



Village of Arlington Heights
Plan Commission
Board Room, 3rd Floor
Arlington Heights Village Hall, 33 S. Arlington Heights Rd.
May 24, 2023
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Metropolis PUD Amendment #2 - 11 S. Highland Ave - 4/26/23

IV. PUBLIC HEARINGS

- A. 116-120 W. Eastman St. Development - PC#23-002
Planned Unit Development, Land Use Variation for Multi-Family in B-5, Density Variation, Tandem Parking Space Variation, Conceptual Special Use Permit to allow a restaurant
- B. Massa Spa - 918 W. Algonquin Rd. - PC#23-004
Land Use Variation for Massage Establishment in B-2 District

V. OTHER BUSINESS

- A. Public Comment

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 Erin Mercado, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, emercado@vah.com or (847)368-5793.



**Plan Commission
5/24/2023**

Item: Metropolis PUD Amendment #2 - 11 S. Highland Ave - 4/26/23

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Metropolis PUD Amendment #2 - 11 S. Highland Ave - 4/26/23	Minutes

PLAN

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

COMMISSION

RE: METROPOLIS PUD AMENDMENT #2 - 11 SOUTH HIGHLAND AVENUE - PC #23-003
AMENDMENT TO PUD TO AMEND ORDINANCE #98-061, VARIATION

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village
Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,
Illinois on the 26th day of April, 2023 at the hour of 7:30 p.m.

MEMBERS PRESENT:

SUSAN DAWSON, Chairperson
LYNN JENSEN
JOE LORENZINI
BRUCE GREEN
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

JAKE SCHMIDT, Development Planner

CHAIRPERSON DAWSON: All right, pledge of allegiance. Everyone stand for the pledge please.

(Pledge of Allegiance recited.)

CHAIRPERSON DAWSON: All right, roll call please.

MR. SCHMIDT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. SCHMIDT: Commissioner Drost.

(No response.)

MR. SCHMIDT: Commissioner Ennes.

(No response.)

MR. SCHMIDT: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. SCHMIDT: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. SCHMIDT: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. SCHMIDT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. SCHMIDT: Commissioner Warskow.

(No response.)

MR. SCHMIDT: Chair Dawson.

CHAIRPERSON DAWSON: Here.

All right, we have some meeting minutes up for approval.

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

COMMISSIONER SIGALOS: I'll second.

CHAIRPERSON DAWSON: Great.

Any discussion before we vote?

(No response.)

CHAIRPERSON DAWSON: Okay, so we just do a voice vote, right?

MR. SCHMIDT: Right.

CHAIRPERSON DAWSON: Okay, all in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: I'm abstaining.

Any other abstentions? I was not present.

(No response.)

CHAIRPERSON DAWSON: All right, great. So, then we have our first item on the agenda.

Petitioner is here? All right, if we could swear in anybody who might be testifying on your behalf, that would be great.

Before I swear you in, have all public notices been given?

MR. SCHMIDT: Yes, they have.

CHAIRPERSON DAWSON: Terrific.

(Witnesses sworn.)

CHAIRPERSON DAWSON: All right, go ahead.

MR. EVENS: All right, great. Good evening, everybody. Thank you for taking the time this evening to meet with us. My name is Jeffrey Evens, I'm the attorney for Dr.

Walter Zattera and Mika Zattera. This is Dr. Walter Zattera, he is the individual who is seeking the petition today more or less.

Tonight we're here because of the planned unit development that exists at 11 South Highland in Arlington Heights. The underlying zoning district for this property is B-5 which permits a dental use or a medical use. However, the PUD itself, the planned unit development rules do not, they actually have an exclusion for medical. So, what we'd like to first point out is that the former businesses located at this location included a physical therapist and a podiatrist office. It appears that these offices were operating regardless of the planned unit development exception for medical and dental.

Accordingly, the addition of a dental office to this property will not alter the essential character of the locality and will be compatible with the other existing uses and zoning of nearby property. With the variance, the property will be used in a way that is similar to past uses and is a reasonable use for the property. This variance is the minimum variance necessary to allow this reasonable use.

Petitioner Dr. Zattera has been running his dental practice for the past 16 years just a few blocks away. He recently lost his lease due to the sale of the building, and this has created a substantial hardship for him and his business. His plight is due to these unique circumstances for which we seek this approval of the variance.

At this time, I'd like to let Dr. Zattera introduce himself and tell you a little bit about himself.

DR. ZATTERA: Well, I do have a practice, or did have a practice only two blocks away from where I'm looking at now. The building, I was told that it was going to be torn down. I got a month's notice and I had to get out of there and I put everything in storage. Luckily, I knew a few dentists and I'm working at two different locations right now part time. I hope I don't wear out my welcome there, but so far it's going pretty good, but I can't wait to get into my new spot.

MR. EVENS: So, to summarize, we just seek a variance to the planned unit development agreement amending Ordinance #98-061 to permit a dental office to operate and utilize the property at 11 South Highland along with the variance to waive the requirement for a parking study.

CHAIRPERSON DAWSON: Great, thank you very much.

MR. EVENS: Thank you.

CHAIRPERSON DAWSON: All right, Staff report? Oh, wait, do we have conditions of approval? We do.

Have you read the conditions of approval and are you in agreement?

MR. EVENS: Yes, we have. The two conditions of approval were to purchase parking passes at the Vail Garage for the employees which is acceptable. The other was that no other area of the PUD other than this unit would fall under this variance and that's acceptable also. He's only going to be operating in the 11 South Highland unit.

CHAIRPERSON DAWSON: Okay, great.

All right, Staff report please.

MR. SCHMIDT: Certainly.

The address of the subject property is 11 South Highland Avenue, and the proposed use falls under the classification of offices, medical and dental. It's within the B-5 Downtown Zoning District, and the requested action as the Petitioner stated is to amend the underlying PUD for the property to allow a medical office where the underlying PUD prohibits

those types of uses.

The Comprehensive Plan designates the site for mixed use purposes and the site is compliant with this designation being a commercial and residential property. There is one variation requested as part of this petition, that being a variation from Chapter 28, Section 6.12-1.3 to waive the requirement for a traffic and parking study by a qualified professional engineer.

The Metropolis PUD is in the heart of downtown, bounded by Campbell Street to the north, Vail Avenue to the east, and Highland Avenue to the west. The subject unit is on the west side of the PUD directly accessible on the first floor from Highland Avenue. The Metropolis PUD was approved in 1998 and the ordinance waived provision of any on-site parking for the development, however prohibited medical uses over parking concerns. Staff notes that the Vail Garage has been significantly expanded following adoption of the original PUD ordinance, and years since medical users have moved into the subject unit without Village knowledge but have since vacated.

Dr. Zattera who is a local dentist in Arlington Heights has the subject unit under contract and is proposing relocation of his practice to the location. The practice would operate between 9:00 a.m. to 6:00 p.m. on Mondays, 8:00 a.m. to 5:00 p.m. Tuesday and Wednesday, 8:00 a.m. to 1:00 p.m. every other Friday and Saturday, and the office is closed on Thursdays and Sundays. The practice usually sees only one patient per hour. In the peak business hours, there are four staff members and two patients present. Consultations are by appointment only and no walk-ins are allowed.

There is one variation requested as part of this petition to waive the traffic and parking study, and the Petitioner did provide a written response to variation justification criteria. With respect to the first criterion that the proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property, the Petitioner has stated that the former businesses occupying the property were medical uses and there is no issue relative to parking.

Staff concurs with this statement. Usage data from the Vail Garage was examined from the 2022 peak season which is May through September. During the days and hours the proposed business would operate, there is an average parking availability of 319 spaces on publicly accessible levels of the garage. The minimum number of available spaces was 31 spaces which can easily accommodate the practice's staff and patients present at any one time. On-street parking options also exist on Highland Avenue, Campbell Street, and Vail Avenue in close proximity to the subject unit.

With respect to the second criterion, that the plight of the owner is due to unique circumstances which may include the length of time the subject property has been vacant as zoned, the Petitioner stated that the plight of the owner is due to unique circumstances as they are currently being forced out of their existing practice location. Staff concurs that a hardship is being faced by the Petitioner, and given that the previous uses in the site were medical with no issues known to Staff, the cost and time required for a full traffic and parking study would add to the hardship of the Petitioner.

With respect to the third criterion, that the proposed variation is in harmony with the spirit and intent of this chapter, the Petitioner states that the dental office will have less traffic and parking needs than previously occupied medical offices, and at peak business hours, there are four staff members present and two patients present. As one of the intents of the Village Zoning Code is to prohibit uses, buildings or structures incompatible with the

character or development or intended use within the specified zoning districts, Staff believes that given the intensity of the operation described, waiving the requirement for full traffic and parking study would not result in a use conflicting with this intent of code.

Lastly, with respect to the fourth criterion, that the variance requested is the minimum necessary, the Petitioner stated that the variance to waive the traffic and parking study is the minimum necessary to allow their use of the property. Staff notes that it is the only variation requested, and otherwise the use is allowed within the B-5 Zoning District and, therefore, Staff concurs with the statement.

In conclusion, reviewing the requested amendment to PUD Ordinance #98-061 and the requested variation, the Staff Development Committee recommends approval of the petition subject to four conditions, the first being that the Petitioner shall purchase employee parking passes within the Village-owned garage system. The second, that medical uses in the Metropolis PUD are limited to the subject unit only, 11 South Highland Avenue, and that otherwise medical uses will be prohibited in the remainder of the PUD. The third is that all other conditions of Ordinance #98-061 shall remain in full effect, and lastly, that the Petitioner shall comply with all applicable federal, state and Village codes, regulations and policies.

This concludes my presentation. If there are any questions, I'm happy to answer.

CHAIRPERSON DAWSON: Thanks, Jake.

Do we have a motion to include the Staff report in the public record?

COMMISSIONER JENSEN: I'll so move.

COMMISSIONER LORENZINI: Second.

CHAIRPERSON DAWSON: All right, all in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: All right, so next we're going to open for public commentary. I'm not sure, I believe there's only one individual in the -- no? Okay, so seeing no public commentary, we're closing the public commentary.

Sorry, I forgot to ask if there are any questions before public commentary, I do apologize, but we have opened and closed, so I'm assuming we're good.

Any questions, comments? Do we have a motion? Any commentary? I'm just -- do you have a question?

COMMISSIONER GREEN: No, no, no. My comment was I think it's a great project. We met you guys at the Conceptual Plan Review Committee, and it's a nice fit for the building.

COMMISSIONER CHERWIN: I like the tenant, I like it now.

COMMISSIONER GREEN: With that, I'd like to make a motion.

CHAIRPERSON DAWSON: Unless Commissioner Lorenzini, did you have a comment?

COMMISSIONER GREEN: I'm sorry. Are you good?

COMMISSIONER LORENZINI: I'm good.

CHAIRPERSON DAWSON: All right.

COMMISSIONER GREEN: All right, I'd like to make a motion.

A motion to recommend to the Village Board of Trustees approval of PC #23-003, an Amendment to PUD Ordinance #98-061 to modify a condition of approval to allow medical and dental office uses within the subject unit, and the following Variation:

1. A variation to Section 6.12-1.3, to waive the requirement for a traffic and parking study by a qualified professional engineer.

This recommendation is subject to the following conditions:

1. The Petitioner shall be required to purchase employee parking permits for parking within the Village-owned garage system for all employees working within the subject unit.
2. Medical uses in the Metropolis PUD are limited to the subject unit only, 11 South Highland Avenue. Medical uses are prohibited in the remainder of the PUD.
3. All other conditions of Ordinance #98-061 shall remain in full effect.
4. The Petitioner shall comply with all federal, state, and Village codes, regulations and policies.

COMMISSIONER CHERWIN: I'll second.

CHAIRPERSON DAWSON: Great, any commentary before we go to a vote?

(No response.)

CHAIRPERSON DAWSON: All right, roll call.

MR. SCHMIDT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. SCHMIDT: Commissioner Ennes.

(No response.)

MR. SCHMIDT: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. SCHMIDT: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. SCHMIDT: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. SCHMIDT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. SCHMIDT: Chair Dawson.

CHAIRPERSON DAWSON: Yes.

All right, that's a unanimous approval from us. I hope we're able to make this as painless as possible for you. Again, I agree with the other comment made, I think it's a great fit for the area. That being said, we are just a recommending body. That's it, you need to go before the Village Trustees for final approval. Jake will be able to give you more information about when that is, but hopefully we're able to get this through for you relatively quickly. Congratulations! Thank you.

DR. ZATTERA: Thank you.

CHAIRPERSON DAWSON: All right, thanks.

COMMISSIONER GREEN: Thanks.

COMMISSIONER JENSEN: Good luck.

CHAIRPERSON DAWSON: Do we have anything else on the agenda? I don't have the agenda in front of me.

MR. SCHMIDT: We do have public comment in general, and then there is one other item to discuss.

CHAIRPERSON DAWSON: But not in the other items besides general public comment, correct?

MR. SCHMIDT: Right.

CHAIRPERSON DAWSON: Okay, thanks. Bruce has been giving me a cheat sheet and he had it folded over so I didn't, I couldn't peak at his agenda --

COMMISSIONER GREEN: Sorry.

CHAIRPERSON DAWSON: -- because I didn't have my Internet up. Okay, so we now open for general public comment, right?

Jake, you're looking at me like I'm doing something wrong, what did I do? We're all good?

MR. SCHMIDT: We're good, we just have one other item to discuss.

CHAIRPERSON DAWSON: Before public comment?

GENERAL PUBLIC COMMENT

COMMISSIONER GREEN: I would like to make a public comment. I heard that there was a new story of somebody with an axe that went after somebody who was living or somehow staying in the lower level of the underground garage over here. If that's true, my question is why as a Village are we allowing people to live in the underground parking garage? Nobody has to answer me, but I just want to go on the record that I think this should be answered by somebody because this is a dangerous situation, and we're always complaining about the parking in the downtown and now you have an area that nobody will go in.

So, anyway, that's my comment. Thank you.

CHAIRPERSON DAWSON: Okay, any other public comment?

(No response.)

CHAIRPERSON DAWSON: No, all right.

So, we're going to close general public commentary, but Jake has something else for us, what is that, Jake?

MR. SCHMIDT: I just wanted to notify all of you that five of the Commissioners have not yet submitted their Village's Statement of Economic Interest.

CHAIRPERSON DAWSON: Dam it, I did Cook County. I forgot to do the Village, sorry.

CHAIRPERSON DAWSON: I did Cook County, don't I get credit for that?

COMMISSIONER GREEN: That's one down.

CHAIRPERSON DAWSON: I will get it turned in; that is my fault.

MR. SCHMIDT: Yes, the deadline is Monday, so just a reminder.

CHAIRPERSON DAWSON: Yes, thank you.

COMMISSIONER JENSEN: Jake, this is a much better rendition than last year which was almost unanswerable. This one still is very, very strange. It doesn't allow you to give it a Not Apply or whatever. You know, you only have to list the things that apply, so you could easily, someone could assume you've forgotten to fill it out rather than you actually wrote it in.

COMMISSIONER CHERWIN: Is it online now, Jake, the Arlington one?

MR. SCHMIDT: Yes.

COMMISSIONER SIGALOS: Yes.

COMMISSIONER LORENZINI: It was online, but I couldn't download it, so Becky had to send me a hard copy and I filled it out that way.

MR. SCHMIDT: Yes, it should be online, but a printed copy could be provided if needed.

COMMISSIONER JENSEN: All right.

MR. SCHMIDT: That's all.

CHAIRPERSON DAWSON: Luckily, I'm not the only though, you said five. So, there's four others of you, but --

COMMISSIONER GREEN: Whoever you are.

CHAIRPERSON DAWSON: -- I got Cook County, I got that one down. Okay, anything else, Jake?

MR. SCHMIDT: That is all.

CHAIRPERSON DAWSON: Okay, well, do I have a motion to adjourn?

COMMISSIONER GREEN: So moved.

COMMISSIONER CHERWIN: Second.

CHAIRPERSON DAWSON: All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: All right, we are adjourned.

(Whereupon, at 7:47 p.m., the public hearing on the above-mentioned petition was adjourned.)

STATE OF ILLINOIS)
) SS.
COUNTY OF KANE)

I, RON LeGRAND, SR., depose and say that
I am a digital court reporter doing business in the State of Illinois; that
I reported verbatim the foregoing proceedings and that the foregoing
is a true and correct transcript to the best of my knowledge and ability.

RON LeGRAND, SR.

SUBSCRIBED AND SWORN TO
BEFORE ME THIS _____ DAY OF
_____, A.D. 2023.

NOTARY PUBLIC



Plan Commission 5/24/2023

Item: 116-120 W. Eastman St. Development - PC#23-002

Department: Planning & Community Development

Requested Action

- 1. Planned Unit Development to allow a 150-unit multi-family residential development on the subject property.
- 2. Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
- 3. Conceptual Special Use Permit approval for a restaurant on the subject property.

Variations Required

- 1. Chapter 28 of the Municipal Code, Section 5.1-14.1, to allow 150 units on a 43,438 square foot lot where code requires a minimum lot size of 46,500 square feet.
- 2. Chapter 28 of the Municipal Code, Section 6.1-5.1, to allow tandem parking stalls.

Recommendation

The Staff Development Committee has reviewed the requested Planned Unit Development to allow a 150-unit multi-family residential development on the subject property, Land Use Variation to allow a predominately multi-family residential development in the B-5 District, and Conceptual Special Use Permit approval for a restaurant on the subject property, along with the following variations from Chapter 28 of the Municipal Code:

- 1. Section 5.1-14.1, to allow 150 units on a 43,438 square foot lot where code requires a minimum lot size of 46,500 square feet.
- 2. Section 6.1-5.1, to allow tandem parking stalls.

The Staff Development Committee recommends APPROVAL of the application subject to the following conditions:

General

1. The outdoor roof deck area along the western side of the building shall be restricted from use between the hours of 10 pm to 10 am Sunday through Thursday and from 11 pm to 10 am on Friday and Saturday. There shall be no building-mounted or permanent speakers/audio system installed on the outdoor pool deck. All personal music and speaker usage on the outdoor deck must end by 9pm on any night. Usage of the outdoor deck area must abide by these restrictions and the Applicant must take any action necessary should the Village notify them of complaints of excessive noise emanating from the outdoor deck usage on the subject property. The Village reserves the right to establish additional restrictions on the general usage times and music/sound from said outdoor deck should the occupants of the subject property fail to abide by these restrictions or cause excessive nuisances.
2. All restaurants that desire to operate within the PUD must obtain a special use permit or receive a waiver of the special use permit requirement if deemed acceptable by the Village.
3. At time of application for building permit, the Applicant must provide a detailed final construction schedule and logistics plan that identifies staging areas, material storage, lane closures and construction worker parking for review and approval by the Village. Any work taking place within the right-of-way must be scheduled to minimize disruption to other businesses, residential neighbors, and patrons of the downtown and nearby vicinity. Construction traffic must be limited to pre-approved lanes and locations to be determined by the Village. The petitioner shall provide a truck parking and truck access plan for review and approval by the Village. Emergency access must be maintained at all times during each phase.
4. Conversion of the building from rental to condominium units will require an amendment to the Planned Unit Development and the provision of sufficient parking for such change as determined necessary by the Village.
5. The Applicant must provide all required impact fees in accordance with the requirements of Chapter 29 of the Village Code.
6. The Applicant is responsible to ensure that the Planned Development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of Village Code, being the Village's Inclusionary Housing Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitations, the following:
 - a. Providing, at a minimum, 10 actual on-site units (a minimum of 5% of the total units) in the Planned Development and fee-in-lieu for 1.25 units (a maximum of 2.5% of the total number of units) or a total of 11.25 units (7.5% of the total number of units) in compliance with Section 7-1707(b)(3) of the Village Code.
 - b. Satisfying all conditions and requirements necessary for Applicant to obtain development cost offsets pursuant to Section 7-1709 of the Village Code, including,

without limitation, obtaining density bonuses pursuant to Section 7-1709(a).

c. Ensuring compliance with all other provision of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.

