible for providing Owner's Representative with 48 hour minimum advance notice prior to planting.
9. Plants shall be watered on the day they are planted and maintained with watering until final acceptance of the project.
10. Apply a pre-emergent as per manufacturer's specification prior to installing mulch.
11. Beds and tree rings (6' diameter) shall have 3" of hardwood shredded mulch applied and a 4" deep spade edge at lawn. Trees that are not located in beds, shall have a tree ring.
12. Landscape plant material shall be guaranteed for 12 months from final acceptance. Any plant 1/3 dead or more shall be replaced under the guarantee.
13. Contractor to prepare landscape beds by roto-tilling 2" of Mushroom Compost into new beds. Do not add compost nor roto-till within drip line of existing trees.
14. Lawn Seeding shall be under favorable weather conditions, and shall follow dates in specification.
15. Turf mixes shall be installed and lawn established at all disturbed areas.
16. Do not overseed into mulch beds and paving.
17. Contractor shall restore all areas disturbed as a result of construction.

LEGEND

Shade Tree
Existing Shade Tree
Shrub
Existing Evergreen Tree
Perennial and Groundcover (hatch symbol varies)
Existing Plantings

PLANT LIST

QTY	SIZE	BOTANICAL NAME	COMMON NAME
Shade Trees - Balled and Burlap			
3	4" cal.	Celtis occidentalis 'Chicagoland'	Hackberry
3	4" cal.	Gleditsia tricanthos inermis 'Suncole'	Suncole Thornless Honeylocust
3	4" cal.	Quercus macrocarpa	Bur Oak
9	Total		
Evergreen Shrubs - Balled and Burlap or Pot			
16	30" Ht.	*Taxus x media 'Densiformis'*	Dense Yew
16	Total		
Deciduous Shrubs - Balled and Burlap or Pot			
7	24" ht.	Spiraea nipponica 'Snowmound'	Snowmound Spirea
12	24" ht.	Viburnum dentatum 'Blue Muffin'	Blue Muffin Viburnum
19	Total		
Perennials and Oranmental Grasses - Pot			
16	#1 cont.	Allium cernuum	Nodding Wild Onion
64	#1 cont.	Hemerocallis 'Going Bananas'	Going Bananas Daylily
67	#1 cont.	Hemerocallis 'Happy Returns'	Happy Returns Daylily
19	#1 cont.	Rudbeckia fulgida var. speciosa	Showy Black-Eyed Susan
12	#1 cont.	Sporobolus heterolepis	Prairie Dropseed
178	Total		

REQUIREMENT CHART

Public Way Frontage

Location	Requirement	Calculations	Proposed Landscaping
W Dundee Rd (Northern Lot Line)	3' height screening along public frontage, 18" height at intersections	Removal and replacement of poor condition/dead shrubs	19 shrubs

Parking Lot Island Landscaping

Location	Requirement	Calculations	Proposed Landscaping
Parking Lot	Islands equal to one parking space must contain one live shade tree at 4 caliper inches at the end of every 20 parking spaces or beneath every light pole, whichever is greater. Islands shall be located at each end of all rows of car stalls.	13 Parking Lot Islands	3 Existing Shade Trees 9 Proposed Shade Trees 86 Perennials

Landscape Requirements between Zoning Districts

Location	Requirement	Calculations	Proposed Landscaping
Southern Lot Line	Screening required and may consist of: masonry wall, solid wood fence, offset double-row of dense landscape material, and/or a berm	Removal and replacement of poor condition/dead shrubs	13 Evergreen Shrubs

North
SCALE: 1" = 20'-0"
0 10' 20' 40' 60'

PROJECT
Mini Golf Site
955 W. Dundee Road
Arlington Heights, Illinois 60004

uplandDesign ltd
Park Planning and Landscape Architecture
24042 Lockport St, Plainfield, Illinois 60544
815-254-0091 www.uplanddesign.com

SHEET TITLE
Landscape Plan

SHEET NUMBER **L1.0**

DRAW / REVISION

LD/TD	Permit Submittal	24MAR2021
LD/DW	Permit Resubmittal	19MAY2021
MK/DW	Revision #2	16JUNE2021

Project Number 914
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Traffic and Parking Study
Indoor Miniature Golf Facility

Arlington Heights, Illinois



Prepared For:

Arlington Lanes

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

May 19, 2021

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic and parking study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed indoor miniature golf facility to be located in Arlington Heights, Illinois. The site, which contains a former Chuck E. Cheese, is located on the south side of Dundee Road just east of Kennicott Avenue. As proposed, the existing 8,023 square-foot building will be repurposed to contain an 18-hole miniature golf course, food service area, a party room, and a game area. The facility is proposed to provide a total of 69 parking spaces with access provided via an existing access drive on located on Dundee Road.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed facility will have on traffic conditions in the area, determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed facility, and examine if the parking to be provided by the facility will meet its peak demand. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed
- Directional distribution of the facility traffic
- Vehicle trip generation for the facility
- Future traffic conditions including access to the facility
- Traffic analyses for the weekday evening and Saturday midday peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Determine the adequacy of the parking to be provided by the facility

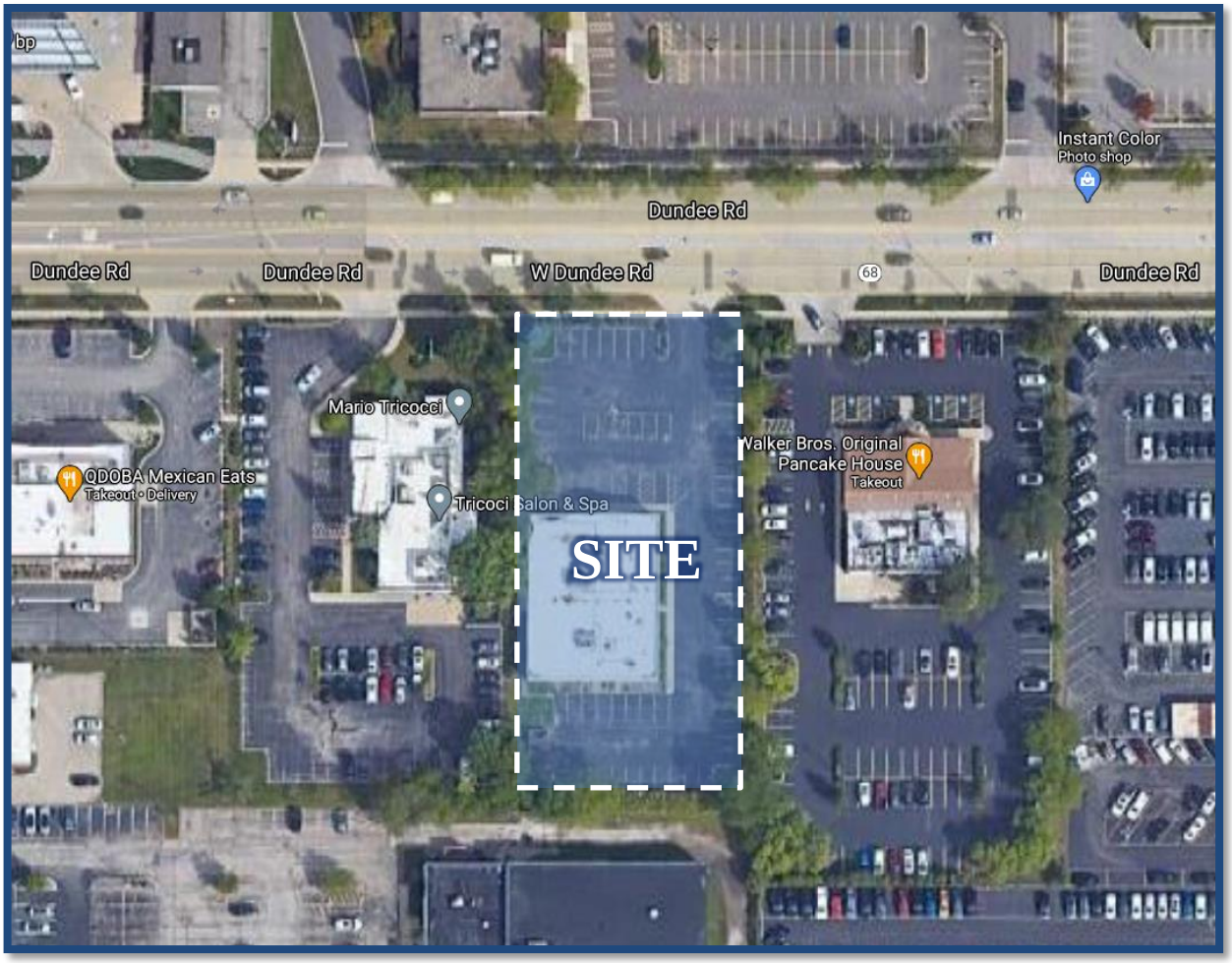
Traffic capacity analyses were conducted for the weekday evening and Saturday midday peak hours for the following conditions:

1. Year 2021 Base Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes increased to represent pre-pandemic Year 2021 base traffic conditions.

2. Year 2026 Total Projected Conditions – Analyzes the capacity of the future roadway system assuming the projected traffic volumes that include the base traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the proposed facility.



Site Location **Figure 1**



Aerial View of Site **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

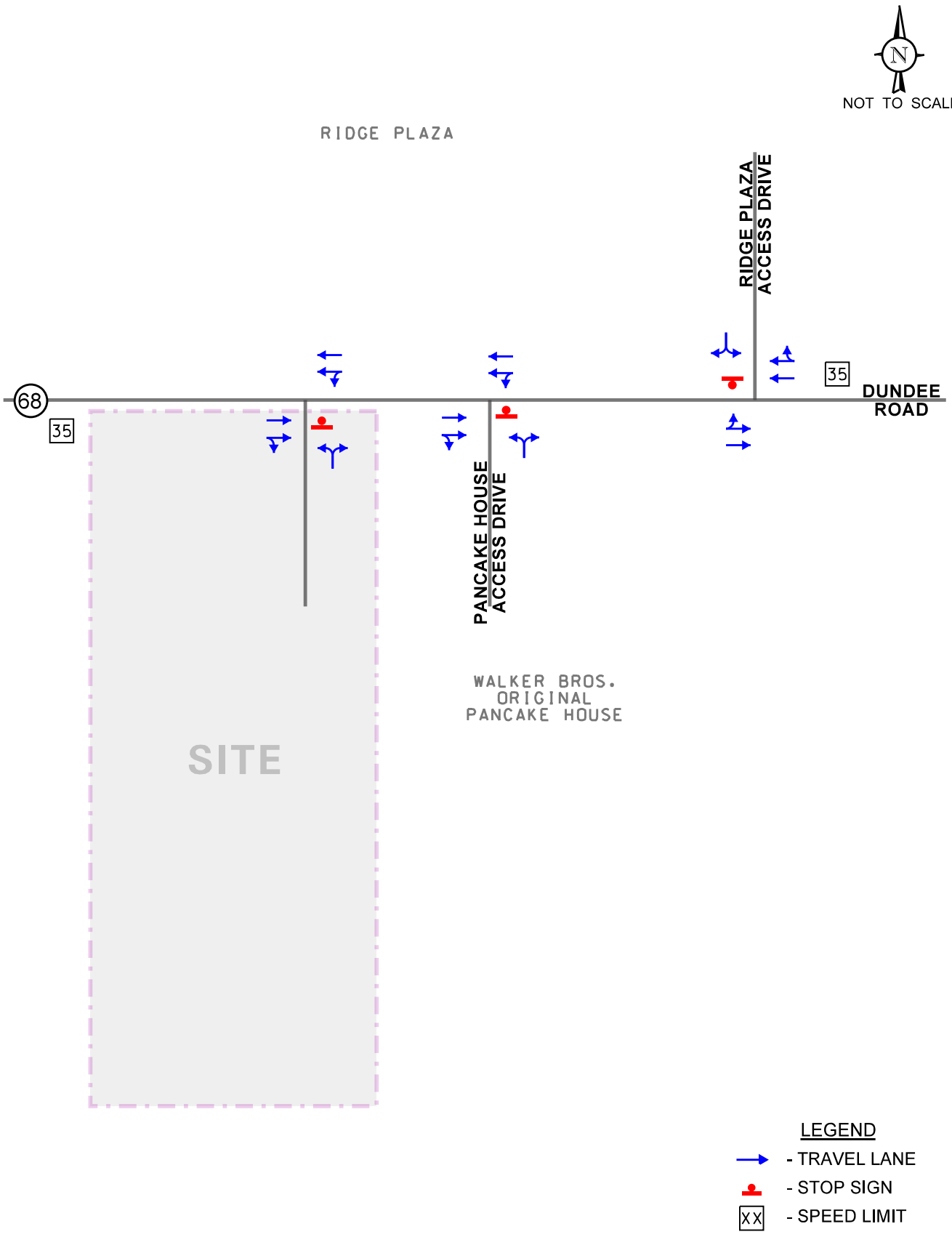
The site, which contains a former 8,023 square-foot Chuck E. Cheese, is bounded by Dundee Road on the north, the Walker Brothers Original Pancake House (Pancake House) on the east, Arlington Lanes on the south, and Mario Tricocci Salon and Day Spa on the west. Land uses in the vicinity of the site consist primarily of commercial and office uses. Ridge Plaza, a shopping center anchored by a Kohl's department store, is located directly north of the site on the north side of Dundee Road. Access to Arlington Lanes, which is located south of the site, is provided via two access drives on Kennicott Avenue.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the proposed site are described below and illustrated in **Figure 3**.