7. The Applicant must comply with all Federal, State, and Village codes, regulations, and policies.

Parking Related

8. Parking within the garage shall be operated as per the below:

a) Residential parking spaces within the garage shall be leased separately from units and must not automatically be included within any residential lease.

b) Any tenant desiring 2 parking spaces within the garage must lease tandem spaces (with first priority going to two-bedroom units) if tandem spaces are available. Only after all tandem spaces are leased may individual/single spaces be leased by tenants desiring two parking spaces.

c) No more than 51 tenants shall lease two spaces within the garage.

d) No residential unit shall lease more than two parking spaces within the garage.

e) Residential guest parking within the garage spaces be made available.

9. At the request of the Village, the Applicant must provide details and data on the operation, management, and usage of the parking within the residential garage and on-street parking space usage. If parking issues arise, the Applicant must work with the Village to modify the parking plan to address any such issues, to the satisfaction of the Village. The Applicant must use good faith efforts to implement and enforce the parking conditions and restrictions outlined above.

Loading Conditions

10. Loading operations are restricted to the following:

a. Commercial/Restaurants: Allowed only between the hours of 7:00am to 5:00pm.

b. Residential: Residents moving in/out must schedule their loading dock time in advance. Move-ins/move-outs will take place in the loading dock on Eastman and be allowed between the hours of 7:00am to 7:00pm. Loading operations will be prohibited between the hours of 10:00pm to 7:00am.

c. Trash: All trash must be loaded onto trucks within the loading area.

d. All loading/unloading for the commercial space, move-ins/move-outs for the residential tenants, and trash collection shall occur onsite and within the dedicated loading zone. These activities shall be prohibited from occurring on-street.

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Traffic/Street Infrastructure Conditions

11. If it is determined by the Village that there is unsatisfactory traffic circulation and congestion within and through the subject property, the Applicant must work with the Village to modify the site circulation and access as necessary to mitigate for any such issues.

12. The Applicant shall work with the Village to implement improvements to the following intersections:

a) St. James/Highland: Stop sign shall be installed at the northbound approach.

b) Highland/Eastman/Bank Drive Aisle: Stop signs shall be installed at the eastbound approach and the westbound approach (as feasible) at this intersection.

Site Related

13. No later than issuance of a building permit, the petitioner shall execute a public access/sidewalk easement along the south side of the building, at the discretion of the Village and as necessary to comply with ADA pathway widths.

14. Final Streetscape along Eastman shall be consistent with Downtown standards and certain modifications may be required at time of building permit (additional sidewalk width, revised tree grates, recessed building doors, etc.) at the discretion of the Village.

15. The garage warning system shall be equipped with afterhours technology to reduce or shut off the noise during overnight times.

Building Related

16. The Applicant must comply with all of the requirements set forth in the April 12, 2023 motion of the Village's Design Commission concerning approval of the design for the building within the Planned Unit Development.

17. All building-mounted and site mechanical equipment (meters, panels, utility connections, fire department connections, transformers, utility pedestals, etc.) must be appropriately sited and screened from public view, as determined by the Village. To the fullest extent possible, these elements must be internalized within sound attenuation structures. Prior to issuance of a building permit, additional information/manufacturers specifications on sound levels and attenuation and capacity for additional sound attenuation around the units must be provided for Village review.

18. All utility service lines must be underground.

19. The petitioner shall continue to work with the Village on the design of the proposed Fire Department Connection. Said connection shall be a low-profile design, to the satisfaction of the Fire Department, and shall not encroach into the ROW.

20. The location of the northernmost Roof Top Unit (RTU) shall be shifted further south, as feasible, and screened with additional sound buffering panels as determined necessary by the Village.

21. The petitioner shall work with the Village on the proposed lights on the northern building elevation to ensure that they are located at low elevations and are angled towards the ground.

ATTACHMENTS:

Description	Type
PC Staff Report	Board or Commission Report
DC Staff Report - 4/11/23	Board or Commission Report
DC Minutes - 4/11/23	Minutes
DC Staff Report - 3/14/23	Board or Commission Report
DC Minutes - 3/14/23	Minutes
HC Staff Report - 4/19/23	Board or Commission Report
HC Minutes - 4/19/23	Minutes
CPRC Minutes - 7/13/22	Minutes
Public Notice	Exhibits
Aerial	Exhibits
Project Description	Correspondence
Plat of Survey	Exhibits
Affordable Housing Plan	Exhibits
Architectural Plans	Exhibits
Construction Staging Plan	Exhibits
Engineering Plans	Exhibits
Existing Site Photos	Exhibits
Garage Warning System Specifications	Exhibits
Landscape Plan	Exhibits
Market Study	Exhibits
Parking Management Plan	Exhibits
Photometric Plan	Exhibits
Preliminary Stormwater Narrative & Calucations	Exhibits
Project Rendering	Exhibits
Traffic & Parking Study	Exhibits
Department Comments - Round 1	Correspondence
Department Comments - Round 1 - Petitioner Response	Correspondence
Department Comments - Round 2	Correspondence
Department Comments - Round 2 - Petitioner Response	Correspondence
Department Comments - Round 3	Correspondence
Department Comments - Round 3 - Petitioner Response	Correspondence



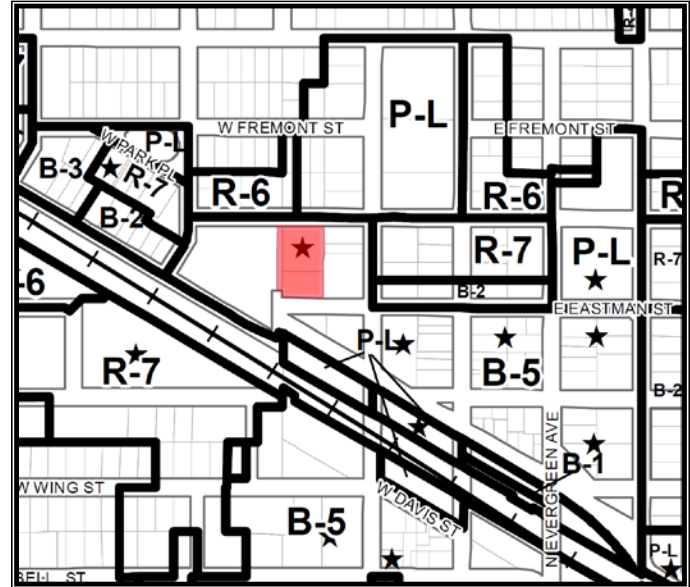
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Project Number: PC 23-002
Project Title: 116-120 W Eastman Redevelopment
Address: 116-120 W. Eastman Street
PIN's: 03-29-316-001, 03-29-316-008

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: May 24, 2023
Date Prepared: May 19, 2023

Petitioner: Mylo Residential Arlington Heights Property LLC
 Joe Taylor
Address: 202 S. Cook Street – Suite 210
 Barrington, IL 60010

Existing Zoning: B-5 Downtown District
Comprehensive Plan: Mixed-Use



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-6: Multiple-Family Dwelling District P-L: Public Lands District	Single-family homes, at-grade parking lot.	Single-Family Attached
South	B-5: Downtown District	Single-story retail sales building	Mixed-Use
East	B-5: Downtown District	Two-story office building	Mixed-Use
West	B-5: Downtown District	Village Bank & Trust	Mixed-Use

Requested Action:

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2. Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
3. Conceptual Special Use Permit approval for a restaurant on the subject property.

Variations Required:

- Chapter 28 of the Municipal Code, Section 5.1-14.1, to allow 150 units on a 43,438 square foot lot where code requires a minimum lot size of 46,500 square feet.
- Chapter 28 of the Municipal Code, Section 6.1-5.1, to allow tandem parking spaces.

Project Background:

The subject property is 43,581 square feet in size (1 acre) and currently occupied by two office buildings, each of three stories in height. Along the western side of the site there is a private street (Highland Avenue) that is split between the subject property and the property to the west and located within a 33-foot wide easement for pedestrians and motor vehicles. Half of that easement is located on the subject property (16.5') and the other half is located on the property to the west (210 W. Northwest Highway). The subject property was originally approved as a PUD in 1965 to allow a three-story office building and a seven-story apartment building with 65 units. After the three-story office building was constructed on the north side of the site, the PUD was amended in 1968 to eliminate the residential component and construct a second three-story office building in its place. To the west of the site is a B-5 zoned property developed with a multi-tenant office building including a real estate office (Baird & Warner) and the Village Bank & Trust (including drive-thru lane). To the east of the site is a B-5 zoned property developed with a two and a half story office building occupied by AT&T. To the south is single-story commercial building in the B-5 District and to the north are single-family homes zoned R-6 (Multiple-family Dwelling District) and a surface parking lot owned by the Village (zoned P-L Public Land).

Existing access to the site comes from a curb cut on St. James Street to the north and a curb cut on Eastman Street to the south. Additionally, the shared private drive aisle on the west of the site (Highland Avenue) provides a third means of ingress/egress, which operates in a one-way fashion from south to north and connects St. James Street to Eastman Street.

The petitioner, Mylo Residential Arlington Heights Property LLC, has purchased the property and is proposing demolition of the existing buildings and site improvements, and constructing a seven story multi-family rental building with 150 residential units and ground floor commercial space intended to be leased to a restaurant. The development would consist of 15 two-bedroom units (10%), 113 one-bedroom units (75%), and 22 studio units (15%). The ground floor would include approximately 2,000 square feet of commercial space. No commercial space is contemplated along the northern side of the building. On the third floor, the building would be recessed on the western elevation to create a west facing pool deck including lounge chairs and a barbeque station. Additional building setbacks would be located on the north side of the site, where the structure would taper in above the 2nd floor so that floors three through seven are setback no less than 20' from the northern property line. The 7th floor would include a "sky lobby" amenity area on the southwest side of the building.

A partial basement would include 39 below grade parking stalls and the first and second floors of the building would include 162 parking stalls for a total of 201 interior garage spaces, which would be used by the residential tenants of the building. Along Highland Avenue, the streetscape would be altered to include 14 surface parking stalls along the western side of the building, which would be for customers/employees of the restaurant and guests of the residential tenants. In sum, the development would include 215 private parking stalls.

The entrance into the garage would come from the shared private street (Highland Avenue), which would be widened slightly and converted to allow two-way traffic. Access into the garage would be controlled by a garage door and sound/light pedestrian warning system. There would be one curb cut along Eastman located at the south of the site, which would lead to a 10' x 35' loading zone at the southeast corner of the building. Fifteen bike parking spaces would be located within a storage room inside the garage.

The key development attributes and primary code analysis is shown in the chart on the next page:

Key Development Attributes

	Eastman Development
Total Number of Units	150
Studio	22
1-Bdrm*	113
2-Bdrm	15
Commercial (Sq. Ft.)	1,967 sq. ft.
Height	82'
Overall Number of Bedrooms	165
Bedrooms Per Unit*	1.1
Parking Stalls (Residential)	201**
Parking Stalls Per Unit (Residential)	1.34
Parking Stalls Per Bedroom (Residential)*	1.22
Parking Stalls (Non-Residential)	14

* There are 36 one-bdrm + den units which were considered as having one bdrm

** Both spaces in the tandem parking stalls were included

Code Analysis

Setbacks	Proposed	Required/Allowed
North	0.64'	No requirement
South	0.94'	No requirement
East	0'	No requirement
West	6.11'	No requirement
Building Height	82' (Bldg. roof) 89' (Stairway tower)	90' maximum
Dwelling Units Per Acre	150	140
Minimum Lot Size (density)	43,581 sq. ft.	46,500 sq. ft. min.
Total Parking Spaces	215	160 minimum
Parking Spaces Required (residential)	201	154 minimum
Parking Spaces Required (commercial/office)	14	6 minimum

Downtown Master Plan and Building Height:

The Downtown Master Plan, as amended in 2007, provided a wide range of recommendations to improve upon and guide development within Downtown Arlington Heights, ensuring that it remains the business, cultural and entertainment heart of Arlington Heights. Although the subject property was just outside the boundary of the study area within the plan, it is considered part of the downtown core and the proposed development helps to achieve several of the objectives identified in the Plan:

1. *Promote diversity and concentration of use in the downtown core.* The proposed development includes a high concentration of residential uses complimented with a moderate ground floor

commercial space, providing diversity of use. The residents will patronize downtown Arlington Heights businesses, contributing to the vibrancy and diversity of commercial opportunities within the downtown core.

2. *Create a quality pedestrian environment.* The proposed development will refurbish the downtown streetscape along Eastman and will incorporate decorative paving through the southwest corner of the site and along the private portion of Highland Avenue. Public pedestrian access through the private portion of Highland Avenue will be preserved.
3. *Strengthen downtown's residential base by encouraging additional residential development.* The Eastman development will add 150 units to the downtown Arlington Heights residential housing supply.

The maximum building height within the B-5 District is 90 feet, and the proposed project, at 82' in height (89' to top of stair tower) is compliant with this restriction. It should be noted that the B-5 regulations allow buildings up to 140 feet in height, provided that they qualify for certain height bonuses as outlined within the Zoning Code. The proposed development has not opted to take advantage of the height bonus allowances within the B-5 District and is slightly below the maximum permitted height. Although the subject property is outside of the primary study area within the Downtown Master Plan, the Plan and task force included recommendations for sites on the fringe of the downtown area, including the subject property. For this area, the Plan recommended buildings between 70'-100' in height. The proposed structure, at 82' in height, complies with this recommendation.

The building height is similar and compatible to other mid-rise structures within the B-5 Downtown District. Moreover, a detailed comparison to the existing mid-rise structures within downtown Arlington Heights shows that the proposed building is on the lower end of the varied mid-rise building heights in downtown Arlington Heights and the B-5 District. The table below shows the subject property in relation to the approximate height of similar multi-story B-5 developments. Exhibit 1 at the end of this report includes a graphic that visually depicts the proposed building height in relation to the existing building heights in Downtown Arlington Heights to the south and southeast.

<u>South of Metra Tracks:</u>	<u>Height</u>
Duntton Tower	138'
Arlington Town Square	140'
Metropolis Building:	81'
Village Green Development:	
Campbell Building	98'
Vail Building	93'
Wing Building	116'
Metro Lofts	84'
Arlington 425 (approved heights):	
Campbell Building	111'
Chestnut Building	58'

<u>North of Metra Tracks:</u>	<u>Height</u>
Hancock Square:	
East Building	97'
West Building	67'
201 N Vail	85'
Parkview	89'

Proposed Development	82' (roofline)
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With regards to the single-family structures to the north and northwest, the proposed development has included the aforementioned 20' building setback after the 2nd floor on the north side of the building to create a more compatible structure given the single-family residential community to the north/northwest.

Zoning and Comprehensive Plan

The subject property is zoned B-5, Downtown District, which allows mixed-use development with ground floor commercial spaces and multi-family units above. However, multi-family uses without ground floor commercial spaces are not a permitted use within Downtown Arlington Heights. At less than 2,000 square feet in size and around only 6% of the overall ground floor footprint, the size of the commercial space is not large enough to qualify this development as “mixed-use”. Accordingly, a Land Use Variation to allow a predominately multi-family residential development is required. Additionally, all developments in the B-5 District are required to receive Planned Unit Development (PUD) approval. With regards to the requested Land Use Variation and property usage, the petitioner has submitted a written response to the four criteria necessary for variation approval, which has been transmitted to the Plan Commission as part of the materials for this application. The four standards for approval are:

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

With regards to the proposed use, the Staff Development Committee concurs with the petitioner that the necessary criteria for approval have been met and notes the following:

1. The location of the subject property, on the northern edge of downtown Arlington Heights, makes the small size of the ground floor commercial space preferable. A code compliant commercial space at 50% or more of the ground floor, would bring activity and traffic closer to the single-family homes along St. James Street. The small size of the ground floor commercial space, at 2,000 square feet, in combination with its location at the southernmost portion of the site, helps to make this development more compatible with neighboring uses while still maintaining street front activity on the south side of the site adjacent to downtown.
2. The location of the property on the fringe of the Downtown area is somewhat unique with single-family homes located directly across the street. The existing office space on the subject property is vacant, somewhat blighted and in need of revitalization, and the office market is trending towards increased vacancy over the last several years.
3. The proposed multi-family use does not represent a threat to the public health, safety, morals, comfort, or general welfare of the people working or residing in the vicinity of the subject property. Multi-family uses in fringe B-5 locations adjacent to single-family homes can be found in other areas of Downtown Arlington Heights.
4. The requested variation is the minimum variation necessary to allow a reasonable development on the subject property.

Two additional variations are required, one relative to density and one relative to the provision of tandem parking spaces. Each variation will be discussed in detail later within this report.

It should be noted that any future restaurant within the commercial space will need approval of a Special Use Permit or Special Use Permit Waiver (if eligible). Since a tenant has not yet been identified for the commercial space, only conceptual approval of the future restaurant can be granted at this time. In order to qualify for a liquor license, the provision of food service will be required.

The Comprehensive Plan designates the property as Mixed-Use and the proposed multi-family use (with limited commercial space) is generally compatible with this designation. No amendment to the Comprehensive Plan is warranted. Impact fees (schools, parks, library) shall be required for all residential units within the development.

Market Study

The petitioner has submitted a comprehensive market study that analyzed the local market conditions and evaluated the proposed development in relation to potential competitors. The study has found similar developments in the Northwest Suburban Cook County submarket to be at 97.5% occupancy, noting that 95% occupancy is considered full. The study finds that the “full” state of the multi-family rental market means that pricing will continue to escalate with rents rising 3-4% per year. At an expected average rental rate of \$2.89 per square foot, the proposed development is on the higher end compared to the approximately 2,900 rental units studied within the submarket area. However, the study finds that the desirable location in downtown Arlington Heights, in combination with the generous amenities within the development, will lead to an absorption rate of around 9-10 units per month, which is in line with industry standards.

Conceptual Plan Review Committee

On July 13, 2022, the petitioner appeared before the Conceptual Plan Review Committee for a preliminary review of the development concept. The Conceptual Plan Review Committee members were generally favorable towards the project and did not express any major concerns. There were some questions on the location of the structure directly abutting the eastern property line and future redevelopment on the property to the east, and the committee members encouraged the petitioner to hold a neighborhood meeting with surrounding property owners prior to appearing before the Plan Commission.

Neighborhood Meeting

In early August of 2022, the petitioner sent invitations to all neighboring property owners within 250 feet of the property informing them of a neighborhood meeting they could attend on August 23, 2022. On the evening of August 23, the petitioner met with some of the neighboring property owners to present their concept and understand what concerns the neighbors may have. Per the petitioner, three main concerns were identified: 1) traffic on St. James Street and neighborhoods desire to restrict Highland Avenue access to St. James Street, 2) modifications to the garage façade to make it more compatible with the residential neighborhood to the north/northwest, and 3) the possibility of reducing the height of the structure by placing parking underground.

Design Commission

The petitioner appeared before the Design Commission on March 13, 2023 to discuss the building architecture and compatibility of the design. The Commission required modifications to improve the appearance and to address certain issues, and continued the project until the next month. Subsequently, on April 12, 2023, the Design Commission voted 4-0 in favor of a recommendation of approval of the project, subject to two recommendations and one condition of approval. The recommendations dealt with confirming details on the project rendering and the requirement relates to the positioning of the louvers on the garage to prevent light spillover to the residential homes to the north.