Dundee Road (IL 68) is an east-west, principal arterial roadway that has two through lanes in each direction divided by a striped median. At its unsignalized intersections with the site's existing access drive and the Pancake House access drive, Dundee Road has two through lanes on the westbound approach and a through lane and a shared through/right-turn lane on the eastbound approach. At its intersection with the Ridge Plaza access drive, Dundee Road has a through lane and a shared through/right-turn lane on the westbound approach and two through lanes on the eastbound approach. Left-turn movements to all three access drives are generally completed via the striped median. Dundee Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an annual average daily traffic (AADT) volume of 25,700 vehicles (IDOT 2019), and has a posted speed limit of 35 mph.

The site access drive, the Pancake House access drive, and the Ridge Plaza access drive all have one inbound lane and one outbound lane.



Indoor Miniature Golf Facility
Arlington Heights, Illinois

Existing Roadway Characteristics

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

Job No: 21-079 Figure: 3

Year 2021 Base Conditions

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts at the following intersections:

- Dundee Road with the Ridge Plaza access drive
- Dundee Road with the Pancake House access drive

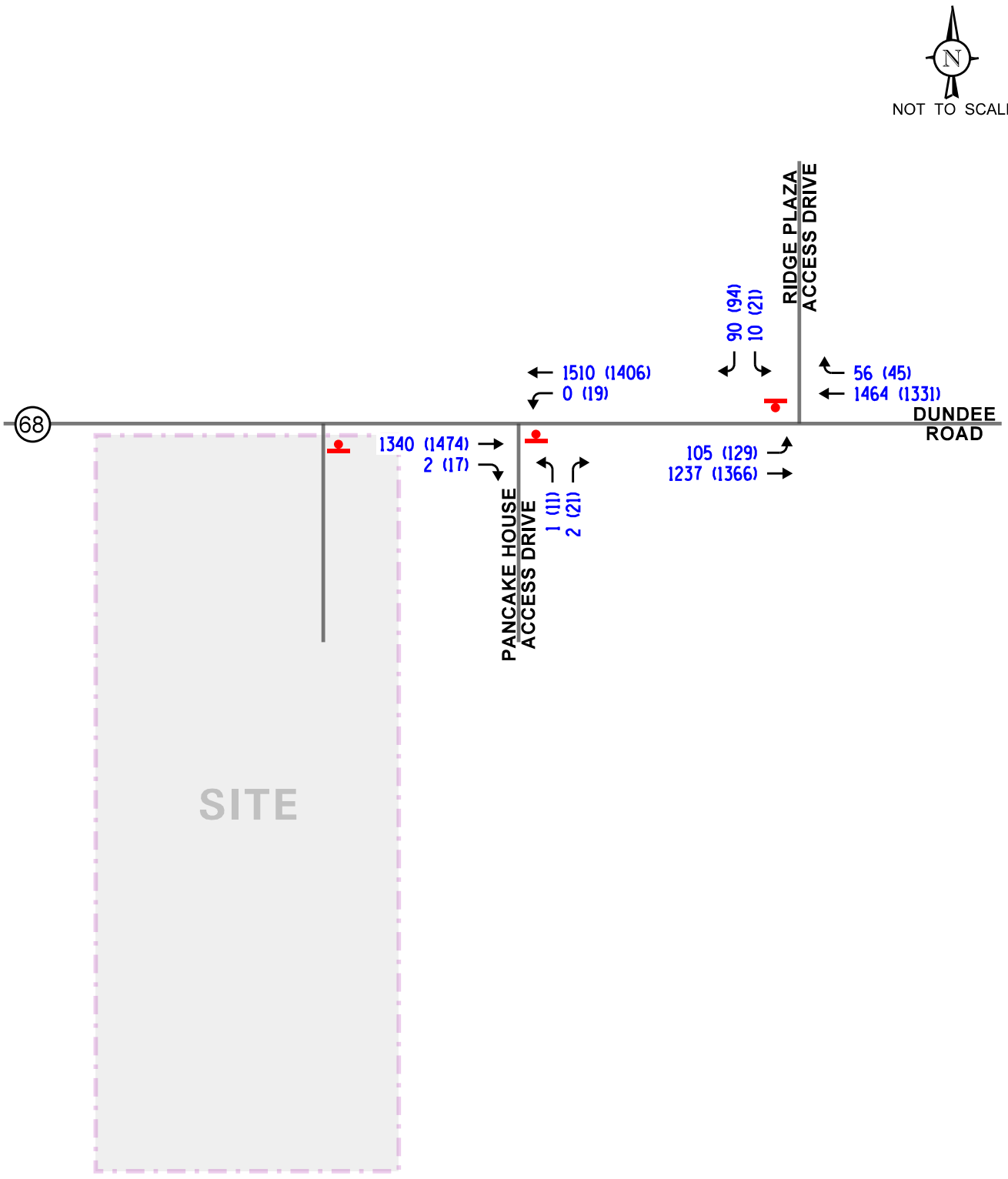
The traffic counts were conducted on Saturday, March 13, 2021 during the midday (noon to 2:00 P.M.) peak period and Tuesday, March 16, 2021 during the evening (4:00 P.M. to 6:00 P.M.) peak period. The results of the traffic counts show that the peak hours of traffic generally occurred between 4:00 P.M. and 5:00 P.M. during the weekday evening peak period and 1:00 P.M. and 2:00 P.M. during the Saturday midday peak period.

It should be noted that due to the Covid 19 pandemic, traffic volumes in the area generally do not reflect normal or typical conditions. As such, the 2021 traffic counts were compared to traffic counts previously conducted by IDOT in 2019 along Dundee Road. Based on the comparison of the traffic volumes, the Dundee Road traffic volumes were increased by eight percent during the weekday evening and Saturday midday peak hours. **Figure 4** illustrates the Year 2021 base peak hour vehicle traffic volumes. Copies of the traffic counts are located in the Appendix.

Crash Analysis

KLOA, Inc. obtained crash data[1] from IDOT for the most recent available five years (2015 to 2019) for the intersections of Dundee Road with the Ridge Plaza access drive and Dundee Road with the Pancake House access drive. Given the proximity of the two intersections, the crash data for both intersections are summarized in **Table 1.** Additionally, no fatalities were reported at either of the two intersections between 2015 and 2019.

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.



LEGEND

00 - PM PEAK HOUR (4:00-5:00 PM)

(00) - SATURDAY MIDDAY PEAK HOUR (1:00-2:00 PM)

Indoor Miniature Golf Facility
Arlington Heights, Illinois

Year 2021 Base Traffic Volumes

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

Job No: 21-079 Figure: 4

Table 1
DUNDEE ROAD WITH THE RIDGE PLAZA ACCESS DRIVE AND PANCAKE HOUSE ACCESS DRIVE – CRASH SUMMARY

	Type of Crash Frequency							
Year	**Angle**	**Head On**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2015	1	0	0	1	0	1	0	3
2016	0	0	0	1	0	1	1	3
2017	0	0	0	0	2	1	0	3
2018	1	0	1	3	1	0	0	6
2019	0	0	0	3	0	1	0	4
Total	**2**	**0**	**1**	**8**	**3**	**4**	**1**	**19**
Average	**<1.0**	**0**	**<1.0**	**1.6**	**<1.0**	**<1.0**	**<1.0**	**3.9**

3. Traffic Characteristics of the Proposed Facility

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed facility, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Facility Plan

As proposed, the existing 8,023 square-foot building will be repurposed to contain an 18-hole miniature golf course, food service area, a party room, and a game area. The facility will operate from 11:00 A.M. to 9:00 P.M. on Sundays, 12:00 P.M. to 9:00 P.M. Mondays through Thursdays, 12:00 P.M. to 10:00 P.M. on Fridays, and 11:00 A.M. to 10:00 P.M. on Saturdays. In addition, the facility will have a maximum of three employees working at any one time.

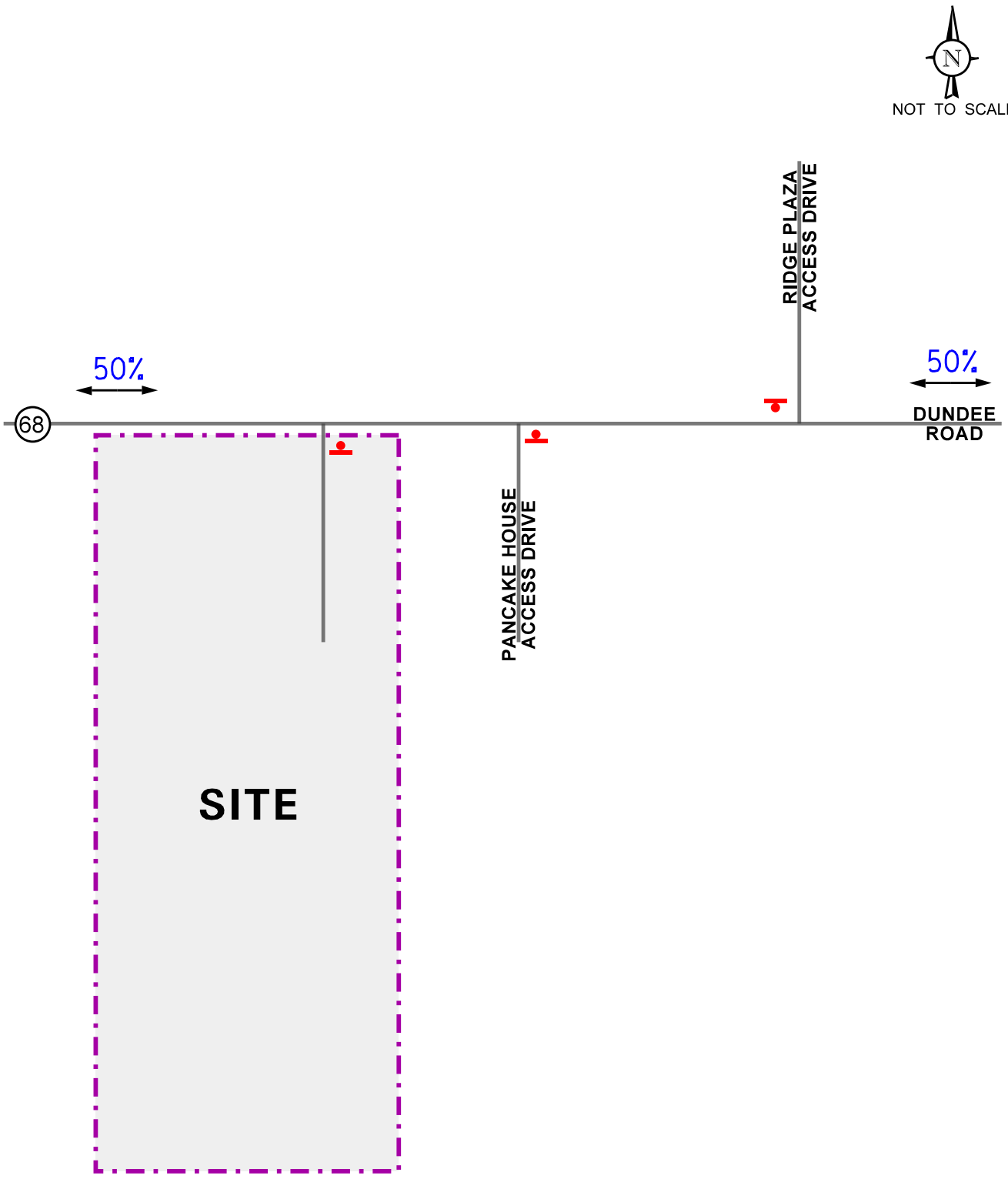
The facility is proposed to provide a total of 69 parking spaces with access provided via the site's existing access drive located on the south side of Dundee Road at the east end of the site. The access drive provides one inbound lane and one outbound lane. Left-turn movements to the access drive are generally made from the striped median on Dundee Road. In addition, future cross access may be provided between the site and Arlington Lanes. Further, other than the potential cross access to Arlington Lanes, no other modifications are proposed to the site's existing internal circulation system. The preliminary site plan is included in the Appendix.

Directional Distribution

The directions from which patrons and employees of the proposed facility will approach and depart the facility were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the facility-generated traffic.