Housing Commission & Affordable Housing

Per the Village’s Inclusionary Housing Ordinance, 7.5% of the units within the development must be on-site units meeting the provisions of the Inclusionary Housing Ordinance (IHO) relative to affordability. The

developer has two options to comply with this requirement; 1) provide all 7.5% of units as on-site affordable units, or 2) provide a minimum of 5% of the units as onsite affordable units and pay a fee for the remaining 2.5% of affordable units required-but-not-provided onsite.

On April 19, 2023, the petitioner appeared before the Housing Commission, which resulted in a 5-0 recommendation of approval of the project, which will provide a minimum of 10 onsite affordable units within the development and provide a fee-in-lieu-of payment for the remaining units required-but-not-provided onsite. It should be noted that Section 7-1709, Development Cost Offsets, of the Inclusionary Housing Ordinance allows density bonuses (at the discretion of the Village Board) equal to no more than one market rate dwelling unit for each required affordable dwelling unit constructed within the building. At 150 units proposed on the site, the development is 10 units above maximum allowable density requirements for the B-5 District. Accordingly, the following variation is required:

- **Variation to Chapter 28 of the Municipal Code, Section 5.1-14.1, to allow 150 units on a 43,438 square foot lot where code requires a minimum lot size of 46,500 square feet (or 140 units).**
- **Section 7-1709: Density Bonuses. At the discretion of the Village Board, a density bonus may be provided equal to no more than one market rate dwelling unit for each required affordable dwelling unit constructed on the site of the Covered Development Project.**

The Staff Development Committee believes that the necessary justification for approval have been met as the requested density increase complies with the density bonus provisions as allowed by the IHO. The increase in units is the minimum necessary to comply with code; no increase beyond the IHO allowed bonus has been requested.

Impact on School Districts

Given the high proportion of studio and one-bedroom units (90% of the overall unit mix), it is not expected that the proposed development will result in a substantial increase in student enrollment. Using enrollment data from similar market rate rental developments in downtown Arlington Heights from the last five years, staff anticipates that the proposed development will yield approximately four elementary aged children, two middle school aged children, and three high school aged children, for a total of nine additional students within the local school system. The subject property feeds to Olive-Mary Stitt Elementary School, which is currently undergoing a building addition to allow for increased student enrollment. Staff reached out to School District #25 and #214 to provide them info on the development and estimated enrollment figures.

Construction Staging

The petitioner has provided a preliminary construction staging plan as part of their Plan Commission application. As part of building permit review, the petitioner will be required to provide a final construction schedule and logistics plan that identifies staging areas, material storage, lane closures, and construction worker parking for review and approval by the Village. Construction traffic shall be limited to pre-approved lanes and locations to be determined by the Village, and construction entrances must be designed to keep truck traffic off of St. James Street. Emergency access must be maintained at all times during each phase. Any work taking place within the right-of-way must be scheduled to minimize disruption to other businesses, residential neighbors, and patrons of the downtown and nearby vicinity. The developer shall explore a temporary construction easement with the neighboring property to the west, which would allow Highland Avenue to be partially closed and the construction trailer and material storage to be relocated to Highland Avenue and away from the residential areas to the north.

Site & Building Analysis:

Overall, the site has been thoughtfully designed with the primary activity components isolated to the south of the site and closer to downtown, while the north side of the site is less active and has been designed to minimize disturbance to the single-family homes to the north. Specifically, the southern side of the site includes the primary entrance to the apartment building, commercial business entrance, and loading zone. Utility infrastructure was sited on the southwest side of the building and screened with building walls. The terraces on the north will be private for the residents of each unit and not active spaces for the larger building community. The pool deck was located on the western side of the building and does not directly face any single-family homes.

In working with staff, the petitioner has made several additional improvements to the project:

- Reduced the overall density from 154 units to 150 units.
- Increase the parking supply from 180 parking spaces to 201 parking spaces for the residential units.
- Increased the number of on-site affordable units from 8 to 10.
- Relocated the garage driveway entrance from St. James Street (as proposed in the conceptual planning stage) to Highland Avenue.
- Included a 20' third floor building setback along the north side of the site.

There are several key areas of the plan that merit discussion as outlined below:

Building Considerations:

In order to facilitate safe pedestrian movements across the garage entrance along the western side of the building, the structure will be equipped with an audio/visual warning system consisting of lights and verbal "warning" queues. Given that that access to the garage will be controlled by a garage door, cars will be entering and exiting the garage at a slow rate of travel, however, the additional warning system will ensure that pedestrian safety is maintained. The audio/visual system will be required to include a mechanism to reduce the volume of the warning queues during overnight times.

The petitioner has done a good job of locating utility/back-of-house building elements, such as the generator, transformer, and utility meters to locations that are screened and/or less visible from public view. However, the height of the proposed transformers along the western side of the building is not yet known, whereas the building wing walls, which provide screening for the transformers, are proposed at 6' in height. Should the transformers be taller than 6' in height, the size of the building wing walls will need to be increased. As such, the SDC recommends a condition of approval requiring all building-mounted and site mechanical equipment (meters, panels, utility connections, fire department connections, transformers, utility pedestals, etc.) be appropriately sited and screened from public view, as determined by the Village. To the fullest extent possible, these elements must be internalized within sound attenuation structures. Prior to issuance of a building permit, additional information/manufacturers specifications on sound levels and attenuation (and capacity for additional sound attenuation around larger mechanical units) must be provided for Village review. With regards to the rooftop mechanical units, the location of the northernmost Roof Top Unit (RTU) shall be shifted further south, as feasible, and screened with additional sound buffering panels as determined necessary by the Village.

Although the pool deck is proposed along the western elevation of the building and partially shielded from the single-family homes to the north/northwest, usage of the pool could potentially create a nuisance if left unsupervised. The petitioner has stated that no exterior speakers will be installed on the outdoor pool/BBQ

grilling deck, and hours of operation will prohibit usage between 10:00pm to 10:00am Sunday through Thursday and from 11:00pm to 10:00am on Friday and Saturday. Any personal speaker usage on the outdoor deck must cease by 9:00pm on any day. Usage of the outdoor deck area must abide by these restrictions and the petitioner must take any action necessary should the Village notify them of complaints of excessive noise emanating from the outdoor deck usage on the subject property. The Village reserves the right to establish additional restrictions on the general usage times and music/sound from said outdoor deck should the occupants of the subject property fail to abide by these restrictions or cause excessive nuisances, and a condition of approval outlining such has been included below.

The Building and Life Safety Department and Fire Department have both reviewed the Eastman project and do not have any significant concerns relative to fire/emergency services access. The proposed structure will be required to comply with all applicable building and fire code requirements. The petitioner must continue to work with the Village on the design of the Fire Department Connection (FDC) on the south side of the building. As the building wall is only 1-foot setback from the sidewalk/public way, the FDC must be low profile/flush against the building wall to avoid encroachment out into the public way. A condition of approval to address this has been recommended below.

Finally, the petitioner shall continue to work with the Village on the proposed lights along the northern elevation to the buildings. Specifically, five lights have been proposed along the northern elevation, to be mounted at 13' in height. Staff would like to ensure that this equipment is angled downwards and includes features to shield/block glare and spillover, and the petitioner shall be required to work with the Village to ensure that they are angled towards the ground and include adequate shielding/cutoffs.

Streetscape Improvements

The petitioner will be required to reconstruct the streetscape along the north side of Eastman abutting the subject property. The existing streetscape in this location does not contain any street trees and includes one light pole that is located in the middle of the sidewalk. The developer will be required to install a streetscape along Eastman that is compatible with Village standards, including a minimum of three street trees (either in tree grates or raised planting beds), new sidewalk, and removal/relocation of the light pole in the middle of the sidewalk to a code compliant location. Final details need to be worked out relative to ADA accessible aisles/tree grates, positioning of a new light pole, parking bump-out, and egress doors opening into the public way. The final streetscape along Eastman shall be consistent with Downtown standards and certain modifications may be required at time of building permit (additional sidewalk width, revised tree grates, recessed building doors, sidewalk bump-out at corner, etc.) at the discretion of the Village. A public access easement along a portion of the private sidewalk on Eastman may be required to comply with ADA regulations.

As the private drive aisle (Highland Street) that runs between the subject property and neighboring property to the west is proposed for two-way traffic, new stop signs must be installed. Specifically, a stop sign shall be installed at the northbound approach of the St. James/Highland Avenue intersection, and also at both the eastern and western approaches to the intersection of Highland Avenue/Eastman Street/neighboring property drive aisle. The petitioner will be required to work with the Village to implement these improvements. The Village is also exploring the possibility of a 15-minute loading zone along Eastman Street in close proximity to the building entrance, which could be utilized by parcel carriers and for residential

deliveries. Additionally, the Village is exploring the possibility of a curbed bump-out at the sidewalk crossing on Eastman.

Infrastructure

Preliminary engineering plans have been provided and reviewed as part of this Plan Commission application. Stormwater detention will be required to comply with all applicable Village and MWRD standards, and an underground detention vault has been proposed underneath the private portion of Highland Avenue. As part of building permit issuance, the Village will verify that the structural design of the vault will be sufficient to carry the load of anticipated trucks and fire engines.

In order to provide water to the site, an 8-inch watermain will need to be extended along St. James Street from Vail Avenue west to the development, which expense shall be borne by the developer and shall require an Illinois Environmental Protection Agency (IEPA) permit.

Parking and Traffic:

The petitioner has provided a traffic and parking study by a certified traffic engineer, which has assessed access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets. With regards to traffic, the existing site is occupied by two office buildings totalling approximately 55,500 square feet of floor area, which is currently vacant. To be conservative, the study took traffic counts in January of 2022 while the office buildings were still partially occupied. The traffic consultant took these base traffic counts and added anticipated traffic based on full occupancy of the existing buildings with 55,500 square feet of office space. They then took the base counts and added the anticipated traffic volumes from the proposed Eastman development and compared the two. This comparison is shown below:

Site Trip Generation Comparison

Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Offices	710	55,500 sq. ft.	57	8	65	9	45	54
Proposed Site Traffic Volumes (150 units)			14	44	56	48	30	78
Difference			-43	+36	-11	+39	-15	+24

The proposed development is anticipated to generate similar traffic volumes in the morning peak travel hour (7:45am-8:45am) and a minimal increase to total trips (24 additional trips) during the evening peak hour (4:45pm-5:45pm). From a traffic standpoint, the proposed development is not expected to generate a substantial increase in overall traffic during peak travel times when compared to the existing buildings on the site (should they be fully occupied). All intersections analyzed within the report are expected to continue operating at good levels of service, with the worst movement being the southbound approach of Highland/Northwest Highway. This intersection is under stop sign control and expected to operate at a Level of Service (LOS) delay grade of "C" with an estimated wait time of less than 20 seconds. At an intersection of a neighborhood street (Highland Avenue) with a major arterial (Northwest Highway), a LOS C on the minor approach provides a decent level of service and is not a threat to vehicular or pedestrian safety.

Given the location of the building entrances, traffic patterns, and the street network in the vicinity of the subject property, the traffic study forecasts that the majority of site generated traffic (70%) will arrive and depart the building utilizing Northwest Highway, whereby keeping the majority of traffic off of St. James Street and away from the single-family neighborhood. The petitioner has worked with the Village to appropriately locate the garage entrance, which was originally proposed along St. James Street at the north side of the site, then proposed on Highland Avenue (but still on the northern side of the site), and is now proposed on Highland Avenue but centered towards the middle of the site.

Parking

As outlined above, the subject property will include 201 garage parking spaces (includes 18 tandem style spaces) which will be used for residential tenant and guest parking. The exterior of the subject property will include 14 parking stalls on the eastern side of the private portion of Highland Avenue. In addition, the site has access to 9 additional stalls on the western side of the private portion of Highland Avenue via a perpetual easement with the neighboring property owner. The 14 spaces on the exterior of the site will be used by employees and customers of the commercial tenant, as well as for guest parking for the residential tenants (should additional residential guest parking capacity be necessary). The subject property provides a surplus of off-street parking spaces relative to code requirements and no parking variation is necessary. The parking calculations as based on code requirements are shown on the chart below:

Parking At B-5 Requirements			
Use	Square Footage / # of Units	Parking Ratio	Required Parking
Residential	150		
Studio/1 Bedroom/1 Bedroom + Den	135	1 per unit	135
2 Bedroom	15	1.25 per unit	19
Commercial	1,967		
Restaurant - 1st Flr. (seating area)	1,285	1 Space per 200 sq. ft. of seating area	6
Total Required			160
Standard Garage Spaces Provided (Residential)			183
Tandem Garage Spaces Provided (Residential)			18
Total Garage Spaces Provided (Residential)			201
Total Exterior Surface Parking Stalls Provided (Commercial)			14
Total Provided On-site			215
Surplus / (Deficit)			55

However, the Village has found demand for multi-family residential rental properties within the downtown core to be around 1.3 parking spaces per residential unit. This is consistent with the most recent approval for the Arlington 425 project, which is a 319-unit multi-family rental project in downtown Arlington Heights. Additionally, the 4 N. Douglas apartment project, which is in the R-7, Multi-Family Dwelling District and currently under construction just outside of the downtown fringe (but walkable to downtown), is providing parking at a rate of 1.5 parking spaces per residential unit. While the proposed development has a slightly higher percentage of studio and one-bedroom units than both of those projects, the Staff Development Committee has worked with the petitioner to increase the proposed parking supply to comply with this ratio. As a result, the project provides 1.34 parking spaces per unit. If a conservative approach is taken and each one-bedroom-with-den unit is considered as having two-bedroom, the this translates to exactly one parking

space per bedroom. The Staff Development Committee believes that adequate residential parking has been provided to accommodate for expected demand.

However, to manage parking, the petitioner will need to abide by the following restrictions:

1. **Residential parking spaces within the garage shall be leased separately from units and shall not automatically be included within any residential lease.** As parking spaces will be assigned to specific units, it would not be prudent to automatically assign a parking space to a tenant who doesn't have a car as this would preclude that space from being available to a tenant who does own a car.
2. **Any tenant desiring two parking spaces within the garage must lease tandem spaces (with first priority going to two-bedroom units) if tandem spaces are available. Only after all tandem spaces are leased may the remainder of the parking spaces be leased by tenants desiring two parking spaces.** This will ensure that the second space within a tandem parking space is utilized, which is necessary to accommodate for expected residential parking demand.
3. **No more than 51 tenants shall lease two spaces within the garage.** This restriction will ensure that every residential unit has access to at least one parking space.
4. **No residential unit shall lease more than two parking spaces within the garage.** This restriction will ensure that every residential unit has access to at least one parking space.
5. **Residential guest parking within the garage shall be made available.** This restriction will open up the garage for residential guest parking, should unleased spaces be available, whereby removing this demand from the exterior parking spaces and increasing the supply for the commercial user.

Additionally, at the request of the Village, the petitioner must provide details and data on the operation, management, and usage of the parking within the residential garage and on-street parking space usage. If parking issues arise, the petitioner must work with the Village to modify the parking plan to address any such issues, to the satisfaction of the Village. The petitioner must use good faith efforts to implement and enforce the parking conditions and restrictions outlined above.

With regards to the commercial parking spaces, the subject property includes 14 spaces on their privately owned portion of Highland Avenue. As outlined above, an additional nine spaces are and located on the western side of Highland Avenue and are available via a perpetual easement with the neighboring property owner to the west. This totals 23 off-street parking stalls for the approximately 2,000 square foot restaurant space and for residential guest parking. The parking study has utilized Urban Land Institute (ULI) data to analyze the expected restaurant parking demand and found peak demand to be 23 parking stalls. The Village has utilized Institute of Traffic Engineer (ITE) data to forecast peak restaurant parking demand and found demand to be somewhere in the range of 30-40 vehicles at peak times. In addition to the 23 off-street parking spaces, there are 20 on-street spaces along Highland and Eastman, which are not heavily used. The Staff Development Committee does not believe that the proposed development will have a detrimental commercial parking impact.

The petitioner has proposed bike parking spaces at 1 per 10 units (15 total), which staff believes to be acceptable and notes is identical to the ratio required for multi-family developments in the R-5, R-6, and R-7 zoning districts. There is no formal bike parking requirement for PUD's in the B-5 district. With regards to the 18 tandem parking spaces proposed within the garage, the following variation is required:

- **Chapter 28 of the Municipal Code, Section 6.1-5.1, to allow tandem parking stalls.**

The Staff Development Committee is supportive of this variation and notes that structured parking contributes significantly to development costs. In a downtown environment where space is at a premium, the provision of onsite parking stalls becomes a hardship and it is not uncommon to see tandem parking stalls in other locations within downtown Arlington Heights. Both the Wing Street Building and Sigwalt 16 developments were approved for variations to allow tandem parking stalls and the requested variation will not alter the essential character of the locality.

Loading:

Per code, one loading zone is required for the proposed development. One loading zone will be located at the southeast side of the building, which complies with code. This loading zone shall be utilized for residential move-ins/move-outs, loading/unloading for the commercial space, and trash collection. These activities shall be prohibited from occurring on-street. All residential move-ins/outs and commercial deliveries must occur between the hours of 7:00am to 7:00pm. As mentioned above, the Village is analyzing the possibility of an on-street drop-off/pick-up zone in front of the building, which could be used for residential deliveries/parcel services.

RECOMMENDATION

The Staff Development Committee has reviewed the requested Planned Unit Development to allow a 150-unit multi-family residential development on the subject property, Land Use Variation to allow a predominately multi-family residential development in the B-5 District, and Conceptual Special Use Permit approval for a restaurant on the subject property, along with the following variations from Chapter 28 of the Municipal Code:

1. Section 5.1-14.1, to allow 150 units on a 43,438 square foot lot where code requires a minimum lot size of 46,500 square feet.
2. Section 6.1-5.1, to allow tandem parking stalls.

The Staff Development Committee recommends **APPROVAL** of the application subject to the following conditions:

General

1. The outdoor roof deck area along the western side of the building shall be restricted from use between the hours of 10 pm to 10 am Sunday through Thursday and from 11 pm to 10 am on Friday and Saturday. There shall be no building-mounted or permanent speakers/audio system installed on the outdoor pool deck. All personal music and speaker usage on the outdoor deck must end by 9pm on any night. Usage of the outdoor deck area must abide by these restrictions and the Applicant must take any action necessary should the Village notify them of complaints of excessive noise emanating from the outdoor deck usage on the subject property. The Village reserves the right to establish additional restrictions on the general usage times and music/sound from said outdoor deck should the occupants of the subject property fail to abide by these restrictions or cause excessive nuisances.
2. All restaurants that desire to operate within the PUD must obtain a special use permit or receive a waiver of the special use permit requirement if deemed acceptable by the Village.
3. At time of application for building permit, the Applicant must provide a detailed final construction schedule and logistics plan that identifies staging areas, material storage, lane closures and construction worker parking for review and approval by the Village. Any work taking place within the right-of-way must be scheduled to minimize disruption to other businesses, residential neighbors,

and patrons of the downtown and nearby vicinity. Construction traffic must be limited to pre-approved lanes and locations to be determined by the Village. The petitioner shall provide a truck parking and truck access plan for review and approval by the Village. Emergency access must be maintained at all times during each phase.