Peak Hour Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed facility was based on its projected operation. According to the operator, the facility will have a peak occupancy of approximately 35 to 45 patrons during the weekday evening peak hour and 70 to 80 patrons during the Saturday midday peak hour. It was assumed that the facility will have an average auto occupancy of 2.5 people per vehicle and that 50 percent of the traffic will consist of parents dropping off or picking up children. **Table 2** shows the traffic estimated to be generated by the proposed facility. It is important to note that the site formerly contained a Chuck E. Cheese, which was a similar type of entertainment use as the proposed indoor miniature golf facility. As such, the Chuck E. Cheese likely generated a similar volume of traffic as the proposed indoor miniature golf facility.



LEGEND

00% - PERCENT DISTRIBUTION

Indoor Miniature Golf Facility
Arlington Heights, Illinois

Estimated Directional Distribution

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

Job No: 21-079 Figure: 5

Table 2
ESTIMATED TRIP GENERATION FOR THE PROPOSED FACILITY

	Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	In	Out	Total	In	Out	Total
Indoor Miniature Golf Facility	25	25	50	45	45	90

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 facility.

Facility Traffic Assignment

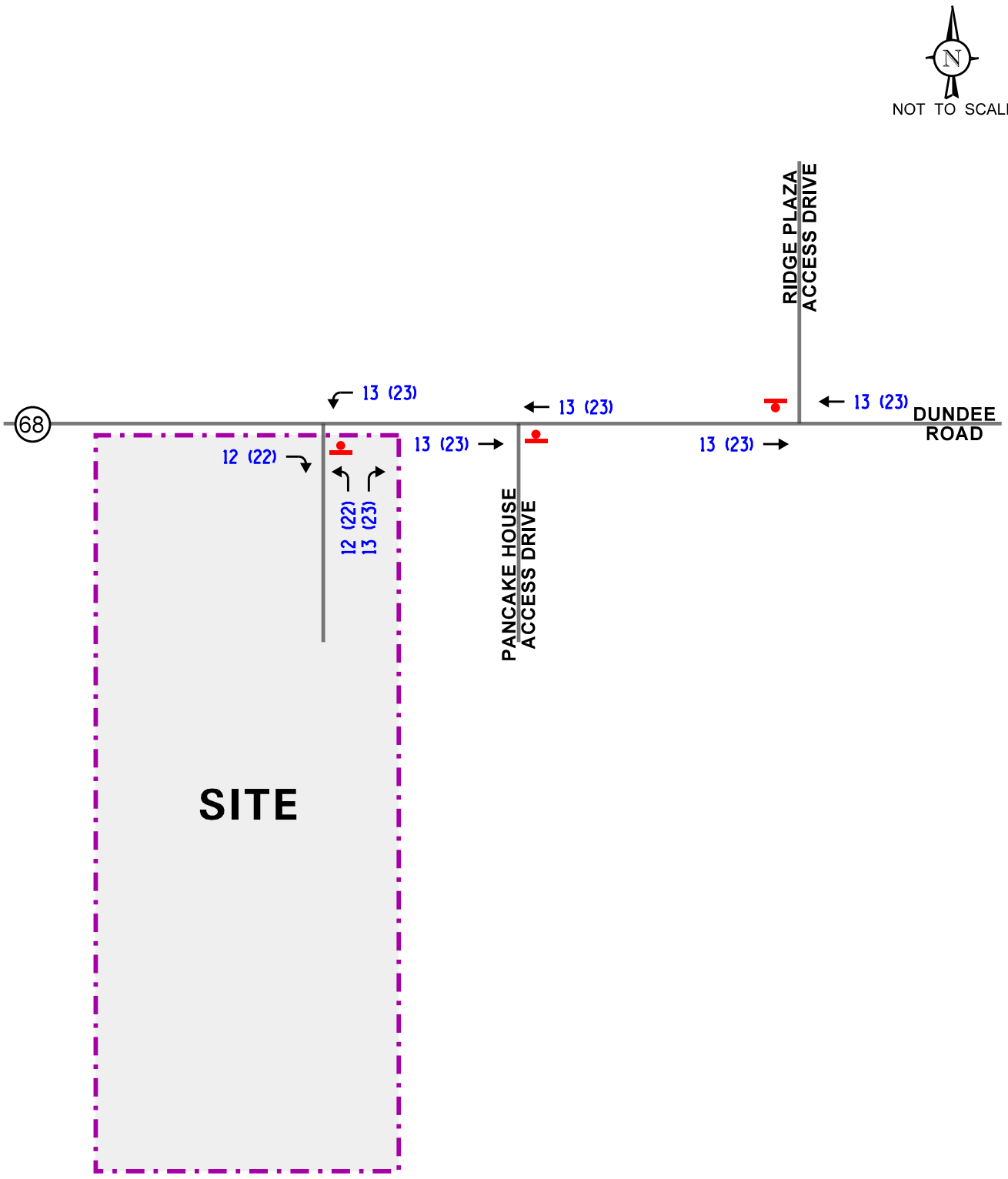
The estimated weekday evening and Saturday midday peak hour traffic volumes that will be generated by the proposed facility were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment of the proposed facility.

Background (No-Build) Traffic Conditions

The Year 2021 base 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), the existing traffic volumes were increased by an annually compounded growth rate of 0.45 percent per year for five years (buildout year plus five years) for a total of 2.2 percent to project Year 2026 no-build conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

Total Projected Traffic Volumes

The facility-generated traffic was added to the Year 2026 no-build traffic volumes to determine the Year 2026 total projected traffic volumes as illustrated in **Figure 7**.



LEGEND

00 - PM PEAK HOUR (4:00-5:00 PM)

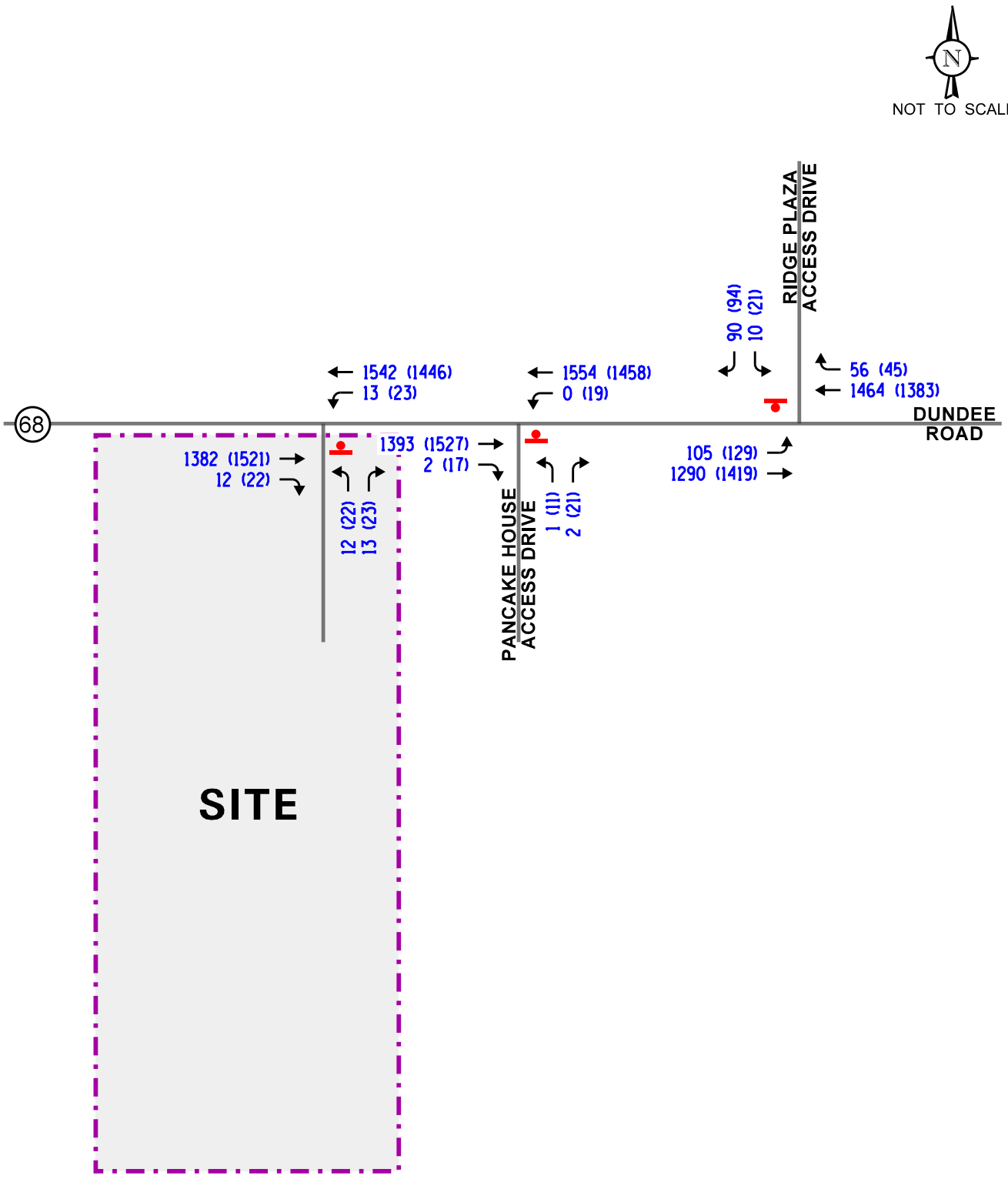
(00) - SATURDAY MIDDAY PEAK HOUR (1:00-2:00 PM)

Indoor Miniature Golf Facility
Arlington Heights, Illinois

Estimated Site-Generated Traffic Volumes

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

Job No: 21-079 Figure: 6



LEGEND

00 - PM PEAK HOUR (4:00-5:00 PM)

(00) - SATURDAY MIDDAY PEAK HOUR (1:00-2:00 PM)

Indoor Miniature Golf Facility
Arlington Heights, Illinois

Year 2026 Total Projected Traffic Volumes

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

Job No: 21-079 Figure: 7

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday evening and Saturday midday peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday evening and Saturday midday peak hours for the Year 2021 base and Year 2026 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 6th Edition* and analyzed using the Synchro/SimTraffic 10 software. The analysis for the traffic signal-controlled intersections were performed using actual cycle lengths, phasings and offsets to determine the average overall vehicle delay and levels of service.

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 Year 2021 base and Year 2026 total projected conditions are presented in **Tables 3** and **4**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3
CAPACITY ANALYSIS RESULTS – YEAR 2021 BASE CONDITIONS – UNSIGNALIZED

Intersection	Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay
Dundee Road with Ridge Plaza Access Drive				
• Southbound Approach	D	25.9	E	38.5
• Eastbound Left Turn	C	15.7	C	15.7
Dundee Road with Pancake House Access Drive				
• Northbound Approach	C	20.6	D	25.8
• Westbound Left Turn	A	0.1	B	13.6

LOS = Level of Service
Delay is measured in seconds.

Table 4
CAPACITY ANALYSIS RESULTS – YEAR 2026 TOTAL CONDITIONS – UNSIGNALIZED

Intersection	Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay
Dundee Road with Ridge Plaza Access Drive				
• Southbound Approach	D	27.4	E	43.2
• Eastbound Left Turn	C	16.3	C	16.5
Dundee Road with Pancake House Access Drive				
• Northbound Approach	C	21.5	D	27.2
• Westbound Left Turn	A	0.1	B	14.1
Dundee Road with Facility Access Drive				
• Northbound Approach	D	27.4	E	36.7
• Westbound Left Turn	B	13.0	B	14.4

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 facility-generated traffic.

Dundee Road with Pancake House Access Drive

The results of the capacity analysis indicate that the critical movements at this intersection currently operate at Level of Service (LOS) D or better during the weekday evening and Saturday midday peak hours. Assuming the Year 2026 total traffic conditions, all of the critical movements are projected to continue to operate at LOS D or better during both peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed facility and no roadway improvements and/or traffic control modifications are required.

Dundee Road with Ridge Plaza Access Drive

The results of the capacity analysis indicate that the critical movements at this intersection currently operate at LOS D or better during the weekday evening and Saturday midday peak hours except the access drive approach, which operates at LOS E during the Saturday midday peak hour. It should be noted that the traffic is able to exit onto Dundee Road. However, this traffic may experience some additional delay during the Saturday midday peak period. This is typical for a stop sign controlled approach along a principal arterial roadway such as Dundee Road. Further, the access drive is likely operating better than the capacity analyses indicate, given the additional gaps in the Dundee Road traffic stream created by the signalized intersections along Dundee Road with Kennicott Avenue to the west and Ridge Avenue to the east. Assuming the Year 2026 total traffic conditions, all of the critical movements are projected to continue to operate at the same levels of service as existing conditions. As such, this intersection generally has sufficient reserve capacity to accommodate the traffic to be generated by the proposed facility and no roadway improvements and/or traffic control modifications are required.

Dundee Road with Facility Access Drive

Access to the facility will be provided via the site's existing access drive located on the south side of Dundee Road at the east end of the site. The access drive provides one inbound lane and one outbound lane. Left-turn movements to the access drive are generally made from the striped median on Dundee Road.

Assuming the Year 2026 total traffic conditions, all of the critical movements are projected to operate at LOS D or better during the weekday evening and Saturday midday peak hours except the access drive approach, which is projected to operate on the threshold between LOS D/E during the Saturday midday peak hour. As such, the existing access drive will be sufficient to accommodate the traffic to be generated by the proposed facility with limited impact on the existing Dundee Road traffic.

6. Parking Evaluation

As proposed, the indoor miniature golf facility is to provide a total of 69 parking spaces. With a total of 8,023 square feet, the facility will provide a parking ratio of 8.60 parking spaces per 1,000 square feet. The adequacy of the parking demand was determined based on the Village of Arlington Heights zoning ordinance as well as the operation of the proposed facility as summarized below.

Village of Arlington Heights Zoning Ordinance Parking Requirements

The Village's zoning ordinance does not provide specific requirements for indoor miniature golf facilities. However, the zoning ordinance does provide the following guidance:

> *For uses not listed heretofore in the schedule of parking requirements, parking spaces shall be provided on the same basis as required for the most similar uses.*

The following provides the parking requirements of two similar uses within the Village of Arlington Heights zoning ordinance:

- *Recreational Facilities* require the parking spaces to equal in number to 30 percent of capacity. With a total capacity of 169 people, the facility will require a total of 51 parking spaces. As such, the 69 parking spaces to be provided by the facility exceeds the Village's requirements for recreational facilities.

- *Amusement Device Arcades* require one parking space for each 300 square feet of floor area. With a total square footage of 8,023 square feet, the facility will require 27 parking spaces. As such, the 69 parking spaces to be provided by the facility exceeds the Village's requirements for amusement device arcades.

Therefore, the 69 parking spaces to be provided by the facility exceeds the parking requirements of the Village of Arlington Heights.

Parking Demand Based on the Facility's Operations

According to the operator, the facility will have a peak occupancy of approximately 70 to 80 patrons. In addition, the facility will have a maximum of three employees working at any one time. Assuming an average auto occupancy of 2.5 people per vehicle and the three employees, the facility is projected to have a peak parking demand of approximately 40 to 45 vehicles. It should be noted that the peak parking demand is likely a conservative (worst case) estimate as it assumes none of the patrons will be dropped off and picked up. As indicated above, the facility will have a maximum occupancy of 169 people. Assuming the maximum capacity of the facility and no one is dropped off and picked up, which provides for a worst-case scenario, the facility is projected to have a peak parking demand of 68 parking spaces. As such, the 69 parking spaces will be sufficient to accommodate the projected peak parking demand of the facility.

7. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The subject site formerly contained a Chuck E. Cheese, which was a similar type of entertainment use as the proposed indoor miniature golf facility. As such, the Chuck E. Cheese likely generated a similar volume of traffic as the proposed indoor miniature golf facility.

- Access to the facility is to be provided via the site's existing access drive located on the south side of Dundee Road at the east end of the site. The access drive provides one inbound lane and one outbound lane. Left-turn movements to the access drive are generally made from the striped median on Dundee Road. In addition, future cross access may be provided between the site and Arlington Lanes.

- Other than the potential cross access to Arlington Lanes, no other modifications are proposed to the site's existing internal circulation system.

- The site's existing access drive and circulation system will be sufficient to accommodate the traffic to be generated by the proposed indoor miniature golf facility.

- The existing roadway system generally has sufficient reserve capacity to accommodate the traffic to be generated by the proposed facility and no roadway improvements and/or traffic control modifications are required.

- The 69 parking spaces to be provided by the indoor miniature golf facility exceeds the Village of Arlington Heights requirements and the peak parking demand of the facility based on its project operation.

Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
CMAP Projections Letter
Level of Service Table
Capacity Analysis Summary Sheets

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: Dundee Road with Walkers Brothers Access Drive
Site Code:
Start Date: 03/13/2021

Turning Movement Data

Start Time	Dundee Road Eastbound					Dundee Road Westbound					Access Drive Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
12:00 PM	0	301	6	0	307	0	1	327	0	328	0	7	3	2	10	645
12:15 PM	0	295	4	0	299	0	7	288	0	295	0	6	7	1	13	607
12:30 PM	0	296	3	0	299	0	4	306	0	310	0	4	6	4	10	619
12:45 PM	0	304	5	0	309	0	2	316	0	318	0	5	6	0	11	638
Hourly Total	0	1196	18	0	1214	0	14	1237	0	1251	0	22	22	7	44	2509
1:00 PM	0	332	6	0	338	0	5	321	0	326	0	4	4	0	8	672
1:15 PM	0	333	2	0	335	0	7	303	0	310	0	4	9	0	13	658
1:30 PM	0	318	5	0	323	0	4	372	0	376	0	1	4	0	5	704
1:45 PM	0	382	4	0	386	0	3	306	0	309	0	2	4	1	6	701
Hourly Total	0	1365	17	0	1382	0	19	1302	0	1321	0	11	21	1	32	2735
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	334	0	0	334	0	0	357	0	357	0	0	1	0	1	692
4:15 PM	0	275	1	0	276	0	0	333	0	333	0	0	1	0	1	610
4:30 PM	0	328	1	0	329	0	0	375	0	375	0	1	0	1	1	705
4:45 PM	0	304	0	0	304	0	0	333	0	333	0	0	0	0	0	637
Hourly Total	0	1241	2	0	1243	0	0	1398	0	1398	0	1	2	1	3	2644
5:00 PM	0	271	0	0	271	0	0	355	0	355	0	0	0	0	0	626
5:15 PM	0	365	0	0	365	0	0	310	0	310	0	0	0	0	0	675
5:30 PM	0	309	0	0	309	0	0	319	0	319	0	0	0	0	0	628
5:45 PM	0	346	0	0	346	0	0	322	0	322	0	0	0	0	0	668
Hourly Total	0	1291	0	0	1291	0	0	1306	0	1306	0	0	0	0	0	2597
Grand Total	0	5093	37	0	5130	0	33	5243	0	5276	0	34	45	9	79	10485
Approach %	0.0	99.3	0.7	-	-	0.0	0.6	99.4	-	-	0.0	43.0	57.0	-	-	-
Total %	0.0	48.6	0.4	-	48.9	0.0	0.3	50.0	-	50.3	0.0	0.3	0.4	-	0.8	-
Lights	0	5037	37	-	5074	0	33	5180	-	5213	0	34	45	-	79	10366
% Lights	-	98.9	100.0	-	98.9	-	100.0	98.8	-	98.8	-	100.0	100.0	-	100.0	98.9
Buses	0	10	0	-	10	0	0	6	-	6	0	0	0	-	0	16
% Buses	-	0.2	0.0	-	0.2	-	0.0	0.1	-	0.1	-	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	30	0	-	30	0	0	41	-	41	0	0	0	-	0	71
% Single-Unit Trucks	-	0.6	0.0	-	0.6	-	0.0	0.8	-	0.8	-	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	16	0	-	16	0	0	16	-	16	0	0	0	-	0	32
% Articulated Trucks	-	0.3	0.0	-	0.3	-	0.0	0.3	-	0.3	-	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
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Dundee Road with Walkers Brothers Access Drive
Site Code:
Start Date: 03/13/2021

Turning Movement Peak Hour Data (1:00 PM)

Start Time	Dundee Road Eastbound					Dundee Road Westbound					Access Drive Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
1:00 PM	0	332	6	0	338	0	5	321	0	326	0	4	4	0	8	672
1:15 PM	0	333	2	0	335	0	7	303	0	310	0	4	9	0	13	658
1:30 PM	0	318	5	0	323	0	4	372	0	376	0	1	4	0	5	704
1:45 PM	0	382	4	0	386	0	3	306	0	309	0	2	4	1	6	701
Total	0	1365	17	0	1382	0	19	1302	0	1321	0	11	21	1	32	2735
Approach %	0.0	98.8	1.2	-	-	0.0	1.4	98.6	-	-	0.0	34.4	65.6	-	-	-
Total %	0.0	49.9	0.6	-	50.5	0.0	0.7	47.6	-	48.3	0.0	0.4	0.8	-	1.2	-
PHF	0.000	0.893	0.708	-	0.895	0.000	0.679	0.875	-	0.878	0.000	0.688	0.583	-	0.615	0.971
Lights	0	1353	17	-	1370	0	19	1292	-	1311	0	11	21	-	32	2713
% Lights	-	99.1	100.0	-	99.1	-	100.0	99.2	-	99.2	-	100.0	100.0	-	100.0	99.2
Buses	0	2	0	-	2	0	0	2	-	2	0	0	0	-	0	4
% Buses	-	0.1	0.0	-	0.1	-	0.0	0.2	-	0.2	-	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	9	0	-	9	0	0	6	-	6	0	0	0	-	0	15
% Single-Unit Trucks	-	0.7	0.0	-	0.7	-	0.0	0.5	-	0.5	-	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	1	0	-	1	0	0	2	-	2	0	0	0	-	0	3
% Articulated Trucks	-	0.1	0.0	-	0.1	-	0.0	0.2	-	0.2	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Dundee Road with Walkers Brothers Access Drive
Site Code:
Start Date: 03/13/2021

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Dundee Road Eastbound					Dundee Road Westbound					Access Drive Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:00 PM	0	334	0	0	334	0	0	357	0	357	0	0	1	0	1	692
4:15 PM	0	275	1	0	276	0	0	333	0	333	0	0	1	0	1	610
4:30 PM	0	328	1	0	329	0	0	375	0	375	0	1	0	1	1	705
4:45 PM	0	304	0	0	304	0	0	333	0	333	0	0	0	0	0	637
Total	0	1241	2	0	1243	0	0	1398	0	1398	0	1	2	1	3	2644
Approach %	0.0	99.8	0.2	-	-	0.0	0.0	100.0	-	-	0.0	33.3	66.7	-	-	-
Total %	0.0	46.9	0.1	-	47.0	0.0	0.0	52.9	-	52.9	0.0	0.0	0.1	-	0.1	-
PHF	0.000	0.929	0.500	-	0.930	0.000	0.000	0.932	-	0.932	0.000	0.250	0.500	-	0.750	0.938
Lights	0	1223	2	-	1225	0	0	1366	-	1366	0	1	2	-	3	2594
% Lights	-	98.5	100.0	-	98.6	-	-	97.7	-	97.7	-	100.0	100.0	-	100.0	98.1
Buses	0	5	0	-	5	0	0	2	-	2	0	0	0	-	0	7
% Buses	-	0.4	0.0	-	0.4	-	-	0.1	-	0.1	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	8	0	-	8	0	0	21	-	21	0	0	0	-	0	29
% Single-Unit Trucks	-	0.6	0.0	-	0.6	-	-	1.5	-	1.5	-	0.0	0.0	-	0.0	1.1
Articulated Trucks	0	5	0	-	5	0	0	9	-	9	0	0	0	-	0	14
% Articulated Trucks	-	0.4	0.0	-	0.4	-	-	0.6	-	0.6	-	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Dundee Road with Kohls Access Drive
Site Code:
Start Date: 03/13/2021

Turning Movement Data

Start Time	Dundee Road Eastbound					Dundee Road Westbound					Access Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
12:00 PM	0	20	284	0	304	0	280	12	0	292	0	2	21	0	23	619
12:15 PM	0	29	254	0	283	0	293	8	1	301	0	6	28	0	34	618
12:30 PM	0	27	277	0	304	0	281	15	0	296	0	4	31	3	35	635
12:45 PM	0	22	257	0	279	0	298	10	0	308	0	4	24	0	28	615
Hourly Total	0	98	1072	0	1170	0	1152	45	1	1197	0	16	104	3	120	2487
1:00 PM	0	30	305	0	335	0	305	11	0	316	0	2	29	1	31	682
1:15 PM	0	37	287	0	324	0	321	8	0	329	0	6	26	0	32	685
1:30 PM	0	32	299	0	331	0	329	11	0	340	0	6	16	2	22	693
1:45 PM	1	30	335	0	366	0	327	15	0	342	0	7	23	0	30	738
Hourly Total	1	129	1226	0	1356	0	1282	45	0	1327	0	21	94	3	115	2798
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	34	258	0	292	0	322	14	0	336	0	2	20	0	22	650
4:15 PM	0	24	274	0	298	0	326	16	0	342	0	1	29	0	30	670
4:30 PM	1	17	294	0	312	0	346	16	0	362	0	6	14	0	20	694
4:45 PM	0	29	294	0	323	0	321	10	1	331	0	1	27	1	28	682
Hourly Total	1	104	1120	0	1225	0	1315	56	1	1371	0	10	90	1	100	2696
5:00 PM	0	18	247	0	265	0	331	11	0	342	0	3	15	0	18	625
5:15 PM	0	19	299	0	318	0	286	14	0	300	0	1	15	0	16	634
5:30 PM	0	23	310	0	333	0	313	17	0	330	0	6	17	0	23	686
5:45 PM	0	32	261	0	293	0	306	19	0	325	0	5	22	0	27	645
Hourly Total	0	92	1117	0	1209	0	1236	61	0	1297	0	15	69	0	84	2590
Grand Total	2	423	4535	0	4960	0	4985	207	2	5192	0	62	357	7	419	10571
Approach %	0.0	8.5	91.4	-	-	0.0	96.0	4.0	-	-	0.0	14.8	85.2	-	-	-
Total %	0.0	4.0	42.9	-	46.9	0.0	47.2	2.0	-	49.1	0.0	0.6	3.4	-	4.0	-
Lights	2	423	4479	-	4904	0	4908	207	-	5115	0	62	357	-	419	10438
% Lights	100.0	100.0	98.8	-	98.9	-	98.5	100.0	-	98.5	-	100.0	100.0	-	100.0	98.7
Buses	0	0	9	-	9	0	6	0	-	6	0	0	0	-	0	15
% Buses	0.0	0.0	0.2	-	0.2	-	0.1	0.0	-	0.1	-	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	29	-	29	0	52	0	-	52	0	0	0	-	0	81
% Single-Unit Trucks	0.0	0.0	0.6	-	0.6	-	1.0	0.0	-	1.0	-	0.0	0.0	-	0.0	0.8
Articulated Trucks	0	0	17	-	17	0	19	0	-	19	0	0	0	-	0	36
% Articulated Trucks	0.0	0.0	0.4	-	0.3	-	0.4	0.0	-	0.4	-	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Dundee Road with Kohls Access Drive
Site Code:
Start Date: 03/13/2021