4. Conversion of the building from rental to condominium units will require an amendment to the Planned Unit Development and the provision of sufficient parking for such change as determined necessary by the Village.
5. The Applicant must provide all required impact fees in accordance with the requirements of Chapter 29 of the Village Code.
6. The Applicant is responsible to ensure that the Planned Development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of Village Code, being the Village's Inclusionary Housing Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitations, the following:
 - a. Providing, at a minimum, 10 actual on-site units (a minimum of 5% of the total units) in the Planned Development and fee-in-lieu for 1.25 units (a maximum of 2.5% of the total number of units) or a total of 11.25 units (7.5% of the total number of units) in compliance with Section 7-1707(b)(3) of the Village Code.
 - b. Satisfying all conditions and requirements necessary for Applicant to obtain development cost offsets pursuant to Section 7-1709 of the Village Code, including, without limitation, obtaining density bonuses pursuant to Section 7-1709(a).
 - c. Ensuring compliance with all other provision of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.
7. The Applicant must comply with all Federal, State, and Village codes, regulations, and policies.

Parking Related

8. Parking within the garage shall be operated as per the below:
 - a) Residential parking spaces within the garage shall be leased separately from units and must not automatically be included within any residential lease.
 - b) Any tenant desiring 2 parking spaces within the garage must lease tandem spaces (with first priority going to two-bedroom units) if tandem spaces are available. Only after all tandem spaces are leased may individual/single spaces be leased by tenants desiring two parking spaces.
 - c) No more than 51 tenants shall lease two spaces within the garage.
 - d) No residential unit shall lease more than two parking spaces within the garage.
 - e) Residential guest parking within the garage spaces be made available.
9. At the request of the Village, the Applicant must provide details and data on the operation, management, and usage of the parking within the residential garage and on-street parking space usage. If parking issues arise, the Applicant must work with the Village to modify the parking plan to address any such issues, to the satisfaction of the Village. The Applicant must use good faith efforts to implement and enforce the parking conditions and restrictions outlined above.

Loading Conditions

10. Loading operations are restricted to the following:
 - a. Commercial/Restaurants: Allowed only between the hours of 7:00am to 5:00pm.
 - b. Residential: Residents moving in/out must schedule their loading dock time in advance. Move-ins/move-outs will take place in the loading dock on Eastman and be allowed between the

hours of 7:00am to 7:00pm. Loading operations will be prohibited between the hours of 10:00pm to 7:00am.

- c. Trash: All trash must be loaded onto trucks within the loading area.
- d. All loading/unloading for the commercial space, move-ins/move-outs for the residential tenants, and trash collection shall occur onsite and within the dedicated loading zone. These activities shall be prohibited from occurring on-street.

Traffic/Street Infrastructure Conditions

- 11. If it is determined by the Village that there is unsatisfactory traffic circulation and congestion within and through the subject property, the Applicant must work with the Village to modify the site circulation and access as necessary to mitigate for any such issues.
- 12. The Applicant shall work with the Village to implement improvements to the following intersections:
 - a) St. James/Highland: Stop sign shall be installed at the northbound approach.
 - b) Highland/Eastman/Bank Drive Aisle: Stop signs shall be installed at the eastbound approach and the westbound approach (as feasible) at this intersection.

Site Related

- 13. No later than issuance of a building permit, the petitioner shall execute a public access/sidewalk easement along the south side of the building, at the discretion of the Village and as necessary to comply with ADA pathway widths.
- 14. Final Streetscape along Eastman shall be consistent with Downtown standards and certain modifications may be required at time of building permit (additional sidewalk width, revised tree grates, recessed building doors, etc.) at the discretion of the Village.
- 15. The garage warning system shall be equipped with afterhours technology to reduce or shut off the noise during overnight times.

Building Related

- 16. The Applicant must comply with all of the requirements set forth in the April 12, 2023 motion of the Village's Design Commission concerning approval of the design for the building within the Planned Unit Development.
- 17. All building-mounted and site mechanical equipment (meters, panels, utility connections, fire department connections, transformers, utility pedestals, etc.) must be appropriately sited and screened from public view, as determined by the Village. To the fullest extent possible, these elements must be internalized within sound attenuation structures. Prior to issuance of a building permit, additional information/manufacturers specifications on sound levels and attenuation and capacity for additional sound attenuation around the units must be provided for Village review.
- 18. All utility service lines must be underground.
- 19. The petitioner shall continue to work with the Village on the design of the proposed Fire Department Connection. Said connection shall be a low-profile design, to the satisfaction of the Fire Department, and shall not encroach into the ROW.
- 20. The location of the northernmost Roof Top Unit (RTU) shall be shifted further south, as feasible, and screened with additional sound buffering panels as determined necessary by the Village.
- 21. The petitioner shall work with the Village on the proposed lights on the northern building elevation to ensure that they are located at low elevations and are angled towards the ground.

May 19, 2023

Michael Lysicatos, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Exhibit 1 – Proposed Building Height in Relation to Similar Downtown Structures to South/Southwest



STAFF DESIGN COMMISSION REPORT RE - REVIEW

PROJECT INFORMATION:

Project Name: 116-120 W Eastman Street
Project Address: 116-120 W Eastman Street
Prepared By: Steve Hautzinger

Date Prepared: March 2, 2023
Date Revised: April 4, 2023

PETITION INFORMATION:

DC Number: 22-099
Petitioner Name: Bernard Citron
Petitioner Address: Thompson Coburn LLP
55 E. Monroe, 37th Floor
Chicago, IL 60603
Meeting Date: March 14, 2023
Re-Review Meeting Date: April 11, 2023

Requested Action(s):

Approval of the proposed architectural design a new multi-story apartment building in the Downtown.

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 the following: Planned Unit Development (PUD) approval to allow a 154-unit multi-family residential building with ground floor/basement commercial spaces, a Land Use Variation to allow the principal use to be Residential in the B-5 Downtown Zoning District, and variations for lot size and loading berth size. Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's responsibility is as outlined in Chapter 28 of the Municipal Code, Section 14.2-1, which states:

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

Summary and Background:

The subject property is 43,584 square feet in size (1 acre) and is currently occupied by two 3-story office buildings. To the west of the site is a multi-tenant office building including a real estate office and the Village Bank & Trust. To the east of the site is a two-and-a-half story office building occupied by AT&T. To the south is a single-story commercial building, and to the north are single-family homes and a Village-owned surface parking lot.

The petitioner is proposing to demolish the two existing old and dated office buildings and completely redevelop the site with a new seven-story multi-family rental building as a new investment to the north side of the Downtown. The new building will have 154 residential units as well as limited commercial space on the ground floor and basement. The plans include interior parking stalls located on the ground floor and second level of the structure. The proposed building conforms to all height, setback, and bulk zoning standards of the B-5 Downtown Zoning District. The proposed structure is 85' in height, which is in compliance with the maximum allowed 90' height in the Downtown, without qualifying for height bonuses.

3-14-23 Design Commission Comments:

This project was previously reviewed by the Design Commission on March 14, 2023, at which time the project was CONTINUED due to concerns regarding the proposed design. A summary of issues discussed at the meeting is as follows:

- Concern regarding the proposed wood look “Ceraclad” fiber cement siding. It was suggested to provide manufacturer cut sheets, images, and examples of completed projects using this product including details for the reveals, end pieces, corners, and transitions.
- Concern about the view into the parking garage, as well as the light emitting from the garage.

- Concern about the proposed perforated screens at the parking levels on the north wall. A deeper screening material is required, such as a vertical louver to provide more substantial screening and shielding of the light from cars and interior lighting.
- Concern about the open west wall of the second floor parking garage. A deep screen enclosure should be provided, same as the north wall.
- Concern about the mismatched two-story columns (round at the southwest corner, rectangular at the northwest corner), and the column material needs to be of a finished quality.
- A recommendation to move the garage door further south. Staff also requested that the petitioner evaluate this change as part of the Plan Commission review in regards to the impact of traffic and access.
- The lighter color interior courtyard facing walls are too vertical. They need to have some horizontal element to express the floors of the building to improve the scale.
- The railing on the top of the north parking garage should be set back about 5-feet to align with the mass on the northwest corner.

Project Update:

In response to the comments from March 14, the petitioner has made changes to the design as follows:

- Images of the proposed wood look “Ceraclad” fiber cement siding installed on other projects have been provided, including photos of soffit and trim details.
- The perforated screens at the parking levels on the north wall have been replaced with angled metal fins.
- Angled metal fins have also been added to the wall openings in the west wall of the parking garage.
- The round two-story columns at the southwest corner of the building have been changed to rectangular to match the columns at the northwest corner. The column material is not indicated.
- The garage door has been moved further south.
- Vertical and horizontal reveals have been added to the interior courtyard facing walls.
- The railing on the top of the north parking garage has been set back about 5-feet to align with the mass on the northwest corner.
- Some changes to the building massing have been made, but they are substantially similar to the original submittal.
- The second loading berth along the west wall has been omitted, and two larger electrical transformers have been placed in that location. The transformers are fully screened by a solid pre-finished aluminum fence.

Staff Comments:

The petitioner has done a nice job of addressing most of the Design Commission’s concerns, but there are a few details that require further clarification:

- The proposed angled metal fins at the parking level wall openings are illustrated with quite a bit of space between them. The petitioner needs to clarify the exact spacing and orientation of the fins to confirm that the views into the garage, and the light emitting from the garage, will be adequately screened from the adjacent single-family homes. It is recommended that an enlarged plan detail be provided, drawn to scale and dimensioned.
- The material of the two-story columns needs to be indicated to confirm that they will be of an acceptable finished quality.

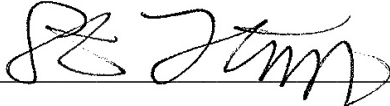
RECOMMENDATION:

It is recommended that the Design Commission **approve** the proposed architectural design for 116-120 W. Eastman Street. This recommendation is based on, and subject to compliance with, the revised plans received 3/31/23, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. The proposed angled metal fins at the parking level wall openings are illustrated with quite a bit of space between them. The petitioner needs to clarify the exact spacing and orientation of the fins to confirm that the views into the garage, and the light emitting from the garage, will be adequately screened from the adjacent single-family homes. It is recommended that an enlarged

plan detail be provided, drawn to scale and dimensioned.

2. The material of the two-story columns needs to be indicated to confirm that they will be of an acceptable finished quality.
3. 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.



April 4, 2023

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

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Michael Lysicatos, Assistant Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 22-099

APPROVED

MINUTES OF THE VILLAGE OF ARLINGTON HEIGHTS DESIGN COMMISSION

HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
APRIL 11, 2023

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

Members Present: John Fitzgerald, Acting Chair
Kirsten Kingsley
Ted Eckhardt
Scott Seyer

Members Absent: Jonathan Kubow, Chair

Also Present: Cathleen & Vince Deligio, Mastercraft Builders for 720 N Dunton Ave.
Joe Taylor, Compasspoint Development for 116-120 W. Eastman St.
Katie Lambert, OKW Architects for 116-120 W. Eastman St.
Bernie Citron, Thompson Coburn LLP for 116-120 W. Eastman St.
Joe Berta, Capital Architects for 1212 N. Dunton Ave.
Michael Samikkannu, Owner of 1544 N. Ridge Ave.
Michael McGovern, McGovern Builders for 1544 N. Ridge Ave.
Steve Gawlick, S.G. Architects for 1544 N. Ridge Ave.
Mike Hamman, CD Group Architects for 907 N. Vail Ave.
Donovan Eckhardt, CD Group Architects for 907 N. Vail Ave.
Steve Hautzinger, Planning Staff

REVIEW OF MEETING MINUTES FOR MARCH 14, 2023

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KINGSLEY, TO APPROVE THE MEETING MINUTES OF MARCH 14, 2023. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 2. MULTI-FAMILY RE-REVIEWDC#22-099 – 116-120 W. Eastman St.

Joe Taylor, representing *Compasspoint Development*, Katie Lambert, representing *OKW Architects*, and Bernie Citron, representing *Thompson Coburn LLC*, were present on behalf of this project.

Mr. Hautzinger presented Staff comments. The petitioner is seeking approval of the architectural design for a new multi-story building in the downtown. This project was continued from the previous meeting due to concerns regarding the design. This project does require Plan Commission review and Village Board approval for the zoning of the project, and the Design Commission is here tonight to review the architectural design, details, colors, and materials only. Matters such as the building height, parking, traffic, noise, or any other zoning issues will be discussed at the Plan Commission meeting that is tentatively scheduled for May 10th or May 24th. There will be public notification about this meeting once the date is finalized.

Commissioner Seyer arrived at the the meeting.

Mr. Hautzinger reviewed the comments from the last meeting as follows:

- Concern regarding the proposed wood look “Ceraclad” fiber cement siding. It was suggested to provide manufacturer cut sheets, images, and examples of completed projects using this product including details for the reveals, end pieces, corners, and transitions.
- Concern about the view into the parking garage, as well as the light emitting from the garage.
- Concern about the proposed perforated screens at the parking levels on the north wall. A deeper screening material is required, such as a vertical louver to provide more substantial screening and shielding of the light from cars and interior lighting.
- Concern about the open west wall of the second floor parking garage. A deep screen enclosure should be provided, same as the north wall.
- Concern about the mismatched two-story columns (round at the southwest corner, rectangular at the northwest corner), and the column material needs to be of a finished quality.
- A recommendation to move the garage door further south. Staff also requested that the petitioner evaluate this change as part of the Plan Commission review in regards to the impact of traffic and access.
- The lighter color interior courtyard facing walls are too vertical. They need to have some horizontal element to express the floors of the building to improve the scale.
- The railing on the top of the north parking garage should be set back about 5-feet to align with the mass on the northwest corner.

Mr. Hautzinger reported that the petitioner has made changes to the design in response to the Design Commission’s comments as follows:

- Images of the proposed wood look “Ceraclad” fiber cement siding installed on other projects have been provided, including photos of soffit and trim details.
- The perforated screens at the parking levels on the north wall have been replaced with angled metal fins.
- Angled metal fins have also been added to the wall openings in the west wall of the parking garage.
- The round two-story columns at the southwest corner of the building have been changed to rectangular to match the columns at the northwest corner. The column material is not indicated.
- The garage door has been moved further south.
- Vertical and horizontal reveals have been added to the interior courtyard facing walls.
- The railing on the top of the north parking garage has been set back about 5-feet to align with the mass on the northwest corner.
- Some changes to the building massing have been made, but they are substantially similar to the original submittal.
- The second loading berth along the west wall has been omitted, and two larger electrical transformers have

been placed in that location. The transformers are fully screened by a solid pre-finished aluminum fence.

Mr. Hautzinger commented that the petitioner has done a nice job of addressing most of the Design Commission's concerns, but there are a few details that require further clarification as follows:

- The proposed angled metal fins at the parking level wall openings are illustrated with quite a bit of space between them. The petitioner needs to clarify the exact spacing and orientation of the fins to confirm that the views into the garage, and the light emitting from the garage, will be adequately screened from the adjacent single-family homes. It is recommended that an enlarged plan detail be provided, drawn to scale and dimensioned.
- The material of the two-story columns needs to be indicated to confirm that they will be of an acceptable finished quality.

With these comments in mind, Staff recommended approval.

Ms. Lambert presented additional details to address Staff's comments that included a large plan detail showing the shape of the vertical louvers and their exact spacing. The louvers will be a dark, almost black finish to match the rest of the metal on the project. These louvers will not completely overlap, but at a 35-degree angle, the light is essentially blocked. A slightly updated finish board was presented that included a color more taupe than the previous green color proposed for the light siding, and a high-end epoxy finish paint was added to be used on the concrete columns. Ms. Lambert said that they really like the Ceraclad product being proposed because the corner detail in particular is pretty elegant and flush with the panels adjacent to it.

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

Tom Gaynor, 208 W. Fremont, said he is the current Historical Arlington Neighborhood Association (HANA) board president. He commended Staff for the minutes that were done from the last meeting, which he said were very comprehensive and detailed. He said the attention to detail in the garage is really key to the neighbors and he appreciates the lengthy discussion and all the consideration being given to that. He felt the whole problem would be solved if the garage is put underground, but he realizes this is probably not going to happen. He is concerned about the LED lights and how disruptive they will be to some of the neighboring homes and he is thankful that everyone is paying attention to this issue. He asked if the solar shade study suggested by Commissioner Kingsley at the last meeting is the responsibility of this commission or the Plan Commission, because this new 90-foot building as currently proposed will throw some significant shadows across the neighborhood; this cannot be ignored and they need to really understand the impact of this issue. Mr. Hautzinger said that would be a Plan Commission matter since it relates to the building height and density, although he was unsure if it would be a required study, but Mr. Gaynor could inquire about it at the Plan Commission meeting. Mr. Gaynor, speaking on behalf of one of his neighbors, asked if the Design Commission has any design guidelines or recommendations for a bird-friendly design, similar to what the City of Chicago has been doing. Commissioner Seyer replied that he will address this in his comments.

Karen Asa, 116 W. St. James St., said she lives right across the street from the site facing the garage. Although the lighting has been addressed, especially in the parking garage, but she is concerned that the second-floor terrace above the parking garage has not been addressed. She does not know the intended purpose of this terrace and she is concerned about lighting and noise that might come from it; is this space private for each tenant or will it be a public outdoor space. Ms. Lambert replied that this terrace will be private terraces for individual units and the only lights on the terraces will be adjacent to the units on the building and will be set back 20-feet. A change was made to the railing at the edge, which was set back so that nobody can get close to the edge of that terrace. There will also be landscaping on the inside of the terrace to provide some buffer.

Elena Coughlin, 121 W. Fremont St., said she was unable to attend the last meeting. She asked if the commissioners have any design suggestions for this building to make it fit in with the surrounding historic neighborhood, similar to the suggestions they gave during the review of the last project tonight. She asked the commissioners if they felt this new

building looks like it fits in with the beautiful brick buildings and homes that exist in this neighborhood. Commissioner Fitzgerald replied that a lot of comments were made by the commissioners at the last meeting, and a lot of those comments have been addressed by the petitioner tonight; however, the commissioners will be giving their comments tonight.

Commissioner Eckhardt thanked the petitioner for responding to some of the key elements of concern from the last meeting. Looking at the details provided for the louver system, he said the louvers should probably be twice as big as shown. He understood the matter of keeping a minimum of open air for the parking structure, and the idea of putting the fins in there is a good idea; however it does leave a large gap that will allow a lot of light to show through; therefore, he felt a study should be done to show the louvers about 16 inches back, and turned so the light is blocked. This may not be perfect for everyone on the street, but it will help some of the homes that are directly across from this new development. Commissioner Eckhardt asked for clarification about the courtyard and the materials being used, and Ms. Lambert replied that there will be two different levels of reveals, with the verticals being more of the typical reveal seen in the Hardie system, and a darker reveal across the horizontals. Commissioner Eckhardt said that the south and north interior wall will basically be white, and the back wall that faces west will be a darker brick tone. Ms. Lambert said their intent has always been to provide visible interest from within the courtyard by using more than one building material. Commissioner Eckhardt said the courtyard as a white element is a good idea for reflectiveness and brightness, but adding a small horizontal running band of color through the ringlet of white could help tie the design together better and make it appear less like 2 buildings.

Commissioner Seyer appreciated the petitioner's efforts to incorporate the commissioner's previous comments. He was unsure if he agreed with Commissioner Eckhardt's comments about the louver system being presented tonight, which is an expensive detail that is better than what he was expecting. He applauded the developer for proposing a shading system that is clearly trying to do the right thing, because this system will last. Although he was very pleased to see the effort made for a quality solution to this issue, he was unsure if the louvers needed to be twice as big, but he agreed the uncertainty of whether or not the plan shown tonight completely solves the issue and maybe the spacing of the fins needs to be closer. He had a certain level of comfort that the petitioner is doing the right thing with this issue, but until the louver system is installed on the building, the appropriate amount of spacing is unknown, although creating a mock-up model could help. Mr. Taylor acknowledged that the renderings showing the fins are not accurate, but he confirmed their intent is to definitely set the spacing so that at any given angle from St. James Street you are not going to be able to see into the garage structure. Commissioner Seyer stated that in his opinion, the spacing needs to be denser, but the fins do not need to be deeper.

Commissioner Seyer further stated that the horizontals added with the detail are a very good addition and help to bring it into scale, although he was unsure how it will appear in reality. He felt that the aerial rendering would make more sense if individual dividers from each terrace unit were shown, so it does not look like a party terrace. Commissioner Seyer asked if the outside corner on the right side of the building is recessed, and Ms. Lambert replied that those details are specific to the Hardie material. Commissioner Seyer also replied to the public comment about bird friendly glass; he said that to his knowledge there is no glass coating for this; however, speaking from his experience in his 25+ years of being a commercial architect working in the City of Chicago, this issue has been talked about in Chicago for all those years for every building, but this issue is mostly applicable in commercial office buildings where there is not a lot of texture and all glass. However, when you add texture to a building such as the fins and anything in this opacity, that will help mitigate any issues with the birds. New coatings for glass are being developed that will help birds' spectrum of their vision, but we are 5-10 years away from that actually being economically feasible on any project. Until then, this is not a code issue, but this issue is dealt with by adding texture to a building, which this project does much more than a commercial office building which are much more reflective. He is not concerned about this issue in a residential building of this scale, and he thinks this project is done very well with the level of detail provided.

Commissioner Kingsley appreciated the petitioner sharing photographs showing their intent with the details, which really helps. She echoed the other commissioners comments about the garage lighting screening details, and she recommended that the 3rd floor roof terrace lights be downlights to keep the light on the patios only. It was stated by

the petitioner that the column material will be epoxy paint, which she was okay with if it is going to last and withstand the vehicle traffic, otherwise she had some concern with this detail. She added that as an issue for the Plan Commission, the petitioner has not indicated where the public walkway will be located when walking north along the side of the building on Highland Avenue.

Acting Chair Fitzgerald agreed with concerns about making sure the proposed louver design will work and that maybe a mock-up for Staff to approve is a good idea. He thanked the petitioner for the pictures of the fiber concrete board material, which is nice, but he still preferred brick instead for this neighborhood.

Commissioner Eckhardt said that a mock-up was a good idea and almost a requirement for him. It can be 1/3-scale or even 1/4-scale, with lights behind to see that the geometry is working. This matter needs to be completely explored so the commissioners can feel more comfortable that this will actually work, because the configuration right now leads him to believe it does not work because there is too much space between the fins. He suggested that the louver manufacturer provide a mock-up study. Commissioner Eckhardt agreed with Acting Chair Fitzgerald that brick would be a more noble material for this building.

Commissioner Seyer was okay with the fiber cement material being proposed for the building, there needs to be a little variety, and he felt the Ceraclad fiber cement siding material will look good here and he is in favor of it.

Commissioner Kingsley agreed with Commissioner Seyer, sometimes there can be too much brick, especially red brick. She pointed out that the base of this building will be all brick so they do have a noble material where people will be touching it. She was also glad that the massing of the building and the changes in the materials are done well. Her only hesitation is the columns done in painted concrete. Finally, she pointed out that the fiber cement color being proposed is not white, but rather "Monterey Taupe", which is a taupe/warm grey that can appear a little green.

Acting Chair Fitzgerald said to be clear, he felt it was a beautiful building and his comment about the brick was specific to this location.

A MOTION WAS MADE BY COMMISSIONER SEYER, SECONDED BY COMMISSIONER ECKHARDT, TO RECOMMEND APPROVAL OF THE PROPOSED ARCHITECTURAL DESIGN FOR 116-120 W. EASTMENT STREET. THIS RECOMMENDATION IS SUBJECT TO COMPLIANCE WITH THE REVISED PLANS RECEIVED 3/31/23, 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 ILLUSTRATE AND CONFIRM THE PRIVATE TERRACES ON THE NORTH SIDE OF THE BUILDING.
2. A RECOMMENDATION TO REVIEW THE DETAILS ON THE INNER COURTYARD WALLS TO CONFIRM THAT THE INTENDED ARTICULATION WILL BE THERE.
3. A REQUIREMENT THAT THE PROPOSED LOUVER SHADING SYSTEM FOR THE PARKING GARAGE BE FURTHER STUDIED AND PROVEN OUT FOR STAFF APPROVAL, EITHER WITH A MOCK-UP OR A DRAWING OR OTHER MECHANISM, WITH THE ULTIMATE GOAL BEING THAT IT NEEDS TO SHADE THE CARS.
4. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILITY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN

CODE REQUIREMENTS.

Commissioner Eckhardt commented that before the petitioner spends time and money to study the louver system, the petitioner should contact Mr. Hautzinger to go over their means and methods. He liked the idea of a mock-up with lighting behind it. Ms. Lambert asked for clarification of a 'mock-up' as a model or full scale mock-up. Commissioner Eckhardt said that it could be a 1/4-scale mock-up of 12 to 15-feet, or it could be something done digitally, but it must be convincing. Commissioner Seyer recommended obtaining four, 4-foot samples from the supplier/manufacturer and adjusting the spacing and the angle until the proper angle is found to provide full shading.

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

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: 116-120 W Eastman Street
Project Address: 116-120 W Eastman Street
Prepared By: Steve Hautzinger

Date Prepared: March 2, 2023

PETITION INFORMATION:

DC Number: 22-099
Petitioner Name: Bernard Citron
Petitioner Address: Thompson Coburn LLP
55 E. Monroe, 37th Floor
Chicago, IL 60603
Meeting Date: March 14, 2023

Requested Action(s):

Approval of the proposed architectural design a new multi-story apartment building in the Downtown.

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 the following: Planned Unit Development (PUD) approval to allow a 154-unit multi-family residential building with ground floor/basement commercial spaces, a Land Use Variation to allow the principal use to be Residential in the B-5 Downtown Zoning District, and variations for lot size and loading berth size. Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's responsibility is as outlined in Chapter 28 of the Municipal Code, Section 14.2-1, which states:

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

Summary and Background:

The subject property is 43,584 square feet in size (1 acre) and is currently occupied by two 3-story office buildings. To the west of the site is a multi-tenant office building including a real estate office and the Village Bank & Trust. To the east of the site is a two-and-a-half story office building occupied by AT&T. To the south is a single-story commercial building, and to the north are single-family homes and a Village-owned surface parking lot.

The petitioner is proposing to demolish the two existing old and dated office buildings and completely redevelop the site with a new seven-story multi-family rental building as a new investment to the north side of the Downtown. The new building will have 154 residential units as well as limited commercial space on the ground floor and basement. The plans include interior parking stalls located on the ground floor and second level of the structure. The proposed building conforms to all height, setback, and bulk zoning standards of the B-5 Downtown Zoning District. The proposed structure is 85' in height, which is in compliance with the maximum allowed 90' height in the Downtown, without qualifying for height bonuses.

Architectural Design:

The proposed design is nicely done with a modern style that has a fresh and new appearance. However, despite the distinctly modern aesthetic, the design is not jarring or excessive. The overall appearance fits quite well with the properties to the east, including the AT&T office building and Hancock Square apartments, as well with the context of the other multi-family buildings along Northwest Highway. The massing of the building has numerous interesting setbacks and jogs which gives the building nice scale and proportions. The proposed exterior materials and colors for the building are nicely coordinated, and the primary cedar wall siding color complements the color tone of the existing multi-family brick buildings. As recommended in the Village's Downtown Design Guidelines, the street level walls have a distinctive appearance from the upper façade. The upper façade composition is interesting with varied groupings of windows, and a balanced mix of materials and colors. The two-story

curtainwall is a very nice focal point design feature at the front corner of the building, and the main entrance is highlighted with a steel canopy and decorative wall sconce light fixtures.

The only concern with the proposed design is the use of fiber cement siding as the primary exterior cladding material, where all other multi-family buildings in the Downtown are clad with brick and stone masonry. The Design Commission should evaluate the proposed modern style and proposed fiber cement siding exterior against the context of the other multi-family buildings in the Downtown which are predominantly traditional style with masonry exteriors.

Mechanical Equipment, Utility Equipment, and Utility Meter Screening:

All mechanical equipment is required to be screened from public view. The plans indicate numerous small condenser units located on the roof along with a few larger rooftop mechanical units. The building design includes parapet walls which is ideal to screen rooftop equipment. Based on the setback of the units combined with the parapet walls, all rooftop equipment should be adequately screened from view.

Utility equipment and meters are also required to be screened from public view. The electrical and gas meters are thoughtfully located out of sight within the loading areas. Two fire department connections are shown, located on the north and south walls of the building. The north connection is located in a landscape bed, but the south connection is along the public sidewalk. A low-profile connection should be specified for the south wall to avoid protruding into the public way.

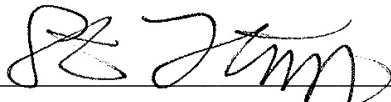
Signage:

The only signage proposed at this time is a "116 EASTMAN" illuminated wall sign located above the main entry facing Eastman Street. The plans also include a place holder for a possible future restaurant sign at the southwest corner of the building. In the Downtown, 1 sf of signage is allowed per linear foot of street frontage. The proposed sign is nicely designed and complies with code.

RECOMMENDATION:

It is recommended that the Design Commission **approve** the proposed architectural design for 116-120 W. Eastman Street. This recommendation is based on, and subject to compliance with, the plans received 2/28/23, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. Evaluate the proposed modern style and proposed fiber cement siding exterior against the other multi-family buildings in the Downtown which are predominantly traditional style with masonry exteriors.
2. 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.



March 3, 2023

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

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Michael Lysicatos, Assistant Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 22-099

APPROVED

MINUTES OF THE VILLAGE OF ARLINGTON HEIGHTS DESIGN COMMISSION

HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
MARCH 14, 2023

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

Members Present: Ted Eckhardt, Acting Chair
Kirsten Kingsley
John Fitzgerald
Scott Seyer

Members Absent: Jonathan Kubow, Chair

Also Present: Gary Wronkiewicz, Stonefield Custom Homes for 947 N. Haddow Ave.
Rob Kirk, Group A Architects for 947 N. Haddow Ave.
Kevin Purdom, JRC Design Build for 1122 N. Mitchell Ave.
John Anstadt, JMB Architects for 124 S. Ridge Ave.
Mr. & Mrs. Divito, Owners of 124 S. Ridge Ave.
Cathleen & Vince Deligio, Mastercraft Builders for 720 N. Dunton Ave.
Joe Taylor, Compasspoint Development for 116-120 W. Eastman St.
Katie Lambert, OKW Architects for 116-120 W. Eastman St.
Kaleb Yanko, Linden Group Architects for Nissan
Steve Hautzinger, Planning Staff

REVIEW OF MEETING MINUTES FOR FEBRUARY 28, 2023

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER KINGSLEY, TO APPROVE THE MEETING MINUTES OF FEBRUARY 28, 2023. ACTING CHAIR ECKHARDT ABSTAINED. MOTION CARRIED.

ITEM 5. MULTI-FAMILY REVIEWDC#22-099 – 116-120 W. Eastman St.

Joe Taylor, representing *Compasspoint Development*, and Katie Lambert, representing *OKW Architects*, were present on behalf of this project.

Acting Chair Eckhardt asked if there was any public comment on this project and there was response from the audience. He stated that any comments relative to stormwater or engineering can be made tonight, but are not under the purview of this commission and will be directed to the Village Engineering Department.

Mr. Hautzinger presented Staff comments. The petitioner is seeking approval of the architectural design for a new multi-story apartment building in the downtown. The Design Commission's purview pertains to the architectural design and appearance of the building being proposed. This project does require Plan Commission review and Village Board approval. The petitioner is seeking zoning approval as a Planned Unit Development, as well as a Land Use Variation to allow the principal use as a residential use in the downtown district, and there are a few zoning variations associated with the proposal. When a project requires Plan Commission review and Village Board approval, the Design Commission's purview is limited to building design and signage design only. There will be separate public notification about the Plan Commission meeting tentatively scheduled for April 12, 2023, including a public hearing sign posted on the property, a legal notice in the newspaper and information on the Village website specific to this project. Mr. Hautzinger said that public comments are welcome tonight; however, he encouraged those who want to speak about this project to keep their comments focused on the aesthetic appearance of the building only. Height, density, parking, traffic, and drainage are all things that could be discussed at the Plan Commission hearing.

Mr. Hautzinger explained that this property is currently occupied by two three-story office buildings. The petitioner is proposing to demolish these buildings and completely redevelop the site with a new seven-story multi-family rental building. The plans include two levels of parking on the first and second floors, with residential units above. The new building conforms with the zoning requirements for height, setback and bulk in the downtown zoning district. The proposed structure is 85 feet in height, which is in compliance with the maximum allowed 90 foot height in the downtown. Zoning approvals are required for this project before a building permit can be issued, which will be reviewed by the Plan Commission and Village Board. In regards to the architectural design, Staff feels the proposed design is nicely done with a modern style that has a fresh and new appearance. Despite the modern appearance, Staff does not find it to be out of place or too modern and feels the Architect did a nice job finding a balance in introducing a more modern development in the downtown. Staff feels it fits quite well with the other buildings on the north side of the downtown. The massing of the design has numerous interesting setbacks, the jogs in the wall gives the building nice scale and proportions, and the exterior colors and materials of the building are nicely coordinated. The primary wall color is a cedar color wall siding, and in Staff's opinion, the color works very nicely with all of the adjacent buildings that are primarily brick and stone.

The Village has Downtown Design Guidelines and one of those guidelines is that the street level should have a distinctive appearance from the upper façade, which this building clearly accomplishes, and the upper facade composition is interesting with varied groupings of windows and a balanced mix of materials. There is a two-story glass curtain wall feature at the corner on the bottom of the building, which is a really nice focal point on the design, and Staff feels it is well done. From a design standpoint, Staff's only concern is the use of fiber cement siding, as opposed to brick, where all other multi-family buildings in the downtown are clad with brick and stone. In regards to the screening of mechanical and utility equipment, there are a number of individual condenser units located on the roof for the apartments below, but the Architect has done a nice job of grouping these together in the middle of the roof to keep them from being visible. It is a requirement that all mechanical equipment be screened from view and the building does have a parapet wall, which is an ideal way of screening rooftop mechanical equipment. There are a few other larger mechanical units, but based on the diagram provided, it does appear that they will be adequately screened as well. There plans include two loading berths that are nicely recessed into the design, which is where the electrical transformer and gas meters are located out of view. There is a fire department connection located on the front wall

facing the public sidewalk, which should be specified to be low-profile and flush mounted to avoid projecting into the public way. In regards to signage, the only sign is the street address, which is nicely designed and appears to comply with code. Overall, Staff recommends approval of the project.

Mr. Taylor said they created an unusual development in that this building is not only a private residence but a public place where people from the neighborhood can congregate. The 2-story glass curtain wall is actually where a full-service restaurant is located in the building, and many purposeful things were done here to address this building being both private and public. Ms. Lambert said they are very excited to talk about this project that will be an exciting addition to the downtown district of Arlington Heights. This building is designed to have a spirit of hospitality, almost like a hotel, with the primary residential entrance lobby being located mid-block on Eastman Avenue, which will be wide open to the restaurant space, and the restaurant has its own separate entrance at the corner. A warm palette of colors are proposed to soften the edges of a more modern aesthetic, with a modular brick on three sides of the building at the lower levels with a stone base. The large amount of glass will show a level of transparency and interest. The upper levels will consist of interlocking volumes, with materials that consist of wood and a medium density fiber cement product. Ms. Lambert concluded that they tried to create something that feels dynamic as experienced from the street, and the design has changed in response to comments early on from the residents in the neighborhood.

PUBLIC COMMENT

Tom Gaynor, 208 W. Fremont St, said he currently serves as the board president for the Historical Arlington Neighborhood Association (HANA), which is a self-declared preservation district. He said this project has the ability to be a terrific asset to the HANA neighborhood, but it also has the ability to really mess it up. The thoughtful design considerations going into the design are appreciated; however, there are still some concerns. These concerns include the height of the building, which they feel is too tall, and the impact it will have on the adjacent St. James Street neighbors. Impacts such as traffic, parking, noise, landscaping, and setback on their adjacent neighborhood to the north of this site are their top priority. From a design standpoint, you cannot pretend this new building will blend in with the neighborhood; it will be a giant apartment building across the street from 100 year old single-family homes. He said that it would be great if someday there could be a good brainstorming session with the Village about how this HANA neighborhood can be recognized for the historic gems that are here, and do something about that. The goal of this project should be to make the building as good as it can be and make it a terrific neighbor of the adjacent neighborhood to the north. This building should also comply with the Village's affordable housing criteria, as this neighborhood is very diverse and inclusionary, and it would be great if this property reflected that as well.

Justin Zeeb, 121 W. Fremont St., said his back door will look out at this new building. He has lived in the community for seven years and has noticed that every building in the downtown on the other side of the tracks is brick. Although the renderings look great, and it is a clean and modern design, he is concerned that this new building will not fit in with the adjacent neighborhood to the north that has 100 year old homes.

Tom Gaynor spoke again, this time on behalf of a lifetime Arlington Heights resident and HANA board member that could not attend tonight, who felt it would be a design miss not to acknowledge that this site is where The Cellar used to be located, which is a very historical property in the Village.

Jacob Staar, 208 W. St. James St., said his 1920's craftsman home is located directly across from this development and he will see this new building directly from his front porch. He is concerned with the upper-level party deck that will be across the street from single-family homes and in line with his home. Ms. Lambert said these are private balcony spaces, not a party deck, and the railing on this deck will be high enough to block the view of people in the space, with green space along the railing. Acting Chair Eckhardt pointed out that the building has been pushed back and efforts have been made to design the deck space to keep people away from the railing. Mr. Staar said that at the previous neighborhood meeting with the petitioner, they were told this space would not be used at all and it would be an empty flat roof; however, tonight something different is being said. Mr. Taylor said he is happy to discuss this issue at the Plan Commission review. Mr. Staar also asked about the entrance and exit to the parking garage and whether there will be the same type of flashing lights and buzzing noise that other multi-family residential buildings in the downtown have, because that elevation will face the single-family homes and will be very disruptive. Mr. Taylor said it will be a

singular entrance with a fast roll-up garage door with secured controlled access, and the warning lights for the entry/exist system is a code requirement.

Mr. Gaynor asked if photos of the surrounding neighborhood were prepared that include the homes along St. James that are adjacent to this property, not just the high-rise buildings up and down Northwest Highway. Mr. Hautzinger referred to the houses in the context photos provided by the architect for the project.

Celeste Cecchi, 200 W. St. James St, explained the position of her home in relation to the placement of the parking garage of the new building, and how every car that pulls into the garage will shine their headlights into her home, disrupting her quality of life. Acting Chair Eckhardt said this is a matter for the Plan Commission.

Todd Niemiec, 204 W. St. James St, said he is an Architect and he felt this project is a huge improvement to what is there now. He is in favor of some development that is responsible and he applauds the look of the building at the south end; however, the zero setback on St. James Street is just ridiculous. He understood that zoning does not require it, but there is no transitional zoning between this development and the existing homes along St. James, and it is a really harsh reality to be facing a 7-story building with less setback than their homes have. Although he is thankful that the loading dock is not located on St. James, his major concern is the shadow that will be cast by this 7-story building. What he bought into when he purchased his home here is very special and he does not want to give it up, but he also does not want to shut down new development because as a Village, we need to grow. However, there needs to be a significant setback off of St. James, the new building is too close to the street. He hopes this commission takes these concerns into consideration. Acting Chair Eckhardt said these comments should be expressed at the Plan Commission review of the project, specifically regarding setbacks.