Turning Movement Peak Hour Data (1:00 PM)

Start Time	Dundee Road Eastbound					Dundee Road Westbound					Access Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
1:00 PM	0	30	305	0	335	0	305	11	0	316	0	2	29	1	31	682
1:15 PM	0	37	287	0	324	0	321	8	0	329	0	6	26	0	32	685
1:30 PM	0	32	299	0	331	0	329	11	0	340	0	6	16	2	22	693
1:45 PM	1	30	335	0	366	0	327	15	0	342	0	7	23	0	30	738
Total	1	129	1226	0	1356	0	1282	45	0	1327	0	21	94	3	115	2798
Approach %	0.1	9.5	90.4	-	-	0.0	96.6	3.4	-	-	0.0	18.3	81.7	-	-	-
Total %	0.0	4.6	43.8	-	48.5	0.0	45.8	1.6	-	47.4	0.0	0.8	3.4	-	4.1	-
PHF	0.250	0.872	0.915	-	0.926	0.000	0.974	0.750	-	0.970	0.000	0.750	0.810	-	0.898	0.948
Lights	1	129	1214	-	1344	0	1266	45	-	1311	0	21	94	-	115	2770
% Lights	100.0	100.0	99.0	-	99.1	-	98.8	100.0	-	98.8	-	100.0	100.0	-	100.0	99.0
Buses	0	0	2	-	2	0	2	0	-	2	0	0	0	-	0	4
% Buses	0.0	0.0	0.2	-	0.1	-	0.2	0.0	-	0.2	-	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	9	-	9	0	12	0	-	12	0	0	0	-	0	21
% Single-Unit Trucks	0.0	0.0	0.7	-	0.7	-	0.9	0.0	-	0.9	-	0.0	0.0	-	0.0	0.8
Articulated Trucks	0	0	1	-	1	0	2	0	-	2	0	0	0	-	0	3
% Articulated Trucks	0.0	0.0	0.1	-	0.1	-	0.2	0.0	-	0.2	-	0.0	0.0	-	0.0	0.1
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	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Dundee Road with Kohls Access Drive
Site Code:
Start Date: 03/13/2021

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Dundee Road Eastbound					Dundee Road Westbound					Access Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:00 PM	0	34	258	0	292	0	322	14	0	336	0	2	20	0	22	650
4:15 PM	0	24	274	0	298	0	326	16	0	342	0	1	29	0	30	670
4:30 PM	1	17	294	0	312	0	346	16	0	362	0	6	14	0	20	694
4:45 PM	0	29	294	0	323	0	321	10	1	331	0	1	27	1	28	682
Total	1	104	1120	0	1225	0	1315	56	1	1371	0	10	90	1	100	2696
Approach %	0.1	8.5	91.4	-	-	0.0	95.9	4.1	-	-	0.0	10.0	90.0	-	-	-
Total %	0.0	3.9	41.5	-	45.4	0.0	48.8	2.1	-	50.9	0.0	0.4	3.3	-	3.7	-
PHF	0.250	0.765	0.952	-	0.948	0.000	0.950	0.875	-	0.947	0.000	0.417	0.776	-	0.833	0.971
Lights	1	104	1101	-	1206	0	1279	56	-	1335	0	10	90	-	100	2641
% Lights	100.0	100.0	98.3	-	98.4	-	97.3	100.0	-	97.4	-	100.0	100.0	-	100.0	98.0
Buses	0	0	5	-	5	0	2	0	-	2	0	0	0	-	0	7
% Buses	0.0	0.0	0.4	-	0.4	-	0.2	0.0	-	0.1	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	8	-	8	0	25	0	-	25	0	0	0	-	0	33
% Single-Unit Trucks	0.0	0.0	0.7	-	0.7	-	1.9	0.0	-	1.8	-	0.0	0.0	-	0.0	1.2
Articulated Trucks	0	0	5	-	5	0	9	0	-	9	0	0	0	-	0	14
% Articulated Trucks	0.0	0.0	0.4	-	0.4	-	0.7	0.0	-	0.7	-	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.1	-	0.1	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Dundee Road and Salon Access - TMC

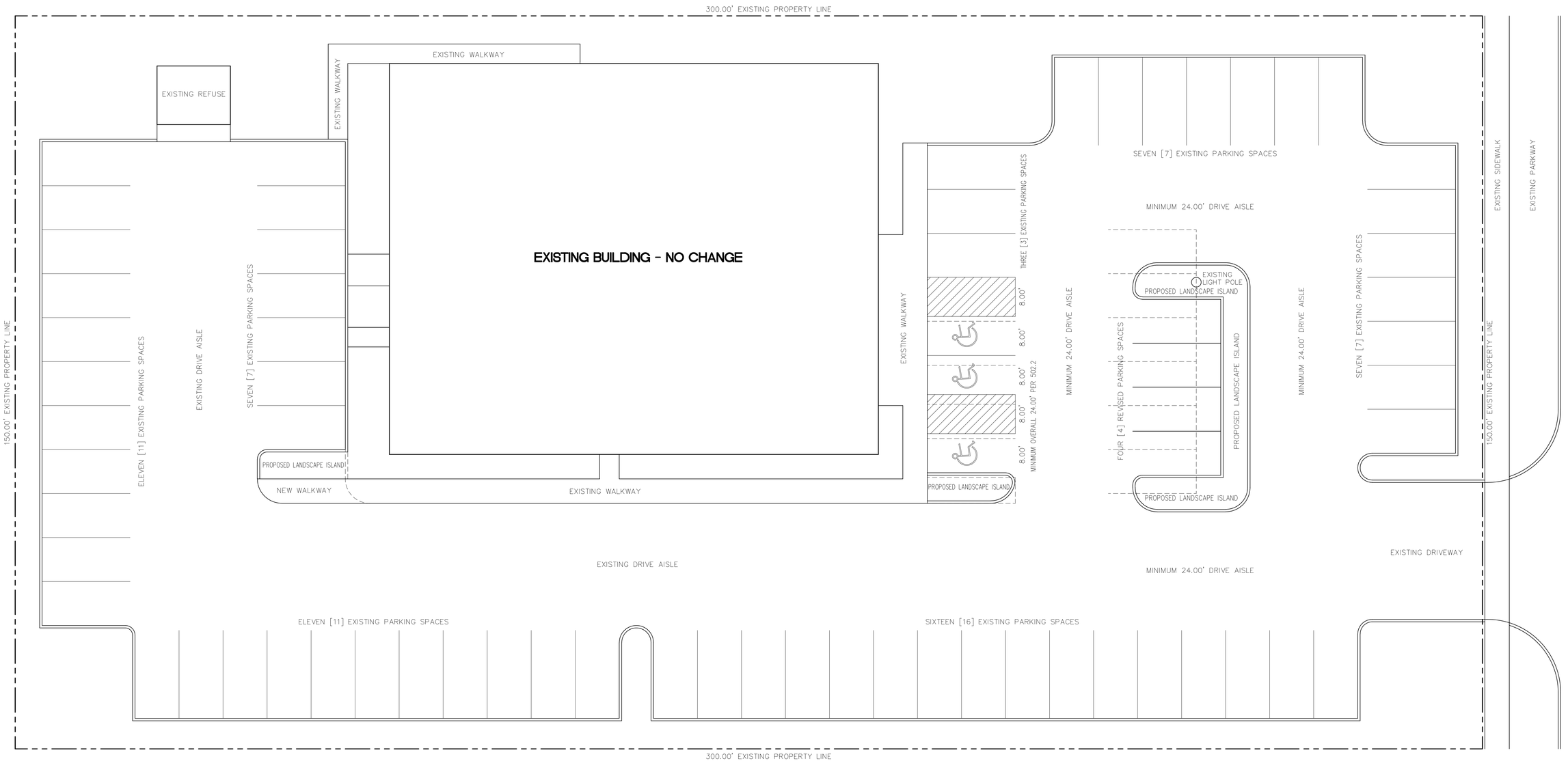
Wed Nov 1, 2017
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 466540, Location: 42.139106, -87.994632

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Dundee Road						Dundee Road						Salon Access						Elegant Home Access						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2017-11-01 7:00AM	0	486	3	0	**489**	0	0	219	0	0	**219**	0	0	0	0	0	**0**	0	3	0	0	0	**3**	0	**711**
7:15AM	1	453	6	0	**460**	0	0	250	0	0	**250**	0	0	0	0	0	**0**	0	3	0	0	0	**3**	0	**713**
7:30AM	1	492	1	0	**494**	0	0	237	1	0	**238**	0	1	0	0	0	**1**	0	6	0	0	0	**6**	0	**739**
7:45AM	1	501	11	0	**513**	0	0	230	0	0	**230**	0	0	0	0	0	**0**	0	6	0	0	0	**6**	0	**749**
Hourly Total	3	1932	21	0	**1956**	0	0	936	1	0	**937**	0	1	0	0	0	**1**	0	18	0	0	0	**18**	0	**2912**
8:00AM	4	484	4	0	**492**	0	2	237	0	0	**239**	0	0	0	0	0	**0**	0	6	0	1	0	**7**	1	**738**
8:15AM	2	447	4	0	**453**	0	1	238	0	0	**239**	0	0	0	0	0	**0**	0	7	0	0	0	**7**	2	**699**
8:30AM	0	432	10	0	**442**	0	0	249	0	0	**249**	0	0	0	1	0	**1**	0	11	0	0	0	**11**	0	**703**
8:45AM	4	443	14	0	**461**	0	0	261	2	0	**263**	0	1	0	1	0	**2**	0	6	0	0	0	**6**	0	**732**
Hourly Total	10	1806	32	0	**1848**	0	3	985	2	0	**990**	0	1	0	2	0	**3**	0	30	0	1	0	**31**	3	**2872**
4:00PM	3	324	8	0	**335**	0	1	380	2	0	**383**	0	1	0	2	0	**3**	0	9	0	0	0	**9**	0	**730**
4:15PM	0	322	3	0	**325**	0	0	382	0	0	**382**	0	1	0	1	0	**2**	0	9	0	0	0	**9**	0	**718**
4:30PM	0	338	1	0	**339**	0	0	368	2	0	**370**	0	1	0	0	0	**1**	0	7	0	0	0	**7**	0	**717**
4:45PM	1	320	5	0	**326**	0	1	374	1	0	**376**	0	4	0	0	0	**4**	0	12	0	0	0	**12**	0	**718**
Hourly Total	4	1304	17	0	**1325**	0	2	1504	5	0	**1511**	0	7	0	3	0	**10**	0	37	0	0	0	**37**	0	**2883**
5:00PM	1	401	4	0	**406**	0	1	271	1	0	**273**	0	1	0	0	0	**1**	0	7	0	0	0	**7**	0	**687**
5:15PM	1	347	3	0	**351**	0	0	319	1	0	**320**	0	1	0	0	0	**1**	0	8	0	0	0	**8**	0	**680**
5:30PM	2	362	4	0	**368**	0	0	397	1	0	**398**	0	5	0	1	0	**6**	0	11	0	0	0	**11**	0	**783**
5:45PM	3	350	5	0	**358**	0	1	341	4	0	**346**	0	5	0	0	0	**5**	0	12	0	0	0	**12**	0	**721**
Hourly Total	7	1460	16	0	**1483**	0	2	1328	7	0	**1337**	0	12	0	1	0	**13**	0	38	0	0	0	**38**	0	**2871**
Total	24	6502	86	0	**6612**	0	7	4753	15	0	**4775**	0	21	0	6	0	**27**	0	123	0	1	0	**124**	3	**11538**
% Approach	0.4%	98.3%	1.3%	0%	**-**	-	0.1%	99.5%	0.3%	0%	**-**	-	77.8%	0%	22.2%	0%	**-**	-	99.2%	0%	0.8%	0%	**-**	-	-
% Total	0.2%	56.4%	0.7%	0%	**57.3%**	-	0.1%	41.2%	0.1%	0%	**41.4%**	-	0.2%	0%	0.1%	0%	**0.2%**	-	1.1%	0%	0%	0%	**1.1%**	-	-
Lights	22	6365	83	0	**6470**	-	7	4625	15	0	**4647**	-	19	0	6	0	**25**	-	122	0	1	0	**123**	-	11265
% Lights	91.7%	97.9%	96.5%	0%	**97.9%**	-	100%	97.3%	100%	0%	**97.3%**	-	90.5%	0%	100%	0%	**92.6%**	-	99.2%	0%	100%	0%	**99.2%**	-	97.6%
Single-Unit Trucks	1	52	2	0	**55**	-	0	69	0	0	**69**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	125
% Single-Unit Trucks	4.2%	0.8%	2.3%	0%	**0.8%**	-	0%	1.5%	0%	0%	**1.4%**	-	4.8%	0%	0%	0%	**3.7%**	-	0%	0%	0%	0%	**0%**	-	1.1%
Articulated Trucks	0	57	1	0	**58**	-	0	40	0	0	**40**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	98
% Articulated Trucks	0%	0.9%	1.2%	0%	**0.9%**	-	0%	0.8%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.8%
Buses	1	28	0	0	**29**	-	0	18	0	0	**18**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	48
% Buses	4.2%	0.4%	0%	0%	**0.4%**	-	0%	0.4%	0%	0%	**0.4%**	-	4.8%	0%	0%	0%	**3.7%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Bicycles on Road	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	2
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.8%	0%	0%	0%	**0.8%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Preliminary Site Plan