A member of the public said that we are a community that works together, and when a new building is being designed it should be sensitive to what will fit into the surrounding neighborhood, which in this neighborhood are single-family homes.

Brendan Eitz, 321 W. Euclid Avenue. He asked what architectural style inspired this new building.

Acting Chair Eckhardt closed the public comment portion of the meeting. He thanked everyone for their comments and encouraged those residents who spoke tonight to attend the Plan Commission review of the project to express their concerns, since many of the comments are under their purview.

The commissioners summarized their comments. Commissioner Fitzgerald said it is a beautiful building and he likes a lot of the interest and materials; however, he did not necessarily like the materials for this location. It seems like there is a lot of brick in the Village, but right up along these single-family homes it will change to a modern material. Although the color looks good, he had concerns about how long it will be in style and not just a trend, and going with brick would help him a great deal. He asked for confirmation that no variations for height or setbacks are being requested and the petitioner confirmed that. Commissioner Fitzgerald was also concerned about the parking garage and headlights coming in and out of it, and the amount of traffic that will come up that street and the impacts it will have on the front of those homes. That neighborhood was designed for the people living there to enjoy their front yards and he would be bothered by that if he lived there. He asked if the garage entrance could be put somewhere else. He was comfortable with the terrace on the north side of the building because of the setback of the plantings; however, with neighborhood concerns about how tall the building is so close to their homes, he questioned if the pool could be moved to the north side of the building so the upper stories could be stepped back further from the street. His two biggest concerns are about brick and the garage.

Commissioner Kingsley said it is a nice design and it holds together well. She understood where the community is at and the issues they are facing, which are real, and she commended the neighbors for staying together and keeping everyone informed about these meetings. That being said, she explained that this commission cannot comment on the height of the building or the massing, so as architects it is hard for the commissioners to say whether or not this building is appropriate. Hearing what the community has said tonight, Commissioner Kingsley said it would be nice

if the design of the new building could reflect some of those comments and meet somewhere in between. Commissioner Kingsley was okay with the materials being proposed and pointed out that the rendering appears to show different colors than the material board. Ms. Lambert replied that there was a last minute color change with the Hardie-board to Woodstock Brown, and the texture is intended to be smooth. Commissioner Kingsley asked if the large 2-story columns would be in Woodstock Brown and Ms. Lambert said those would probably not be Hardie, and would most likely be a metal column cover or concrete. Commissioner Kingsley said she would be in favor of using something other than concrete and that it be very finished because this is the front of the building as well as those by the garage. Ms. Lambert said the soffits will be white and the coping will be a dark pre-finished metal. Commissioner Kingsley said there are a lot of really nice elements on the building, other than the comments brought up by the community that have to be addressed by the Plan Commission.

Commissioner Seyer understood the concerns about height and mass, so the majority of his comments are about the materiality and form of the new building. He liked the over-lapping forms that are very nicely designed, and the varied accents on the exterior. The design has a nice depth of materiality and there are a lot of positives here to work with. The proposed design has been very well thought out, as opposed to a lot of the multi-family buildings this commission has seen. That being said, Commissioner Seyer had concerns about the columns being drastically different from the south and the north, being round versus rectangular. He is assuming that they will be painted concrete, and unless they are going to be the same shape, he felt they should not be exposed. He suggested putting them behind the glass instead, because they are not coordinated as currently proposed. Ms. Lambert asked if he would be okay if the columns were more similar, and Commissioner Seyer said that he would. Commissioner Seyer was also concerned about the feel of the parking garage and that the open air and raw finish of the garage interior will be exposed. With all the cold lighting inside the garage, he felt the interior should have some cladding or some sort of a screen with depth, such as a series of vertical blades to help mitigate the concerns of the residents, as well as help warm up the area. A resident realized that the garage walls will be open and expressed objection to the visibility of all of the cars' headlights inside the garage. Mr. Taylor explained that there will be a solid parapet wall on the west and there will be a screen enclosure on the north. Commissioner Seyer suggested a mock-up be done of the screening. Commissioner Seyer also agreed with Commissioner Fitzgerald's suggestion to move the garage entrance to the farthest northeast corner, almost aligned with the ramp going up to the second floor. Mr. Taylor explained that the entrance was originally on St. James but it was moved in response to concerns from the neighbors at the public meeting that was held. He felt that the parking entrance could be moved closer to Eastman on Highland, as a way to mitigate the entrance/exit of cars so close to St. James Street.

Commissioner Seyer disagreed with the suggestion to move the pool. He felt that the pool is where it wants to be and he liked the form. If the pool is moved to the north, it will get no sun, which could negatively impact the success of the building amenities. He felt that a solar shade analysis could be helpful, during the summer and winter, at three different times of the day to show what the shadows are doing. With regards to the materials, Commissioner Seyer was concerned about the appearance of the wood look siding and suggested the petitioner provide examples, otherwise, he felt a nicer quality of material with a masonry aesthetic should be considered. He questioned if the railing on top of the north wall could be set back to align with the other mass on the west, for a continued theme of the overlapping forms, because right now they felt a bit disjointed. He expressed concern about the scale of the lighter color inner courtyard walls with the vertical windows which had a commercial scale instead of feeling residential. He suggested adding a single light element to showcase the floor to floor to improve the scale. Overall, Commissioner Seyer felt that the project has great potential to be a nice building at this location if the petitioner is able to address some of the resident's concerns, especially at the first two floors.

Acting Chair Eckhardt asked about the little fin elements and how the rhythm was determined and what they are. Ms. Lambert said the intent of the 'dancing' elements is an attempt to do something to make the facade appear less regimented; the fins are a metal extrusion manufactured by Longboard Siding that are approximately 3 inches wide by 9 inches deep. Acting Chair Eckhardt liked that these elements put a little vertical back into a very horizontal building. He encouraged the petitioner to study the location of the garage door and he asked if the garage will be ventilated. Mr. Taylor replied that the garage is open, and Ms. Lambert added that it will need partial mechanical ventilation. Acting Chair Eckhardt was concerned about the openness of this parking structure and the brightness of the lighting at the

pedestrian level; a study for some type of screening element is necessary. He also agreed with Commissioner Seyer's comments about the columns, and he liked the idea that the columns are expressed in the restaurant. With regards to the building setback, he liked the two-story element and how it sets back to the higher portion of the building, which is sympathetic to the neighborhood, although not the purview of this commission. Acting Chair Eckhardt questioned the solid wall at the northwest corner of the garage and wondered if there was another way to detail that corner, such as a punched opening, because it is a major corner of the building and right now it is a big solid dark mass. He was not suggesting to open it, but somehow delineate it. Ms. Lambert replied that there is parking behind that solid mass and their thought was to screen some of the cars; however, an element similar to the vertical fins could be studied for this corner instead. Acting Chair Eckhardt agreed about the courtyard walls which have a different window configuration, and he was unsure if it should be the same.

Acting Chair Eckhardt asked if the Commissioners had any comments at this time or wanted to move forward with a motion tonight. Commissioner Seyer felt that more design input with the garage is needed, and Commissioners Kingsley and Fitzgerald agreed. Acting Chair Eckhardt suggested a motion to continue the project for re-review.

Mr. Taylor said they are willing to address a lot of the issues and concerns given tonight by both the commissioners and the neighbors; however, the design aesthetic being proposed is something different than other buildings, which is what they prefer to do, specifically with respect to not using brick. He explained that the Ceraclad product being proposed is three times as thick as a Hardie panel, which is what most developments do in the suburbs to control costs, and they are upgrading that product to a very thick rainscreen product called Ceraclad. He wanted the opportunity to show the commissioners examples of how this product is used elsewhere because it is a very successful product used extensively in Seattle. Ms. Lambert added that this product was also used on the Triangle Square project on Elston Avenue in Chicago. Mr. Taylor was concerned about the project timeline with a continuance tonight, with the Plan Commission hearing on April 12 and the Village Board hearing in May. Discussion was had about when revisions would need to be submitted to Staff for the next Design Commission meeting on April 11, which the petitioners understood.

Commissioner Seyer said it would be helpful to have renderings of the project, something three dimensional to show the materiality and the depth of any screening, and whether or not it will feel more opaque or at least shielding of garage lighting from an angle.

Mr. Hautzinger requested a summary of the Design Commission's concerns to be addressed, which was summarized as follows:

- Concern regarding the proposed wood look "Ceraclad" fiber cement siding. It was suggested to provide manufacturer cut sheets, images, and examples of completed projects using this product including details for the reveals, end pieces, corners, and transitions.
- Concern about the view into the parking garage, as well as the light emitting from the garage.
- Concern about the proposed perforated screens at the parking levels on the north wall. A deeper screening material is required, such as a vertical louver to provide more substantial screening and shielding of the light from cars and interior lighting.
- Concern about the open west wall of the second-floor parking garage. A deep screen enclosure should be provided, same as the north wall.
- Concern about the mismatched two-story columns (round at the southwest corner, rectangular at the northwest corner), and the column material needs to be of a finished quality.
- A recommendation to move the garage door further south, which Mr. Hautzinger clarified is a Plan Commission matter.
- The lighter color interior courtyard facing walls are too vertical. They need to have some horizontal element to express the floors of the building to improve the scale.
- The railing on the top of the north parking garage wall should be set back about 5-feet to align with the mass on the northwest corner.

Mr. Hautzinger suggested not continuing the project to a specific date, to allow the petitioner flexibility to make

revisions and come back for another review with the Design Commission. The Village website will be updated when the re-review meeting date has been finalized, targeting April 11, 2023.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER SEYER, TO CONTINUE THE REVIEW OF *116-120 W. EASTMAN ST.* (DC22-099), TO A FUTURE DESIGN COMMISSION MEETING.

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



Village of Arlington Heights

Housing Commission

Staff Report

Project: 116-120 W Eastman

To: Housing Commission

Prepared by: Nora Boyer, Housing Planner

Meeting Date: April 19, 2023

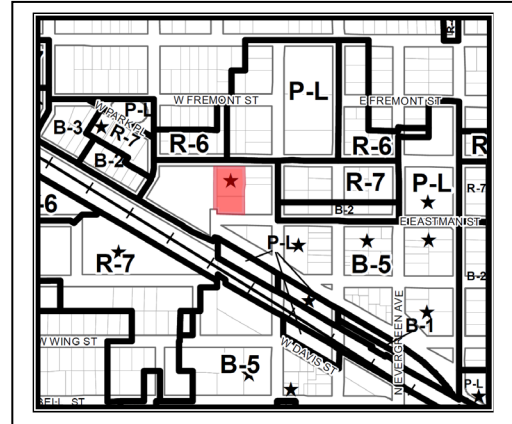
Date Prepared: April 12, 2023

Project: 116 – 120 W Eastman, Arlington Heights, IL

Inclusionary Housing Ordinance Project

Affordable Housing Plan Review

Zoning: B-5 Downtown District



Background

The Village of Arlington Heights Inclusionary Housing Ordinance calls for the inclusion of affordable units in certain multi-family residential development projects. The number of affordable units to be included in the development are based on a percentage of the total number of units, and these percentages vary depending on the zoning district in which the project is located and whether the project benefits from public financing. While the ordinance provides alternatives to the production of on-site affordable units in certain areas, in the form of a fee-in-lieu option, the preference is that permanent affordable dwelling units be constructed on-site. Any cash payments received pursuant to the Ordinance are deposited into the Village's Affordable Housing Trust Fund.

116-120 W Eastman is a proposed mixed-use building in downtown Arlington Heights. Due to the location in the B-5 zoning district, the Inclusionary Housing Ordinance requires that 7.5% of the total number of units in the development be affordable with the option that a minimum of 5% must be provided as on-site actual affordable housing units and up to 2.5% of the units may be provided using the fee-in-lieu option at the amount per unit prescribed in the Inclusionary Housing Guidelines at the time of the issuance of the building permit. The amount prescribed in the Guideline's is currently \$28,370 per unit.

116-120 Eastman Affordable Housing Unit Count Summary

Total Dwelling Units:	150
Market Rate Units:	140
Inclusionary/Affordable Units (min. 5%):	10
Fee-in-Lieu Units (max. 2.5%):	1.25

The applicant has agreed to the conditions of the Inclusionary Housing Ordinance and associated Guidelines including, but not limited to, the following criteria:

- Provide 10 on-site affordable housing units (meets required minimum 5% of the total number of units)
- Pay a fee-in-lieu of providing 1.25 units (complies with maximum 2.5% of the total number of units)
- Annual income for tenants shall be 60% of area median income adjusted for household size
- Maximum rents shall be rents determined as affordable at 60% of area median income adjusted for unit size and for a utility allowance according to and as updated in the Inclusionary Housing Guidelines
- The affordable units shall be integrated throughout the building
- The affordable units shall be constructed simultaneously with the market rate units
- The interior and exterior finishes shall of the market rate the affordable units will be the same
- The bedroom mix of the affordable units shall be equal to the bedroom mix of the market rate units which is according to the approved plan with the breakdown according to the current plan being 1 two-bedroom unit, 8 one-bedroom units, and 1 studio units. If the bedroom mix and density calculations change upon resubmitted plan commission plans the formula may be adjusted accordingly.
- The management shall provide the required annual report concerning the affordable units on a form prescribed by the Village

The applicant has provided a Affordable Leasing Plan (ALP) that is consistent with the Inclusionary Housing Ordinance and Inclusionary Housing Guidelines including the implementation of the tenant preferences. The Village asks only that the ALP be revised to state that the Eastman Project ALP will be applied in accordance with the Inclusionary Housing Ordinance and Inclusionary Housing Guidelines as may be amended by the Ordinance and Guidelines.

The applicant proposes that based on the affordable rents versus the market rent that the tenants pay approximately 36% of the market rate parking rate. A reduced parking rate for the affordable units is consistent with the treatment of past parking requirements for affordable units in the B-5 (downtown) district.

Recommendation

It is recommended that the affordable housing plan for 116-120 W Eastman be approved as meeting the requirements of the Inclusionary Housing Ordinance under the following conditions:

The Applicant is responsible to ensure that the Planned Development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of Village Code, being the Village's Inclusionary Housing Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitations, the following:

- a. Providing, at a minimum, 10 actual on-site units (a minimum of 5% of the total units) in the Planned Development and fee-in-lieu for 1.25 units (a maximum of 2.5% of the total number of units) or a total of 11.25 units (7.5% of the total number of units) in compliance with Section 7-1707(b)(3) of the Village Code.

- b. Satisfying all conditions and requirements necessary for Applicant to obtain development cost offsets pursuant to Section 7-1709 of the Village Code, including, without limitation, obtaining density bonuses pursuant to Section 7-1709(a).
- c. Ensuring compliance with all other provision of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.

Affordable Housing Plan
116-120 Eastman
Mylo Residential
Compasspoint Development, LLC

Project Description

The Developer, Compasspoint Development, with Residential brand Mylo Residential intends to develop a mixed use building located at Eastman, Highland and St. James. The Project will be comprised of a total of 150 dwelling units, a restaurant, and 201 parking spaces located within a 7 story building.

Dwelling Units:

Total Dwelling Units:	150
Total Market Rate Units:	140
Total Inclusionary Units:	10 on site

Note: Developer proposes to pay the Fee In Lieu Fee for the additional 4 required Inclusionary Units.

Bedroom counts:

Market Rate Units:	
Studio:	15
One Bedroom	113
Two Bedroom	22
Inclusionary Units	
Studio:	1
One Bedroom:	8
Two Bedroom	1

Unit sizes (average)

Studios	505
One Bedroom	753
Two bedroom	1,063

NOTE: Inclusionary units will be the same average unit sizes as market rate units.

Location of Inclusionary Units: Inclusionary units will generally be located throughout the building. They will not be clustered in any one area of the building.

Rental Rates:

Market Units	
Studios	\$1,800/mo
One Bedroom	\$2,200/mo
Two Bedroom	\$2,700/mo

Inclusionary Units

Studios	\$1,095/mo (as permitted under law)
One Bedrooms	\$1,173/mo (as permitted under law)
Two Bedroom	\$1,407/mo (as permitted by law)

Overall Provisions:

The Developer intends to utilize the Fee in Lieu of option for the 1.25 additional inclusionary dwelling units. For 2022 this fee is \$26,890 per dwelling unit.

If required to provide all of the inclusionary units within the building instead of the proposed Fee In Lieu of payment for the four additional required units the project will not be feasible to finance. The financing requirements for similar projects have become much stricter than pre-covid. This is coupled with the increase in costs of construction (both material and labor) and the increase in real estate tax assessments (especially in north-west suburbs). If required to add the additional 4 inclusionary units within the building the project will be unlikely to meet the financing requirements of the proposed lenders. The additional equity that would be required would be \$1,200,000, which would possibly delay the ability of the project to go forward. The inclusionary units will cost the same to construct as the market rate units and the buildings extensive amenities (pool, co-working spaces, lounges) will be utilized by all of the residents. The inclusionary units will rent for approximately 50% less per square foot, yet they will cost the same to construct as the market rate units. The assessed value of the building will not take into account the less amount of rent for the Inclusionary Units so the taxes on these 8 units will be the same as the market rate units despite the 50% less rent.

The project will be constructed in one single phase so the Inclusionary Units will be available to be leased and occupied at that same time as all other units in the building. All of the dwelling units in the building (market and inclusionary) shall have the same interior finished.

The rental rates for inclusionary units will be based on the following and updated according to the Inclusionary Housing Guidelines:

Household Size

1 (Studios)	
Maximum Income:	\$43800
Maximum Rent:	\$1095
2 (one Bedroom)	
Maximum Income:	\$50,040
Maximum Rent:	\$1,173
3 (two Bedroom)	
Maximum Income	456,280
Maximum Rent:	\$1407

The Eastman project will offer affordable units in accordance with the Village of Arlington Heights Inclusionary Housing Guidelines. Affordable units will be marketed similarly to the market rate units. They will be marketed on the property website and the ILS websites with which the community is partnered. If there is marketing space on the Village of Arlington Heights community website, the property would also ideally be listed there.

Lincoln uses lead tracking software to track all inquiries into all apartment homes within a community. Any interested person looking for an affordable unit can be placed on the waiting list for those units if there isn't an affordable unit available at the time of their inquiry. All follow-up is documented within the Customer Relationship Management software.

Once an applicant applies for an affordable unit within the community, Lincoln will collect income statements from the applicant. Current Inclusionary Housing Guidelines from The Village of Arlington Heights align with Lincoln Property Company's policy, which is calculated on gross monthly income verified using paycheck stubs, bank statements, or other means of income statements.

When income is collected from the applicant, LPC will follow the IHG policy of collecting the previous three (3) months' income and projecting it forward 12 months to determine the annual income amount to determine the eligibility of meeting the 60% or below area median income for the household size. Applicants must also pass a criminal screening and credit check.

If an applicant has supporting documentation that supports the eligibility of qualifying for a preference which includes veterans, persons with disabilities, Arlington Heights residents who have resided in Arlington Heights for at least the past two years, or people who are employees of Arlington Heights businesses or organizations, this applicant will receive an affordable unit within the community before another qualified, eligible applicant who does not have a preference listed.

If an applicant states that they have one of the qualifying preferences, LPC will collect the supporting documentation during the application process.

Affordable units will be marketed and leased at the Inclusionary Housing Guidelines maximum monthly rents, including a utility allowance.

During the renewal period, 90 days before the lease expires, residents will be asked to re-certify their income. The resident will have 15 days from receipt of the recertification form to submit to the management office. Similarly to the initial application process, the management team will project the annual gross income to determine eligibility. In accordance with the Inclusionary Housing Guidelines, LPC will apply the following guidelines:

1. When household income remains at or below 60% of the area median income, adjusted for household size, the household maintains income eligibility for the affordable unit.

2. When household income increases above 60% of the area median income but stays below 80% of the area median income for the household size, the household maintains its income- eligibility for the affordable unit.
3. When the household income increases to above 80% of the area median income, then the tenant will be notified by the management office that the lease may be renewed for up to 12 additional months at the affordable rent, after which the tenant may remain in the unit but may be required to pay market rent. If the tenant remains and pays market rent, the unit no longer qualifies as an affordable unit, and the owner must identify another unit as affordable. If household income decreases during the one-time 12-month renewal period, the tenant will notify the management office no later than 60 days before the end of the lease term that it wishes to have its income re-evaluated for the purpose of possible lease renewal. If the examination of the household size and income is found to have decreased enough that the household's income is 80% of the area median income or below for the household size, the lease may be renewed beyond the 12-month renewal that was issued the previous year.
4. The landlord will provide for lease of parking spaces for affordable unit tenants at a rate proportional to the difference in the rent rates for the affordable units versus the market rate units.

However, if the household does not qualify for renewal based on lease violations, income eligibility does not apply.

DRAFT

MINUTES OF A MEETING OF THE ARLINGTON HEIGHTS HOUSING COMMISSION VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS APRIL 19, 2023

IN ATTENDANCE:

Commissioners

Present: John Eggum Ken Kiefer David Miller
William Delea Janice Krinsky

Commissioners

Absent: Andre Arrington

Staff Present: Nora Boyer, Housing Planner/Staff Liaison

Others Present:

Fred Vogt, Senior Citizens Commission
Pat Cinquini, Shelter, Inc.
Tom Gaynor, HANA Board President, 208 N. Fremont
Keith Moens, Resident
John Asa, Resident
Karen Asa, Resident
Don Frick, Clearbrook
Joe Taylor, Compasspoint Development
Bernie Citron, Thompson Coburn LLP

I. CALL TO ORDER

The meeting was called to order at 7:00 pm by Chairman Eggum.

II. ROLL CALL

Present: J. Eggum, W. Delea, K. Kiefer, J. Krinsky, & D. Miller

Absent: A. Arrington

III. NEW BUSINESS

Chairman Eggum amended the agenda to move up the 2022-2023 CDBG Group Home Grant Request Review followed by 116-120 W Eastman Affordable Housing Plan on the order of business.

A. 2022-2023 CDBG Group Home Grant Request Reviews

Ms. Boyer reported initially three Group Home Grant applications were received and one has recently been withdrawn. Two requests being considered tonight are from Clearbrook and Shelter, Inc. The total amount

budgeted for the Group Home Grant Program is \$68,240. Clearbrook's request is for \$25,770 for renovation to a kitchen. Shelter, Inc.'s request is for \$38,340. for fire safety equipment and tuckpointing. The total of the two requests are \$64,110. Staff's recommendation is to approve both the requests.

Mr. Don Frick with Clearbrook addressed the Commission. He explained the group home's need is to remodel the kitchen. This particular home has been operating for almost 20 years with six adult males who are somewhat independent and work in the community. The improvements to the kitchen would be updating from the original kitchen of the home.

Pat Cinquini with Shelter, Inc. addressed the Commission. She explained that the request is for their transitional living program home that assists young adult males as they age out of the welfare system. The home opened in April, 2022. The request will help bring the home up to Code with respect to its fire protection system and also includes proposed tuckpointing work.

A motion was made by Commissioner W. Delea and seconded by Commissioner J. Krinsky to approve the budgeted amounts for grants to Clearbrook and Shelter, Inc.

Motion: Passed

On a voice vote the motion was approved 5-0.

B. 116 – 120 W Eastman Affordable Housing Plan

Ms. Boyer summarized that 116-120 W Eastman is a proposed mixed-use building in downtown Arlington Heights. Due to the location in the B-5 zoning district, the Inclusionary Housing Ordinance requires that 7.5% of the total number of units in the development be affordable with the option that a minimum of 5% must be provided as on-site actual affordable housing units and up to 2.5% of the units may be provided using the fee-in-lieu option at the amount per unit prescribed in the Inclusionary Housing Guidelines at the time of the issuance of the building permit.

Mr. Bernard Citron, speaking on behalf of the development, stated that they are familiar with this type of affordable housing requirement. He said they have experience working with the trade-off of providing affordable units while receiving greater density allowances. He said that this is a great program for them to be a part of, they have gone before the Design Commission and are looking forward to meeting with the Plan Commission.

Mr. Citron shared other information about the development, answered questions regarding costs, specs, and parking. The affordable units will be disbursed throughout the building. Parking spaces will be offered at a reduced rate which Ms. Boyer confirmed is consistent with the parking outcome with respect to the Arlington 425 project that is also proposed for downtown. From a business perspective, Mr. Citron said this is a good opportunity to develop and provide rental housing in Arlington Heights.

Developer Mr. Joe Taylor commented that it is expected that it will cost \$340,000 to build each unit and the affordable units will bring in 1/3 less rent. They can expect to get 15% more rent in Arlington Heights than in other locations, but the affordable housing is a drag on that although the density bonus helps. He said that he was attracted to build at the location due to the proximity to transportation.

Mr. Tom Gaynor, HANA Board President, 208 N. Fremont shared that the HANA neighborhood is generally in favor of the affordable housing plan, although they would have liked to see all of the affordable housing obligation met with affordable units (no fee-in-lieu), but they were okay with proposal. The HANA neighborhood has been historically diverse and supports that being the case with this building.

Mr. Keith Moens concurred that more affordable units, and no fee, would better “met the spirit” of the ordinance.

Chairman Eggum responded that the opportunity to provide part of the units as a fee-in-lieu in the B-5 was well vetted by the Housing Commission and approved by the Village Board. Mr. Eggum also pointed out that the developer was exceeding the 5% in units by providing 10 affordable units rather than 8. Discussion was had about this being done in order to increase overall density.

A motion was made by Commission Kiefer; seconded by Commission Krinsky to recommend that the affordable housing plan for 116-120 W Eastman be approved as meeting the requirements of the Inclusionary Housing Ordinance under the following conditions:

The Applicant is responsible to ensure that the Planned Development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of Village Code, being the Village's Inclusionary Housing Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitations, the following:

- a. Providing, at a minimum, 10 actual on-site units (a minimum of 5% of the total units) in the Planned Development and fee-in-lieu for 1.25 units (a maximum of 2.5% of the total number of units) or a total of 11.25 units (7.5% of the total number of units) in compliance with Section 7-1707(b)(3) of the Village Code.
- b. Satisfying all conditions and requirements necessary for Applicant to obtain development cost offsets pursuant to Section 7-1709 of the Village Code, including, without limitation, obtaining density bonuses pursuant to Section 7-1709(a).
- c. Ensuring compliance with all other provision of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.

Motion: Passed

On a voice vote the motion was approved 5-0.

IV. APPROVAL OF MINUTES

Several typographical corrections were made by Commissioner Delea.

A motion was made by Commissioner Krinsky to approve the minutes as corrected; seconded by Commissioner Delea.

Motion: Passed

On a voice vote the motion was approved 5-0.

V. REPORTS

Ms. Boyer provided the following report on Inclusionary/Affordable Housing Projects:

- Crescent Place Apartments - Still under construction
- 3031 W Salt Creek Lane – No update this month.
- 116-120 W Eastman – Approved by the Housing Commission this evening.
- 4 N Douglas – Reviewed by the Housing Commission last month.
- International Plaza/TIF 4 - No update this month.
- 1519-1625 S Arlington Heights Rd. – No update at this time.
- Arlington 425 – Received a 12-month extension of its PUD and other approvals at the last Village Board meeting.

VI. OLD BUSINESS

A. Single-Family Rehab Loan Program Report

Ms. Boyer summarized the Single-Family Rehab Program Status Report, containing three projects currently being reviewed.

Chairman Eggum acknowledged that at this time residents are not taking advantage of the program as budgeted.

B. Rental Registry Recommendation Update

Ms. Boyer had no update. Chairman Eggum shared that the Housing Commission made a recommendation to the Village Board, and the Housing Commission hopes to hear back from the Village Board regarding the recommendation.

III. NEW BUSINESS (Continued)

B. 2023-2024 CDBG Housing Commission Budget Requests

Ms. Boyer explained it is time to make budget requests for CDBG funding for the 2023-2024 program year. Annually, the Housing Commission makes recommendations concerning programs and activities to be included in the Annual Action Plan and funded from the Village's CDBG allocation. These recommendations have included funding of the Single Family Rehab Loan Program (since 1978) and have in recent years included the Group Home and Transitional Housing Program. Staff's estimate is that approximately \$270,000 may be available for brick and mortar projects and that there will be a Village infrastructure request for \$150,000.

Chairman Eggum asked if staff has better ideas on fundable projects that the Housing Commission could recommend.

Commissioner Krinsky recommended engaging condominium owners to use the program. Ms. Boyer stated that condominium are eligible under the Single-Family Rehab Program, and Ms. Krinsky suggested publicizing that point and letting the school districts know about the program.

There was a discussion about the Affordable Housing Trust fund which may be suited to funding some initiative that are not amenable to the federal regulations. Ms. Boyer commented that the Village has tried to use funds for rental rehab but rental property owners were reluctant to use funding that comes with the federal regulations.

There was a discussion about the appropriate amounts the Housing Commission should request for the Single-Family Rehab Program and the Group Home Rehab Grant Program. The comment was made that the examination of the program criteria for the Single-Family Rehab Program could result in more applicants.

A motion was made by Commissioner Krinsky; seconded by Commissioner Miller to request CDBG funding for the 2023-2024 program year in the amount of \$100,000 for the Single-Family Rehab Program and \$68,240 for the Group Home Rehab Grant Program

Motion: Passed

On a voice vote the motion was approved 5-0.

C. 2024-2025 Village Board Strategic Priorities Discussion

The Commission was in agreement with the priorities from 2022-2023 and suggested that priority #9 concerning affordable housing be carried over as a 2024-2025 Village Board priority.

VII. OTHER BUSINESS

A. Agenda Items for May Meeting

- Program criteria and guidelines for the Single-Family Rehab Program

B. Public Comment

Mr. Fred Vogt, Senior Citizens Commission, asked if Village Affordable Housing Trust Fund has been used for anything in the past several years or if there have been incentives set for the use. Chairman Eggum answered that funds have not yet been used. He stated that priorities and objectives for the use of the funds were established and a request for expression of interest was issued. Numerous community groups and developers responded and those responses will be reviewed.

VIII. ADJOURNMENT

A motion was made by Commissioner Krinsky, seconded by Commissioner Miller to adjourn the meeting at 8:05 pm.

Motion: Passed

On a voice vote the motion was approved 5-0.

Next Scheduled Meeting: Wednesday, May 17, 2023 7:00 PM

REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

A MEETING WAS HELD ON:

July 13, 2022

Project Title: 116-120 W Eastman Redevelopment

Address: Joe Taylor
Compasspoint Development LLC
202 S. Cook Street – Suite 210
Barrington, IL 60010

Requested Action:

1. PUD approval to allow a 154-unit multi-family residential building with ground floor/basement commercial spaces.
2. Land Use Variation to allow principal use to be residential in the B-5 District.

Variations Required:

- Variation to Chapter 28 of the Municipal Code, Section 5.1-14.1, to allow a minimum lot size of 43,580 square feet where code requires a minimum lot size of 47,000 square feet.
- Variation to Chapter 28 of the Municipal Code, Section 10.7, to allow one 10' x 35' loading berth where two are required.

Attendees: Joe Taylor, Compasspoint Development LLC
Bernie Citron, Thompson Coburn LLP
Katie Lambert, OKW Architects
Bruce Green, Plan Commissioner
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is 43,580 square feet in size (1 acre) and currently occupied by two office buildings, each of three stories in height. Along the western side of the site there is a 33-foot easement for pedestrian and vehicular traffic and parking; half of that easement is located on the subject property (16.5') and the other half is located on the property to the west (210 W. Northwest Highway). The site was originally approved for a PUD in 1965 to allow a three-story office building and a seven-story apartment building with 65 units. After the three-story office building was constructed on the north side of the site, the PUD was amended in 1968 to eliminate the residential component and construct a second three-story office building in its place. To the west of the site is a multi-tenant office building including a real estate office (Baird & Warner) and the Village Bank & Trust that has a drive-thru lane. To the east of the site is a two and a half story office building occupied by AT&T. To the south is single-story commercial building and to the north are single-family homes and a surface parking lot owned by the Village.

Access to site comes from a curb cut on St. James Street on the north and Eastman Street on the south. Additionally, the shared drive aisle on the west of the site provides a third means of ingress/egress, which operates in a one way fashion from south to north.

The petitioner, Compasspoint Development, LLC, has the property under contract and is proposing demolition of the existing buildings and site and constructing a seven story multi-family rental building with 154 residential units and limited commercial space on the ground floor and basement. The property would consist of eight two-bedroom units (5%), 120 one-bedroom units (78%), and 26 studio units (17%). The ground floor would include approximately 2,500 square feet of commercial space and the basement would include approximately 1,000 square feet of commercial space. Both units are targeted towards food/beverage users and would be located at the southern end of the building. No commercial space is contemplated along

the northern side of the site. The building would include 158 interior parking stalls located on the ground floor and second level of the structure. There would be a total of 16 surface parking stalls located along the western side of the building and accessible from the shared drive aisle along the west. The entrance into the garage would also be come from the shared access aisle. There would be one curb cut on the south of the building, which would lead to a 12' x 45' loading zone at the southeast corner of the building.

Meeting Discussion:

Mr. Taylor introduced himself and his company, Compasspoint Development, who is proposing a multi-family apartment building with a ground floor restaurant and basement speak easy at 116-120 West Eastman Street. Would have approximately 154 apartment units including studios, 1 & 2 bedroom units. There would be various amenities throughout the building; it would be a typical class A apartment building. Structure would be seven-stories, including five levels of apartments over two levels of parking and other uses. There's a ground floor restaurant that would be attached to the lobby, and a basement speak easy that will be open to the public. Approximately 10,000 sq ft of amenities would be included within the building, with an outdoor pool on top of the second floor parking structure. Overall height would be approximately 82 feet to the roof.

Mr. Hubbard said the property is zoned B-5 which is the Downtown District and which allows the most intense development in the Village. The B-5 District allows mixed-use projects with ground floor and basement commercial and multifamily residential above. The proposal includes about 2,500 square feet of commercial space on the first floor and about 1,000 square feet in the basement. Staff is still evaluating whether the proposal includes enough commercial space to qualify as a mixed-use development, therefore it may require a Land Use Variation. Staff would be supportive of this variation as the location is on the edge of Downtown and just across the street to the north are single family homes. It may not be beneficial to have commercial along the entire ground floor, especially on the north side. Staff is supportive of the mix of uses as proposed. Site is classified as suitable for mixed uses in the Comprehensive Plan. The proposed restaurant uses would require Special Use Permit approval, or could potentially be eligible for a Special Use Permit Waiver.

Staff strongly encourages the petitioner to hold a neighborhood meeting. Also, the petitioner is encouraged to make contact with the property owner to the east to understand what their future plans may be for the site and how the development will integrate. A Housing Commission appearance will be required, and the developer will have to comply with the inclusionary Housing Ordinance. At least 5% of the units must be onsite affordable units and an fee-in-lieu of and additional 2.5% of the overall units would also be required. A density bonus for complying with the Inclusionary Housing Ordinance will be sought. Preliminarily, it appears the development complies with the B-5 regulations. Staff is asking for a street cross section that shows St. James Street with the buildings on each site, both existing and proposed. The petitioner should be aware of several infrastructure improvements that will be required as part of this redevelopment. A traffic and parking study will be required. Details on the allocation of parking spaces between the difference uses within the building must be provided. Parking demand for Downtown developments has traditionally been around 1.3-1.5 parking stalls per unit. Additional details will be needed on delivery schedules, move-in/move-out procedures, loading, and refuse collection to ensure that these operations will be successful given the Downtown setting. Staff is generally supportive of the redevelopment concept.

Commissioner Cherwin asked about the special use permit for a restaurant and whether it could be granted as part of the overall zoning entitlements.

Mr. Hubbard responded that it could be granted as part of the overall zoning entitlements, but details would be needed on the specific tenant. It is likely the restaurant would qualify for a Special Use Permit waiver so it could potentially be approved by staff.

Mr. Taylor stated he would own and operate the restaurant; he is not going to lease to a third party.

Mr. Hubbard said Compasspoint can roll the special use approval into the PUD approval process, but he would need to provide a floorplan, details on the staffing, hours of operation, and details on the food served. He reiterated that the restaurant would probably qualify for a Special Use Permit waiver.

Commissioner Cherwin had questions on the shared boundary with the eastern property, which is AT&T. Asked how close would the building be to that property line.

Mr. Taylor responded that the AT&T building is built right to the property line. The Compasspoint building would also be built right up to the property line, although some of the upper floors would be setback. They would take precautions to ensure that construction would not threaten the structural integrity of the AT&T building. They have contacted AT&T and have a good relationship.

Commissioner Sigalos supported approval of the restaurant special use permit as part of the PUD zoning entitlements, if feasible. Said that this is an exciting project. Asked about vacancy in the existing office buildings on the site.

Mr. Taylor replied that one of the buildings was entirely vacant and the other was partially vacant.

Commissioner Green asked if the AT&T site was redeveloped with a seven-story building, would it block the windows on the Compasspoint building or cause a reduction in rent?

Mr. Taylor stated that the design of their building has taken this into account. He doesn't anticipate any loss of rental income.

Mrs. Lambert said that there would be no widows facing the AT&T building in the units on that side of the site. The other units on that elevation would be setback so windows wouldn't be blocked by any redevelopment on the AT&T site.

Commissioner Sigalos asked about the affordable housing and why a fee-in-lieu of 2.5% of the required units would be proposed. Could those units be included as onsite units instead of a fee-in-lieu?

Mr. Taylor explained that the ordinance allowed a fee-in-lieu payment and to include all of the affordable units as onsite units would jeopardize the financial viability of the project.

Commissioner Green said he thought this was a great project and the architecture was well done.

Commissioner Cherwin recommended that the petitioner meet with the neighborhood association that was located to the north of the subject property since they were an active group of stakeholders. Said he was supportive of any potential variation to reduce the amount of required commercial space on the ground floor.

Commissioner Green opened up the floor for public comment.

M. Cayer asked if there was an updated on when the new Cook County property tax bills would be delivered.

Commissioner Green stated that they had no information on that.

K. Moens encouraged the developer to include all affordable units within the development.

Commissioner Green thanked Mr. Moens for his comment.

RECOMMENDATION

The Conceptual Plan Review Committee was generally supportive of the concept and advised the petitioner to proceed with a Plan Commission application.