EXISTING PARKING INFORMATION

EXISTING PARKING SPACES	71 SPACES
EXISTING ADA PARKING SPACES	2 SPACES
EXISTING TOTAL PARKING SPACES	73 SPACES

PROPOSED PARKING INFORMATION

EXISTING PARKING SPACES TO REMAIN	62 SPACES
PROPOSED REVISED PARKING SPACES	4 SPACES
PROPOSED ADA PARKING SPACES	3 SPACES
PROPOSED TOTAL PARKING SPACES	69 SPACES

PROPOSED PRELIMINATY SITE PLAN

SCALE: 1" = 10'-0"

NORTH

MAY 19, 2021

arsa associates
ALAN R. SCHNEIDER ARCHITECTS P.C.
1411 WEST PETERSON AVENUE, SUITE 203
PARK RIDGE, ILLINOIS 60068
TEL: 847-698-4438 FAX: 847-698-9889

© ALAN R. SCHNEIDER ARCHITECTS P.C. 2021

CMAP Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

March 30, 2021

Andrew Bowen
Traffic Engineer
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Dundee Road east of Kennicott Avenue
IDOT

Dear Mr. Bowen:

In response to a request made on your behalf and dated March 30, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volumes	Year 2050 ADT
Dundee Rd east of Kennicott Ave	25,700	29,300

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2020 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
2021_CY_TrafficForecast\ArlingtonHeights\ck-41-21\ck-41-21.docx

Level of Service Table

LEVEL OF SERVICE CRITERIA

Signalized Intersections

Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0

Unsignalized Intersections

Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – Existing Conditions

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1340	2	0	1510	1	2
Future Vol, veh/h	1340	2	0	1510	1	2
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	1426	2	0	1606	1	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1429	0	2231	715
Stage 1	-	-	-	-	1428	-
Stage 2	-	-	-	-	803	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	482	-	37	378
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	406	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	482	-	37	378
Mov Cap-2 Maneuver	-	-	-	-	133	-
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	406	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	234	-	-	482	-
HCM Lane V/C Ratio	0.014	-	-	-	-
HCM Control Delay (s)	20.6	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	105	1237	1420	56	10	90
Future Vol, veh/h	105	1237	1420	56	10	90
Conflicting Peds, #/hr	1	0	0	1	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	108	1275	1464	58	10	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1523	0	-	0	2349	762
Stage 1	-	-	-	-	1494	-
Stage 2	-	-	-	-	855	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	444	-	-	-	31	352
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	382	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	444	-	-	-	23	352
Mov Cap-2 Maneuver	-	-	-	-	91	-
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	382	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	25.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	444	-	-	-	274
HCM Lane V/C Ratio	0.244	-	-	-	0.376
HCM Control Delay (s)	15.7	-	-	-	25.9
HCM Lane LOS	C	-	-	-	D
HCM 95th %tile Q(veh)	0.9	-	-	-	1.7

Capacity Analysis Summary Sheets

Saturday Midday Peak Hour – Existing Conditions

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1474	17	19	1406	11	21
Future Vol, veh/h	1474	17	19	1406	11	21
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1520	18	20	1449	11	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1539	0	2295	770
Stage 1	-	-	-	-	1530	-
Stage 2	-	-	-	-	765	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	438	-	34	348
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	425	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	438	-	32	348
Mov Cap-2 Maneuver	-	-	-	-	116	-
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	425	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	25.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	206	-	-	438	-
HCM Lane V/C Ratio	0.16	-	-	0.045	-
HCM Control Delay (s)	25.8	-	-	13.6	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	129	1366	1331	45	21	94
Future Vol, veh/h	129	1366	1331	45	21	94
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	136	1438	1401	47	22	99

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1451	0	-	0	2419	727
Stage 1	-	-	-	-	1428	-
Stage 2	-	-	-	-	991	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	473	-	-	-	28	371
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	325	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	472	-	-	-	~ 20	370
Mov Cap-2 Maneuver	-	-	-	-	81	-
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	324	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	38.5
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	472	-	-	-	224
HCM Lane V/C Ratio	0.288	-	-	-	0.54
HCM Control Delay (s)	15.7	-	-	-	38.5
HCM Lane LOS	C	-	-	-	E
HCM 95th %tile Q(veh)	1.2	-	-	-	2.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – Projected Conditions

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1393	2	0	1554	1	2
Future Vol, veh/h	1393	2	0	1554	1	2
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	1482	2	0	1653	1	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1485	0	2311	743
Stage 1	-	-	-	-	1484	-
Stage 2	-	-	-	-	827	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	459	-	33	362
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	395	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	459	-	33	362
Mov Cap-2 Maneuver	-	-	-	-	125	-
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	395	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	21.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	222	-	-	459	-
HCM Lane V/C Ratio	0.014	-	-	-	-
HCM Control Delay (s)	21.5	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	105	1290	1464	56	10	90
Future Vol, veh/h	105	1290	1464	56	10	90
Conflicting Peds, #/hr	1	0	0	1	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	108	1330	1509	58	10	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1568	0	-	0	2421	785
Stage 1	-	-	-	-	1539	-
Stage 2	-	-	-	-	882	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	426	-	-	-	28	340
Stage 1	-	-	-	-	166	-
Stage 2	-	-	-	-	370	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	426	-	-	-	21	340
Mov Cap-2 Maneuver	-	-	-	-	85	-
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	370	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	27.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	426	-	-	-	262
HCM Lane V/C Ratio	0.254	-	-	-	0.393
HCM Control Delay (s)	16.3	-	-	-	27.4
HCM Lane LOS	C	-	-	-	D
HCM 95th %tile Q(veh)	1	-	-	-	1.8

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1382	12	13	1542	12	13
Future Vol, veh/h	1382	12	13	1542	12	13
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	1455	13	14	1623	13	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1469	0	2303	735
Stage 1	-	-	-	-	1463	-
Stage 2	-	-	-	-	840	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	465	-	33	367
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	389	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	465	-	32	367
Mov Cap-2 Maneuver	-	-	-	-	122	-
Stage 1	-	-	-	-	177	-
Stage 2	-	-	-	-	389	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	27.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	187	-	-	465	-
HCM Lane V/C Ratio	0.141	-	-	0.029	-
HCM Control Delay (s)	27.4	-	-	13	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Capacity Analysis Summary Sheets

Saturday Midday Peak Hour – Projected Conditions

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1527	17	19	1458	11	21
Future Vol, veh/h	1527	17	19	1458	11	21
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1574	18	20	1503	11	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1593	0	2376	797
Stage 1	-	-	-	-	1584	-
Stage 2	-	-	-	-	792	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	417	-	30	334
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	417	-	29	334
Mov Cap-2 Maneuver	-	-	-	-	109	-
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	412	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	27.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	195	-	-	417	-
HCM Lane V/C Ratio	0.169	-	-	0.047	-
HCM Control Delay (s)	27.2	-	-	14.1	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	129	1419	1383	45	21	94
Future Vol, veh/h	129	1419	1383	45	21	94
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	136	1494	1456	47	22	99

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1506	0	-	0	2502	755
Stage 1	-	-	-	-	1483	-
Stage 2	-	-	-	-	1019	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	450	-	-	-	24	356
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	314	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	449	-	-	-	~ 17	355
Mov Cap-2 Maneuver	-	-	-	-	74	-
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	313	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	43.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	449	-	-	-	210
HCM Lane V/C Ratio	0.302	-	-	-	0.576
HCM Control Delay (s)	16.5	-	-	-	43.2
HCM Lane LOS	C	-	-	-	E
HCM 95th %tile Q(veh)	1.3	-	-	-	3.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1521	22	23	1446	22	23
Future Vol, veh/h	1521	22	23	1446	22	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1601	23	24	1522	23	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1624	0	2422	812
Stage 1	-	-	-	-	1613	-
Stage 2	-	-	-	-	809	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	406	-	28	326
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	403	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	406	-	26	326
Mov Cap-2 Maneuver	-	-	-	-	104	-
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	403	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	36.7
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	160	-	-	406	-
HCM Lane V/C Ratio	0.296	-	-	0.06	-
HCM Control Delay (s)	36.7	-	-	14.4	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	1.2	-	-	0.2	-

(No Subject)

From: mtsteil94@att.net

To: alanes40@sbcglobal.net

Date: Thursday, April 1, 2021, 01:01 PM CDT

Market Study
The owner of Arlington Lanes purchased the vacant building on 955 w Dundee rd adjacent to the bowling center with possibly of expanding. After months of contemplating we (the petitioners) came up with idea for a indoor miniature golf facility.

We (the petitioners) have looked into what other businesses in our area offer this type of indoor miniature golf. There is none around. You have to go 15-25 miles away.

We (the petitioners) feel this could be a beneficial business to the town of Arlington Heights.

(No Subject)

From: mtsteil94@att.net (mtsteil94@att.net)

To: alanes40@sbcglobal.net

Date: Thursday, April 1, 2021, 01:02 PM CDT

I am writing this letter of justification to obtain approval for a miniature golf facility (classified in code as an "amusement facility, large") to be installed inside 955 w Dundee rd building in Arlington Heights. The purpose of the installation is getting families together for free time enjoying themselves through recreation.

As you are aware there aren't any amusement facilities featuring miniature golf available to the public with in Arlington Heights or even around a 15-20 mile radius.

While other amusements (some with and some without miniature golf) have been suggested, you'd have to drive a ways away but we feel something fun with our amusement facility (miniature golf) that will provide the right kind outlet needed to keep people in our area.

We have an estimate for installation of amusement facility for miniature golf with restaurant at $165,000.

Petitioners

Michael Steil
Mark Giannecchini

(No Subject)

From: mtsteil94@att.net

To: alanes40@sbcglobal.net

Date: Thursday, April 1, 2021, 01:09 PM CDT

Indoor Miniature Golf

The facility will hold 18 holes of miniature golf along with a snack shop and coin operated games.
The miniature golf course can be regular as well as glow in the dark capability. We can divide the course into 9 holes each to accommodate 2 kid's birthday parties going on at same time. Size for each birthday will be max 16 kids. Plus course has designed 9 holes handicap accessible.

After playing golf customers can stay to order food. They can sit in our designated area to eat or can order for takeout. While waiting for their food we have coin operated games to keep the children entertained.

Hours of operation
Sunday 11am - 9pm
Monday 12pm - 9pm
Tuesday 12pm - 9pm
Wednesday 12pm - 9pm
Thursday 12pm - 9pm
Friday 12pm - 10pm
Saturday 11am - 10pm

Number of employees will be 3.
1 - Manager
1 - counter
1 - kitchen

Once we get your approval we're planning on starting up right away.
Completion of project will be determined at a later date.

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: Jake Schmidt, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building & Life Safety Department

Subject: 955 W Dundee Rd – SUP for Restaurant and Amusement Facility, Large

PC#: 21-011 – Round 1

Date: May 4, 2021

RECEIVED
MAY 04 2021
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. The interior alterations shall comply with the following adopted codes:
    a. 2018 International Building Code with amendments
    b. 2018 International Existing Building Code with amendments
    c. 2018 International Fire Code with amendments
    d. 2018 International Fuel Gas Code with amendments
    e. 2018 International Mechanical Code with amendments
    f. 2018 ILLINOIS Energy Conservation Code with state amendments
    g. 2017 National Electrical Code with amendments
    h. 2014 Illinois Plumbing Code with amendments

2. This will be reviewed as an Assembly, A-3 Use/Occupancy.

3. Utility rooms shall not be used for storage of any kind.

4. Provide an occupant load calculation.

5. Provide minimum required width of egress and compare to the provided width of egress.

6. The maximum occupant load shall be posted at the main exit.

7. Panic hardware shall be provided on required exit doors leading to the exterior of the building if the occupant load exceeds 49.

ENGINEERING DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C.
Petitioner: Mark Giannecchini
3435 N. Kennicott
Arlington Heights, IL 60004
Owner: Kevin Quinn
1222 E. 54th Street, Unit 2E
Chicago, IL 60615
Contact Person: Michael Steil (Arlington Lanes)
Address: 3435 N. Kennicott Avenue
Arlington heights, IL 60004
Phone #: (224) 595-0254
Fax #:
E-Mail: mtsteil941632@att.net

P.I.N.# 03-07-200-028-0000
Location: 955 W. Dundee Road
Rezoning: Current: B-3 Proposed:
Subdivision:
# of Lots: 1 Current: 1 Proposed: 1
PUD: For:
Special Use: ✔ For: 8400 SF
Land Use Variation: For: Restaurant and Amusement Facility, Large
Land Use: Current: Entertainment
Proposed: Same
Site Gross Area: 45,000 sq ft or 1.033 acre
# of Units Total: one
1BR: 2BR: 3BR: 4BR:

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

1. PUBLIC IMPROVEMENTS REQUIRED: ..... YES NO COMMENTS
   - a. Underground Utilities
     - Water ..... NO
     - Sanitary Sewer .....
     - Storm Sewer .....
   - 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?		X	
4. SITE PLAN ACCEPTABLE?	X		
5. PRELIMINARY PLAT ACCEPTABLE?		N/A	
6. TRAFFIC STUDY ACCEPTABLE?			
7. STORM WATER DETENTION REQUIRED?		N/A	
8. CONTRIBUTION ORDINANCE EXISTING?		X	
9. FLOOD PLAIN OR FLOODWAY EXISTING? ...		X	
10. WETLAND EXISTING?		X	

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: DLA & ASSOC, KLOA
DATE OF PLANS: MARCH 25, 2021

Director Date

PLAN COMMISSION PC #21-011
Mini-Golf SUP
955 W Dundee Rd
Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

12. If cross access to Arlington Lanes or any other exterior site improvements are proposed, the plan can be reviewed at time of permit.

13. The traffic report is acceptable.

Public Works:

14. Water appurtenances required for the property will be determined at time of permit.

Michael L. Pagones, P.E. Date 5/5/21
Village Engineer

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Mini-Golf SUP
955 W Dundee Rd
SUP

RECEIVED
APR 30 2021
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

04/29/2021

Round 1 Review Comments

1. **Character of use:**
   The character of use is consistent with the area and is not a concern.

2. **Are lighting requirements adequate?**
   Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

3. **Present traffic problems?**
   This area of roadway is busy during both peak and non-peak hours. Traffic impact study is recommended.

4. **Traffic accidents at particular location?**
   This is not a problem area in relation to traffic accidents.

5. **Traffic problems that may be created by the development.**
   This development could create higher traffic volume in the area. Especially entering and leaving the property. Traffic impact should address.

6. **General comments:**

   - Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

   - Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

   - Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

A-O, #330

Alexandra Owington, Crime Prevention Officer
Community Services Bureau

Approved by:

Sgt Ly 569

Supervisor's Signature

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number 21-011

Project Name Mini-Golf SUP

Project Location 955 W. Rand Road

Planning Department Contact Jake Schmidt

General Comments

Round 1
General Comments:

1) A Knox Box shall be located at the main front entrance with keys to allow Fire Department entry.

2) The Fire Department will defer to the Building and Life Safety Department as to any code changes to an existing building with a possible change in use. It does not appear that there will be changes to the parking lot area.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date April 30, 2021 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

HEALTH SERVICES DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C.
Petitioner: Mark Giannecchini
3435 N. Kennicott
Arlington Heights, IL 60004
Owner: Kevin Quinn
1222 E. 54th Street, Unit 2E
Chicago, IL 60615
Contact Person: Michael Steil (Arlington Lanes)
Address: 3435 N. Kennicott Avenue
Arlington heights, IL 60004
Phone #: (224) 595-0254
Fax #:
E-Mail: mtsteil941632@att.net

P.I.N.# 03-07-200-028-0000
Location: 955 W. Dundee Road
Rezoning: Current: B-3 Proposed:
Subdivision:
# of Lots: 1 Current: 1 Proposed: 1
PUD: For:
Special Use: ✔ For: 8400 SF
Land Use Variation: For: Restaurant and Amusement Facility, Large
Land Use: Current: Entertainment
Proposed: Same
Site Gross Area: 45,000 sq.ft or 1.033 acre
# of Units Total: one
1BR: 2BR: 3BR: 4BR:

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

1. GENERAL COMMENTS:

Building permit plans must comply with the attached Food Service Plan Review Requirements.

See the attached accessibility comments.

Sean Freres 5/10/21
Environmental Health Officer Date

Sean Freres 5/10/21
tor (Acting) Direc Date

Village of Arlington Heights
Health & Human Services Department
33 S. Arlington Heights Rd.
Arlington Heights, IL 60005
(847) 368-5760

Food Service Plan Review Requirements

The Village of Arlington Heights has adopted the Illinois Department of Public Health Food Code. Copies may be obtained by visiting www.idph.state.il.us or calling 630/293-6800.

For a complete plan review, drawings to scale must be submitted containing the information noted below. This list, while not necessarily complete, highlights areas of concern and common reasons for plan rejection.

1. Floor Plan for Operation. Designation of various areas (service areas, food preparation, dry storage, numbers and locations of seats, restrooms, break areas, etc).

2. General Layout. Location of equipment fixtures (cross-reference to an equipment schedule) including distances above the floor, between other pieces of equipment, whether on legs or casters, etc.

3. Food Service Equipment. All equipment must be commercial and listed with NSF or equivalent in both construction and installation. Used equipment must be inspected for approval prior to installation. Equipment schedules must contain manufacturer and model numbers for each piece of food service equipment. Equipment spec sheets are required for all new equipment.

4. Plumbing fixtures. Location and type must be shown in overhead and schematic design. Include provisions for drainage from condensate for refrigerators and freezers, ice machines, soda or water stations, steam tables, etc. The location of all floor drains and sinks must also be shown. All 3 compartment sinks, dish machines, prep sinks, ice machines, steam tables, and condensate lines must have an air-gap (open-site drain) on the waste line. All hub drains, floor sinks, and floor drains must be located on the toe-edge of, or adjacent to, the equipment to facilitate cleaning. Facilities cooking or performing food prep must have a grease trap. Newly constructed facilities having cooking that produces grease or vapors, or where 3 compartment sinks or food prep sinks are located in two or more areas are required to have an exterior grease trap. Dish machines and garbage grinders may not drain through the grease trap. All ice machines must be ir cooled.

5. Sinks. Sinks that are mandatory to be installed include:

- three compartment sink with integral drain boards
- mop/utility sink
- hand sink in preparation areas (including bars) and dish areas (more than one may be required)
- food prep sink (depending on type of operation)

Hot and cold running water are required at all sinks. The water must be tempered by means of a mixing valve. A metering faucet must provide at least 10 seconds of running water.

6. Ventilation Requirements. Adequate ventilation must be provided throughout the facility to remove excessive heat, steam, vapors, smoke, fumes, and noxious odors. Submit specifics on ventilation hoods for Fire Code review.

7. Floors, Walls, and Ceilings. The surfaces in all food preparation, dishwashing rooms, and toilet rooms must be smooth, light colored, non-porous, and easily cleanable. Ceiling tiles may not contain fissures, and must be vinyl coated above food prep areas. Cove base must be provided at all floor/wall junctures. Grouting for all floor tiles must be sealed to be non-porous. Non-slip finishes may only be installed in traffic areas, not under equipment.

8. Lighting. Artificial light sources must be installed to provide at least 20 footcandles of light in all food prep areas, dish areas, and wash rooms. All walk-in refrigeration/freezer units, dry storage areas, dining rooms during cleaning, and other areas must be provided with at least 10 footcandles of light. All light fixtures over, near, or within food preparation, display, or service areas, and dish areas, must be shielded to prevent broken glass from falling onto food. This includes heat lamps.

9. Dry Storage Areas. A minimum of 25% of the food preparation area must be set aside for dry storage. Provide calculations showing how the dry storage requirement is met. Show dimensions and numbers of tiers for each shelving unit. All shelving must be at least 6 inches above the floor, and 18 inches below the ceiling. Remember that carry-out operations require more storage space for disposable containers.

10. Other Storage Areas. Provide storage for the following and indicate their locations: refrigerated and frozen storage, both clean and dirty dish storage, kitchen utensils, employee belongings and coats, and all cleaning supplies and toxic chemicals. Provide a mop and broom storage rack over the mop/utility sink.

11. Garbage and Refuse Disposal. An adequately sized solid waste storage site must be provided. The area must be paved, curbed, and graded to the front to prevent the accumulation of liquids. Visual screening for the area must be provided.

12. Outer Openings. No doors or windows may be left open and unscreened. All doors must be self-closing and tight-fitting. Provide screening of at least 16 mesh per inch for any windows to be opened. Air curtains and self-closing automatic windows must be installed on drive-through windows. Doors to outdoor dining areas must have operable air curtains installed above if outdoor wait staff are provided.

13. Other Concerns. All conduits and plumbing pipes must be installed inside the walls. If this is not possible, they must be at least 1 inch from the wall and 6 inches above the floor to facilitate cleaning.

14. Menu. A copy of the proposed menu must be submitted.

15. Smoking. No smoking is allowed in any enclosed space, including bars, private offices, or outdoor dining areas. Smoking is not allowed within 15 feet of any door, and ashtrays and other smoking materials may not be within 15 feet of the doors.

16. Certified Food Service Manager. At least one IDPH certified Food Service Manager must be present at all times foods are handled in high-risk establishments. Medium risk establishments need at least one certified Manager on staff.

Installation Standards for Food Service Equipment

Equipment must be mounted with a minimum of 6 inches of clear space underneath. In lieu of the clear space, equipment may be equipped with casters or placed on a raised solid masonry or sealed metal platform. The platform must be at least 2 inches high, sealed at all edges, and sealed to the floor. Necessary space for air intake must be provided for any units that need ventilation. If fresh air if provided, any air intake openings must be screened with a minimum of 16 mesh per inch screening.

Equipment that is not easily moveable must also be sealed to the wall, or meet the following minimum clearances to facilitate cleaning:

- When the distance to be cleaned is less than 2 feet in length, the width of the clear unobstructed space must not be less than 5 inches.
- When the distance to be cleaned is between 2 and 4 feet, the width of the clear unobstructed space must not be less than 8 inches.
- When the distance to be cleaned is greater than 4 feet, the width of the clear unobstructed space must not be less than 12 inches.

Other Considerations

A valid Business License is required to operate a food service facility in the Village of Arlington Heights. Contact the Licensing Coordinator in the Building Department at 847/368-5560.

A special use permit may be required for your location. Contact the Planning & Community Development Department at 847/368-5200 to inquire about the requirements.

No alcoholic beverages may be sold without first obtaining a Village Liquor License. Contact the Liquor License Officer at 847/368-5100.

Other licenses may be required as well. It is up to the owner and/or operator of each facility to obtain all of the required State and Local licenses prior to opening.

An early consultation between the Health & Human Services Department and the persons planning to build and/or operate a food service establishment can be beneficial. We may also be able to answer any questions you may have during the process. Contact the Health & Human Services Department at 847/368-5760 or by fax at 847/368-5980.

Plan Review

Address:	955 W. Dundee Mini-Golf SUP Special Use permit for a Restaurant and Amusement Facility, Large P.C. #21-011
Submitted to:	Jake Schmidt, Planning & Community Development
Submitted by:	David Robb, Disability Services Coordinator (847) 368-5793
Date:	May 6, 2021
Re:	Illinois Accessibility Code (IAC), Effective October 23, 2018 https://www2.illinois.gov/cdb/announcements/2018/Pages/New-Illinois-Accessibility-Code.aspx

1. Section 202.4 of the Illinois Accessibility Code (IAC) requires that the restrooms serving the altered area are readily accessible and usable by persons with disabilities. The two existing congregate restrooms are not equipped with accessible toilet stalls. Please see the accessible toilet stalls pictured in IAC Figure 604.8.1.1. Therefore, accessible toilet facilities are required.

2. IAC Section 239.3 Miniature Golf Course Configuration requires compliance with IAC 1007.

Planning & Community Development Dept. Review

May 14, 2021

REVIEW ROUND 1

Project: 955 W. Dundee Rd.
Mini-Golf SUP

Case Number: PC 21-011

General:

1. The following approval has been requested:
   a. **Special Use Permit to allow an 8,400 SF Restaurant and Amusement Facility, Large.**
2. The written response to Special Use Permit Criteria is not acceptable. The response should be directly related to the three criteria outlined in the Plan Commission Application packet.
3. The provided Market Study is acceptable.
4. Please provide a sample menu for the restaurant component.

Site:

5. Code-required landscape islands are missing from the ends of some parking rows. Please revise plans to show these code required islands.
6. Drive aisle widths in the northern parking lot are less than 24 feet in width. Please revise plans so that drive aisles are a minimum width of 24 feet.
7. Per the Illinois Accessibility Code, 3 accessible parking spaces are required. Please note that two accessible spaces may share an access aisle.

Traffic and Parking Study:

8. The submitted Traffic and Parking Study is acceptable.
9. Per the submitted study, a maximum of 70 spaces would be required. While the existing lot has 70 spaces, including the code required changes noted in comments 5, 6, and 7 above results in a reduction to 63 on-site spaces. Please provide a plan for addressing this potential overflow of parking.
10. Code required parking is provided on-site. Staff calculates that code-required parking can still be provided with the code required changes noted in comments 5, 6, and 7 included.

Prepared by: _____

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C.
Petitioner: Mark Giannecchini
3435 N. Kennicott
Arlington Heights, IL 60004
Owner: Kevin Quinn
1222 E. 54th Street, Unit 2E
Chicago, IL 60615
Contact Person: Michael Steil (Arlington Lanes)
Address: 3435 N. Kennicott Avenue
Arlington heights, IL 60004
Phone #: (224) 595-0254
Fax #:
E-Mail: mtsteil941632@att.net

P.I.N.# 03-07-200-028-0000
Location: 955 W. Dundee Road
Rezoning: Current: B-3 Proposed:
Subdivision:
# of Lots: 1 Current: 1 Proposed: 1
PUD: For:
Special Use: ✔ For: 8400 SF
Land Use Variation: For: Restaurant and Amusement Facility, Large
Land Use: Current: Entertainment
Proposed: Same
Site Gross Area: 45,000 sq ft or 1.033 acre
# of Units Total: one
1BR: 2BR: 3BR: 4BR:

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

LANDSCAPE & TREE PRESERVATION:

	YES	NO
1. Complies with Tree Preservation Ordinance	N/A	
2. Complies with Landscape Plan Ordinance		X
3. Parkway Tree Fee Required (See below.)		X

Comments:

1) Per Chapter 28, Section 6.15, a 4" caliper shade tree is required at the end of each parking row. Please incorporate islands and shade trees at the end of each parking row.

2) Along the front elevation it is recommended that a mix of shrubs and perennials be provided.

3) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit.

Coordinator 5/5/21 Date

arsa associates

Alan R. Schneider, Architect P.C.

1411 W. Peterson Avenue Suite 203
Park Ridge, Illinois 60068
Phone: 847 698-4438
Fax: 847 698-9889

May 21, 2021

Mr. Jake Schmidt
Village of Arlington Heights
Planning and Community Development
33 S. Arlington Heights Road
Arlington Heights, Illinois 60005

RE: PC#: 21-011 – Round 1
SUP for Restaurant and Amusement Facility, Large
955 W. Dundee Road

Mr. Schmidt,

Per the comments provided after the conceptual review, please find our response to comments below:

BUILDING & LIFE SAFETY DEPARTMENT

General Comments:
All items listed, numbered 1-7, will be included in the Building Permit submission.

ENGINEERING DEPARTMENT

11. See Petitioner's acknowledgement and acceptance attached.
12. No cross access proposed at this time.
13. No comment required.
14. No comment required.

POLICE DEPARTMENT

1. No comment required.
2. Owner shall provide site lighting photometrics at time of the Building Permit Submission.
3. Traffic Study has been provided and noted acceptable.
4. No comment required.
5. Traffic Study has been provided and noted acceptable.
6. General Comments:
   a. Owner has completed the emergency information/contact card on line. See copy attached.
   b. Revised Landscaping plan has been provided for review.
   c. Owner shall provide signage information at time of the Sign Permit submission.

FIRE DEPARTMENT

1. Owner shall provide knox box at time of the Building Permit submission.
2. No comment required.

HEALTH SERVICES DEPARTMENT

1. Owner shall comply with all requirements per the Food Services Plan at the time of the Building Permit submission.

PLAN REVIEW

1. Owner shall conform to all requirements at the time of the Building Permit submission.
2. Owner shall conform to all requirements at the time of the Building Permit submission.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

1. No comment required.
2. See attached revised written response to Special Use Permit Criteria.
3. No comment required.
4. See attached sample menu for the restaurant component.
5. See attached revised Landscaping plan.
6. See attached proposed preliminary site plan.
7. See attached proposed preliminary site plan.
8. See revised parking in attached Traffic Study.
9. See attached proposed preliminary site plan for parking information.
   See revised parking in attached Traffic Study.
10. See attached proposed preliminary site plan for parking information.
    See revised parking in attached Traffic Study.

LANDSCAPE & TREE PRESERVATION:

1. See attached revised Landscaping plan.
2. See attached revised Landscaping plan.
3. Owner shall provide bond at the time of the Building Permit submission.

NOTE:

The proposed preliminary site plan has been created for this conceptual review process only. A Civil Engineer will be retained by the Owner to complete construction documents for the Permit submission.

Sincerely,



Alan R. Schneider
Illinois Licensed Architect #7829

encl: Petitioner's acknowledgement and acceptance
Emergency information card
Revised Landscape Plan
Revised written response to Special Use Permit Criteria
Sample menu for the restaurant component
Proposed Preliminary Site plan
Traffic Study for revised parking

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: Jake Schmidt, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building & Life Safety Department – Fire Life Safety Review

Subject: 955 W Dundee Rd – SUP for Restaurant and Amusement Facility, Large

PC#: 21-011 – Round 1

Date: May 4, 2021

General Comments:

The information provided is conceptual only and subject to a formal plan review.

No additional comments at this time.

RECEIVED
MAY 21 2021
COMMUNITY DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #21-011
Mini-Golf SUP
955 W Dundee Rd
Round 2

15. The petitioner satisfactorily addressed all first-round comments. No further comments.

6/2/21

Michael L. Pagones, P.E. Date
Village Engineer

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Hiding Place Banquet Hall
1863 W Central Rd.

Round 2 Review Comments **05/20/2021**

1. **Character of use:**
   Nothing further.
2. **Are lighting requirements adequate?**
   Nothing further.
3. **Present traffic problems?**
   Nothing further.
4. **Traffic accidents at particular location?**
   Nothing further.
5. **Traffic problems that may be created by the development.**
   Nothing further.
6. **General comments:**
   Nothing further.

A. O. # 330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

Supervisor's Signature

Village of Arlington Heights
Health & Human Services Department

Memorandum

To: Jake Schmidt, Assistant Planner

From: Sean Freres, Environmental Health Officer

CC: James McCalister, Health & Human Services Director

Date: May 25, 2021

Re: PC# 21-011, 955 W. Dundee Mini-Golf SUP, Round 2

No comments at this time.

Planning & Community Development Dept. Review

June 1, 2021

REVIEW ROUND 2

Project: 955 W. Dundee Rd.
Mini-Golf SUP

Case Number: PC 21-011

General:

1. The written response to Special Use Permit Criteria is acceptable.
2. The sample menu is acceptable.

Site:

3. 3 parking spaces are shown in the proposed cross-access driveway at the south side of the site. Please remove the spaces impeding cross-access.
4. Code-required landscape islands are missing from the east end of the southern parking row, west of the cross-access driveway. Please revise plans to show this code required island.
5. As noted in the Staff Report dated September 18, 2020, 4 bicycle parking spaces are required. Please show a bike rack location on the site plan.

Traffic and Parking Study:

6. The submitted Traffic and Parking Study is acceptable.
7. Code required parking is provided on-site, with 61 spaces required. Staff calculates that code-required parking can still be provided with the code required changes noted in comments 3 and 4 included.
8. Per the submitted study, a maximum of 68 spaces would be required under a peak occupancy scenario. While the existing lot has 69 spaces, including the code required changes noted in comments 3 and 4 above results in a reduction to 65 on-site spaces. With the cross-access aisle installed, can overflow vehicles be accommodated on the Arlington Lanes site?

Prepared by: _____

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C._____
Petitioner: Mark Giannecchini
3435 N. Kennicott
Arlington Heights, IL 60004
Owner: Kevin Quinn
1222 E. 54th Street, Unit 2E
Chicago, IL 60615
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Address: 3435 N. Kennicott Avenue
Arlington heights, IL 60004
Phone #: (224) 595-0254
Fax #: _____
E-Mail: mtsteil941632@att.net

P.I.N.# 03-07-200-028-0000
Location: 955 W. Dundee Road
Rezoning: _____ Current: B-3 Proposed: ____
Subdivision: _____
# of Lots: 1 Current: 1 Proposed: 1
PUD: _____ For: _____
Special Use: ✔ For: 8400 SF
Land Use Variation: _____ For: Restaurant and Amusement Facility, Large
Land Use: _____ Current: Entertainment
Proposed: Same
Site Gross Area: 45,000 sq ft or 1.033 acre
# of Units Total: one
1BR: 2BR: 3BR: 4BR:

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

LANDSCAPE & TREE PRESERVATION:

	YES	NO
1. Complies with Tree Preservation Ordinance	N/A	
2. Complies with Landscape Plan Ordinance	X	
3. Parkway Tree Fee Required (See below.)		X

Comments:

No comments

Coordinator 5/27/21 Date

arsa associates

Alan R. Schneider, Architect P.C.

1411 W. Peterson Avenue Suite 203
Park Ridge, Illinois 60068
Phone: 847 698-4438
Fax: 847 698-9889

June 18, 2021

Mr. Jake Schmidt
Village of Arlington Heights
Planning and Community Development
33 S. Arlington Heights Road
Arlington Heights, Illinois 60005

RE: PC#: 21-011 – Round 2
SUP for Restaurant and Amusement Facility, Large
955 W. Dundee Road

Mr. Schmidt,

Per the comments provided after round 2 review, please find our response to comments below:

BUILDING & LIFE SAFETY DEPARTMENT

~ No comment required.

PLAN COMMISSION

~ No comment required.

POLICE DEPARTMENT – ***please note incorrect project name and address on this page***

1. No comment required.
2. No comment required.
3. No comment required.
4. No comment required.
5. No comment required.
6. No comment required.

HEALTH & HUMAN SERVICES DEPARTMENT

~ No comment required.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

General:

1. No comment required.
2. No comment required.

Site:

3. See attached revised proposed preliminary site plan.
4. See attached revised proposed preliminary site plan.
   See attached revised landscape plan.
5. See attached Preliminary Site plan with bike rack.

Traffic and Parking Study:

6. No comment required.
7. See attached revised proposed preliminary site plan.
8. See attached Owner's project construction phase breakdown letter. Phase 4 indicates that Arlington lanes can accommodate vehicle overflow.

LANDSCAPE & TREE PRESERVATION

~ No comment required.

Sincerely,

Alan R. Schneider
Illinois Licensed Architect #7829



encl: Petitioner's Project Construction Phase letter of explanation
Revised Proposed Preliminary Site plan with bike rack
Revised Landscape plan

Special use Criteria

1. M&M Mini Golf would bring economic growth to the Village of Arlington Heights. Provide entertainment/ play for families of all ages including handicap disability. Perfect location for outside Clientele. Safe, Friendly atmosphere for all residing or working at the vicinity. Food / Non Alcoholic beverages. Building and outside structure remain but modified for curve appeal, parking availability on lot allows for traffic to exit and enter Dundee Road and doesn't interfere with any Neighboring businesses.

2. The M&M Mini Golf establishment will be conducted under Managerial expertise which will comply with the safety and cleanliness guidelines provided by Village of Arlington heights.

3. M&M Mini Golf business is abiding by the Village of Arlington heights regulations and conditions specified in the villages ordinance of maintaining how a business needs to be maintained for an enjoyable establishment. Not just for employment but for customers too.

M&M Mini-Golf
Project Construction

June 10th

Phase 1
Tenants plan to reconstruct inside facility to make way for 18 hole mini golf course with eating area and coin operating arcade games.
Completion of Phase 1 projected 9 to 12 months.

Phase 2
Tenants will be covering the exterior fixing up trim and painting building for a presentable look.
Completion of Phase 2 projected 2 to 4 months.

Phase 3
Tenants will renovate landscaping to make outside building area look great. Including installing landscape islands to parking lot.
Completion of Phase 3 pojected 1 to 2 months.

Phase 4
Once Phase 1 thru 3 is upon completion Tenants will notify Village of Arlington Heights concerning ability to have access from M&M Mini Golf to Arlington Lanes. This will open up parking space overflow.

The projected completion of each Phase is estimated on the weather being a factor plus employement.

Any questions you can reach me at 224-595-0254

Sincerely

Michael Steil