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

Legal notices

Public Hearings & Notices

NOTICE OF PUBLIC HEARING

Public notice is hereby given that the Village of Lakemore will be holding a public hearing on the application/petition of Chris and Bonnie Miller, Jeffery and Georgie Miller, and City of Arlington Heights, Illinois, for the purpose of being added under a Trust Agreement dated December 24, 1993 and known as Trust #12911, whose address is 1308 N. Richmond Road, McHenry, Illinois, a residentially zoned parcel in the Residential District. The property is approximately 102 acres and is located on the east and west sides of Darrell Road approximately 839' south of the intersection of Darrell Road and Wegner Road, in the Village of Lakemore, Lake County, Illinois and more fully described as follows:

NORTHWEST QUARTER OF THE SOUTHWEST QUARTER AND SOUTH-HALF OF THE SOUTHWEST QUARTER, SECTION FOUR (4) TOWNSHIP FORTY-FOUR (4) NORTH, RANGE NINE (9) EAST OF THE THIRD PRINCIPAL MERIDIAN, SITUATED IN THE COUNTY OF LAKE, ILLINOIS, EXCEPT THAT PART DEDICATED FOR PUBLIC ROAD PURPOSES FOR STATE AID ROUTE 44 (DARRELL ROAD). ALSO EXCEPT FOR: THAT PART OF THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF SECTION FOUR (4) TOWNSHIP FORTY-FOUR (4) NORTH, RANGE NINE (9) EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST-ERLY OF THE PART DEDICATED FOR PUBLIC ROAD PURPOSES FOR STATE AID ROUTE 44 (DARRELL ROAD), BY DOCUMENT NUMBER 792688, IN LAKE COUNTY, ILLINOIS.

ALSO EXCEPT FOR: THE SOUTH 300.0 FEET OF THE NORTHWEST QUARTER OF SECTION 4 TOWNSHIP 44 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST-ERLY OF THE PART DEDICATED FOR PUBLIC ROAD PURPOSES FOR STATE AID ROUTE 44 (DARRELL ROAD), BY DOCUMENT NUMBER 792688, IN LAKE COUNTY, ILLINOIS.

Common Addresses: 31160 N. Darrell Road, Lakemore, Illinois; 31142 N. Darrell Road, Lakemore, Illinois; 31074 N. Darrell Road, Lakemore, Illinois.
PINS: 09-04-300-004; 09-04-300-011; 09-04-300-010; 09-04-300-013; 09-04-300-012

The Property is subject to a Petition for Annexation with the Village of Lakemore and is presently zoned A-1 (Agricultural). The Lake County Board of Supervisors is seeking approval for R-2 Residential District in the Village of Lakemore.

The record title holders of the Property are:
Chris and Bonnie Miller - 31160 N. Darrell Road, Lakemore, Illinois
Jeffery and Georgie Miller - 31145 N. Darrell Road, Lakemore, Illinois

Old National Bank, f/k/a McHenry State Bank, as Trustee under a Trust Agreement dated December 24, 1993 and known as Trust #12911.

A public hearing will be held on May 31, 2023 at 6:00 p.m. at the Village of Lakemore Village Hall, 28381 Rt. 120, Lakemore, Illinois, at which time and place any person desiring to be heard may be present. Anyone needing accommodation to attend such hearing is encouraged to contact the Village of Lakemore at least 24 hours prior to the hearing. The Village of Lakemore is seeking public inspection at the Village Hall. Anyone wishing to enter written comments on the record shall submit such written comments at the Village of Lakemore at least 24 hours prior to the hearing.

and this 5th day of May, 2023, at the Village of Lakemore, Illinois, I, Susan Dawson, Chair, s/ Dennis Rogers, Planning and Zoning Chair, Village of Lakemore

Published in Daily Herald May 9, 2023 (4599685)

LEGAL NOTICE

Notice is hereby given by the Board of Education of Community Consolidated School District 93, in the County of DuPage, State of Illinois, that a tentative budget for said school district for fiscal year beginning July 1, 2023, will be on file and conveniently available to public inspection at 230 Covington Drive, Bloomington, IL 60108, in the Office of the Superintendent of Schools from 8:00 AM until 4:00 PM, Monday through Friday, beginning June 12, 2023.

Notice is hereby given that a public hearing on said budget will be held at 7:00 PM on the 21st day of September 2023 at the Board of Education offices at 230 Covington Drive, Bloomington, IL 60108.

Board of Education
Community Consolidated School District 93
SUZANNE LANGHAMMER
Secretary/Board of Education
Published in Daily Herald May 9, 2023 (4599716)

LEGAL NOTICE

Notice is hereby given by the Board of Education of Community Consolidated School District 93, in the County of DuPage, State of Illinois, that an amended budget for said school district for fiscal year beginning July 1, 2023, will be on file and conveniently available to public inspection at 230 Covington Drive, Bloomington, IL 60108, in the Office of the Superintendent of Schools from 8:00 AM until 4:15 PM, Monday through Friday, beginning May 8, 2023.

Notice is hereby given that a public hearing on said budget will be held at 7:00 PM on the 8th day of June 2023 at the Board of Education offices at 230 Covington Drive, Bloomington, IL 60108.

Board of Education
Community Consolidated School District 93
SUZANNE LANGHAMMER
Secretary/Board of Education
Published in Daily Herald May 9, 2023 (4599715)

PUBLIC NOTICE

NOTIFICATION OF DESTRUCTION OF TEMPORARY STUDENT RECORDS

This notice serves to inform parents, guardians, and eligible students of the Lake Villa C. School District #41, 131 McKinley Avenue, Lake Villa, IL 60046, that because of the expiration of the District's record retention period, temporary school records for Summer School 07/2003-06/2019, Special Education Records 07/2003-06/2019, Special Services Records 07/2003-06/2019, Student Temporary Records 07/2006-06/2017, Student Transfer Records 07/2001-06/2017, and Student Records 08-09-2001-08, of these records are scheduled to be destroyed on 05/20/2023. For disabled students, information which may be of continuing assistance to the student may be retained upon the request of the parent, guardian or eligible student provided that such request is made in writing no later than 10 days prior to the date of destruction. If parents, guardians, and eligible students who wish to inspect, copy and/or challenge the contents of these records may make a request in writing no later than 10 days prior to the date of destruction.

Lake Villa School District #41
Published in Daily Herald May 9, 2023 (4599780)

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL HOLD A PUBLIC HEARING ON MAY 24, 2023, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 23-002, a request for a Planned Unit Development to allow for a multi-family residential development, a Land Use Variation to allow a predominantly multi-family residential development in the B-2 District, and a Conditional Use Permit for a restaurant for the subject property. The subject property is located at 116-120 W. Eastman Street in Arlington Heights, Illinois. The PIN for the subject property are 03-29-316-008, 03-30-409-003 and the subject property is legally described as follows:

PARCEL 1:
LOTS 5, 6, 7 AND 8 IN BLOCK 9 IN TOWN OF DUNTON, COOK COUNTY, ILLINOIS, BEING THE WEST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:
THE EAST 16.50 FEET OF LOT 1 AND THE EAST 16.50 FEET OF THAT PART OF LOT 1 LYING SOUTH AND ADJOINING THE SOUTH LINE OF SAID LOT 1 IN BLOCK 8, IN TOWNSHIP 42 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, BEING A SUBDIVISION OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF THE CHICAGO AND NORTHWESTERN RAILROAD, IN COOK COUNTY, ILLINOIS.

As part of said petition the applicant is requesting the following variations from Chapter 28 of the Municipal Code:

• Section 5.1-14.1, to allow 150 units on a 43,438 square foot lot where code requires a minimum lot size of 46,500 square feet.

• Section 6.1-5.1, to allow tandem parking stalls.

The Plan Commission will consider any zoning and subdivision actions or relief from Chapter 28 and 29 that may be necessary or convenient to allow development of the type described in this notice, or development that is less dense than the type described in this notice, including, without limitation, special use permits, variations, map or text amendments, or other special approvals. Complete list of all final zoning actions and staff report may be viewed at www.vah.com.

At the public hearing, the Plan Commission will accept and consider all testimony and evidence pertaining to the application.

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.

ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald May 9, 2023 (4599691)

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL HOLD A PUBLIC HEARING ON MAY 24, 2023, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 23-004, a request for a Land Use Variation to allow a massage establishment within the B-2 District. The subject property is located at 918 W. Algonquin Road in Arlington Heights, Illinois. The PIN for the subject property is 08-09-300-018 and the subject property is legally described as follows:

That part of the West 1/2 of Section 9, Township 41 North, Range 11 East of the Third Principal Meridian in the Village of Arlington Heights, Cook County, Illinois, described as follows: Beginning at a point being the intersection of the South easterly line of Kennicott Drive with the North easterly line of Algonquin Road in Surrey Ridge West, Unit 1, according to the plat thereof recorded in the office of the Recorder of Deeds of Cook County, Illinois, on April 3, 1967 as Document 2003-106,45; thence North easterly along the said South easterly line of Kennicott Drive, North 43 degrees 27 minutes 56 seconds East a distance of 380.00 feet to a point of curvature; thence North easterly along a curved line convex to the South East of 500.00 feet in radius, for an arc length of 144.45 feet to a point of compound curvature; thence Northward along a curved line convex to the East of 344.57 feet in radius, for an arc length of 144.09 feet; thence South 63 degrees 14 minutes 00 seconds East a distance of 168.59 feet; thence South 00 degrees 02 minutes 13 seconds West a distance of 5.64 feet; thence North 89 degrees 57 minutes 47 seconds West a distance of 169.00 feet; thence South 00 degrees 02 minutes 13 seconds West a distance of 586.00 feet; thence South 66 degrees 57 minutes 47 seconds East a distance 105.00 feet; thence South 00 degrees 02 minutes 13 seconds West a distance of 100.00 feet to a point of tangency; thence Northward along the center line of Golf Road; thence North 86 degrees 11 minutes 11 seconds West a distance of 143.65 feet; thence Northwesterly along a curved line convex to the South West of 408.12 feet in radius, for an arc length of 181.69 feet to a point of tangency; thence Northward along the North easterly line of Algonquin Road, North 46 degrees 32 minutes 44 seconds West a distance of 106.45 feet to the point of beginning and containing 17.106 acres in Cook County, Illinois.

The Plan Commission will consider any zoning and subdivision actions or relief from Chapter 28 and 29 that may be necessary or convenient to allow development of the type described in this notice, or development that is less dense than the type described in this notice, including, without limitation, special use permits, variations, map or text amendments, or other special approvals. Complete list of all final zoning actions and staff report may be viewed at www.vah.com.

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Susan Dawson, Chair
ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald May 9, 2023 (4599692)

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NOTIFICATION AFFIDAVIT

I, Meghan Murphy hereby certify as follows:

1. That on the 9th day of May, 2023, affiant caused to be mailed in the Post Office of Chicago, 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.

Meghan Murphy
Signature

Subscribed and Sworn to before me
this 9th day of May, 2023.

Talar Annie Berberian
Notary Public





55 East Monroe Street
37th Floor
Chicago, IL 60603

312 346 7500 main
312 580 2201 fax
thompsoncoburn.com

Bernard I. Citron
312 580 2209 direct
312 636-7656 mobile
bcitron@thompsoncoburn.com

May 9, 2023

NOTICE OF PUBLIC HEARING

Dear Property Owner:

Please be advised that a petition has been filed with the Village of Arlington Heights for (i) Planned Unit Development approval to allow a 150-unit multi-family residential development with limited ground floor commercial space, (ii) Conceptual Special Use Permit to allow a restaurant, (iii) Variations from Chapter 28 of the Municipal Code to allow an increase the allowable site density and to allow tandem parking spaces, and (iv) a Land Use Variation to allow a predominantly multi-family residential use in the B-5 zoning district.

The location of the subject property is 116-120 West Eastman Street, Arlington Heights, Illinois 60004. The beneficial owner of the subject property is 116-120 Eastman Apartments LLC, and the petitioner is MYLO Residential Arlington Heights Property LLC with an address of 202 South Cook Street, Suite 210, Barrington, Illinois 60010.

At the public hearing, the Plan Commission of the Village of Arlington Heights will accept and consider all testimony pertaining to the application, and will consider any zoning actions or relief that may be necessary or convenient to allow development of the type described in this Notice of Public Hearing, or development that is less dense than the type described in the this Notice of Public Hearing, including, without limitation, special use permits, variations, map or text amendments, or other special approvals.

This hearing is open to the public and comments from the public on the proposal are invited. Hearing on said petition will be held by the Arlington Heights Plan Commission at the Municipal Building, 33 South Arlington Heights Road in Arlington Heights, Illinois, in the Board Room on Floor 3, at 7:30 p.m., on Wednesday, May 24, 2023.

I am the duly authorized Attorney for the petitioner. My address is Thompson Coburn LLP, 55 East Monroe Street, Floor 37, Chicago, Illinois 60603, and my phone number is (312) 580-2209.

Very truly yours,

A handwritten signature in black ink, appearing to read 'BCitron'.

Bernard I. Citron

Persons with disabilities requiring auxiliary aids or services, such as American Sign Language interpreter or written materials in accessible formats, should contact Erin Mercado at 33 S. Arlington Heights Rd., Arlington Heights, IL 60005; 847-368-5793 (Voice) or 847-368-5980 (Fax); or emercado@vah.com.

03-29-308-001-0000
ELENA COUGHLIN & JUSTI
121 W FREEMONT STREET
ARLNGTON HTS, IL 60004

03-29-308-002-0000
KAREN VINZANT
116 W ST JAMES ST
ARLNGTON HTS, IL 60004

03-29-316-001-0000
LAWRENCE J JULIANO
900 JULIANO CT
BARRNGTN HLS, IL 60010

03-29-316-004-0000
ILLINOIS BELL PROP TAX
1010 PINE ST RM 9EL01
ST LOUIS, MO 63101

03-29-316-008-0000
LAWRENCE J JULIANO
900 JULIANO CT
BARRNGTN HLS, IL 60010

03-29-316-009-0000
ILLINOIS BELL PROP TAX
1010 PINE ST RM 9EL01
ST LOUIS, MO 63101

03-29-316-011-0000
ILLINOIS BELL PROP TAX
1010 PINE ST RM 9EL01
ST LOUIS, MO 63101

03-29-324-001-0000
PARA DYNAMIC ENTERPRIS
6 E HAWTHORNE
ARLNGTN HTS, IL 60004

03-29-324-005-0000
AIRAF JALINWALA
102 W NORTHWEST HWY
ARLNGTN HTS, IL 60004

03-29-325-004-0000
CENTER KENNETH YOUNG
900 W JACKSON BLVD #2N
CHICAGO, IL 60607

03-29-325-005-0000
KENNETH YOUNG CENTER A
900 W JACKSON BLVD#2N
CHICAGO, IL 60607

03-29-325-006-0000
KENNETH YOUNG CENTER A
900 W JACKSON BLVD#2N
CHICAGO, IL 60607

03-29-325-008-0000
JAVIER VILLARREAL
614 W SIGWALT ST
ARLNGTN HTS, IL 60005

03-29-325-011-0000
NANCY HORNAK
860 N LAKE SHORE #22M
CHICAGO, IL 60611

03-29-325-012-0000
PIED PIPER DEVELOPMENT
33 W ROOSEVELT RD
LOMBARD, IL 60148

03-29-325-013-1001
MATTHEW TRUST
201 N VAIL AVE APT 203
ARLNGTON HTS, IL 60004

03-29-325-013-1002
SUSAN J AUVNEN
201 N VAIL AVE #204
ARLNGTN HTS, IL 60004

03-29-325-013-1003
KIMBERLY A GARRITY
201 N VAIL AVE APT 205
ARLNGTON HTS, IL 60004

03-29-325-013-1004
NANCY J BRAUN
201 N VAIL AVE APT 206
ARLNGTON HTS, IL 60004

03-29-325-013-1005
JO M CASAGRANDE
207 N VAIL AVE #207
ARLNGTON HTS, IL 60004

03-29-325-013-1006
C & M HEYBROCK
201 N VAIL AV #208
ARLNGTN HTS, IL 60004

03-29-325-013-1007
JOHN & LAURA WENDELL
201 N VAL 209
ARLNGTN HTS, IL 60004

03-29-325-013-1008
RICHARD GRAY TRUST
201 N VAIL AVE 301
ARLNGTN HTS, IL 60004

03-29-325-013-1009
DENNIS LEE
201 N VAIL AVE APT 302
ARLNGTON HTS, IL 60004

03-29-325-013-1010
HORST FRANZ
201 N VAIL 303
ARLNGTON HTS, IL 60004

03-29-325-013-1011
MICHAEL J ABRAHAM
201 N VAIL AVE
ARLNGTN HTS, IL 60004

03-29-325-013-1012
MICHAEL SZYSKA
201 N VAIL AVE #305
ARLNGTN HTS, IL 60004

03-29-325-013-1013
RICHARD A DELANEY & DA
201 N VAIL AVE APT 306
ARLNGTON HTS, IL 60004

03-29-325-013-1014
JAMES SPIZZIRRI
201 N VAIL AVE #307
ARLNGTN HTS, IL 60004

03-29-325-013-1015
R HANSSEN
201 N VAIL AVE 308
ARLINGTON HT, IL 60004

03-29-325-013-1016
PHYLLIS K PARKER
201 N VAIL #309
ARLINGTON HT, IL 60004

03-29-325-013-1017
THE MARY G CHIERO
201 N VAIL AVE APT 401
ARLNGTON HTS, IL 60004

03-29-325-013-1018
PATRICIA A PORTER
201 N VAIL 402
ARLNGTON HTS, IL 60004

03-29-325-013-1019
W & L SLANKARD
201 N VAIL AVE 403
ARLNGTN HTS, IL 60004

03-29-325-013-1020
OLYMPIA DOULAS
201 N VAIL AVE U404
ARLNGTN HTS, IL 60004

03-29-325-013-1021
STEVE MARTINO
201 N VAIL AVE 405
ARLNGTN HTS, IL 60004

03-29-325-013-1022
THOMAS & CHERYL DRURY
201 N VAIL AVE #406
ARLNGTN HTS, IL 60004

03-29-325-013-1023
ROGER JOHNSON
201 N VAIL 407
ARLNGTON HTS, IL 60004

03-29-325-013-1024
WEINER FAMILY DECL TRU
201 N VAIL AV #408
ARLNGTON HTS, IL 60004

03-29-325-013-1025
JANE OLSZOWKA
201 N VAIL #409
ARLNGTON HTS, IL 60004

03-29-325-013-1026
JAMES W KLANN
201 N VAIL AVE #501
ARLNGTN HTS, IL 60004

03-29-325-013-1027
BERNADETTE M ULFIG
201 N VAIL AVE #502
ARLNGTON HTS, IL 60004

03-29-325-013-1028
EVELYN WACHAL LIVING T
201 N VAIL AVE APT 503
ARLNGTON HTS, IL 60004

03-29-325-013-1029
EILEEN KORNFEIND
201 N VAIL 504
ARLNGTON HTS, IL 60004

03-29-325-013-1030
CAROL LAMBERSON
201 N VAIL UNIT 505
ARLNGTON HTS, IL 60004

03-29-325-013-1031
SUNG KOO HAN
201 N VAIL 506
ARLNGTON HTS, IL 60004

03-29-325-013-1032
PHILLIP KRUEGER
201 N VAIL AVE #507
ARLNGTON HTS, IL 60004

03-29-325-013-1033
S KRIZMIS
201 N VAIL AVE 508
ARLINGTON HT, IL 60004

03-29-325-013-1034
DONALD L DALL TRUSTEE
201 N VAIL AVE APT 509
ARLNGTON HTS, IL 60004

03-29-325-013-1035
YOUNG ROG LEE
201 N VAIL AVE APT 601
ARLNGTON HTS, IL 60004

03-29-325-013-1036
JOHN R RODELLI
201 N VAIL #602
ARLNGTN HTS, IL 60004

03-29-325-013-1037
CAROL ANN JOHNSON
201 N VAIL AV #603
ARLNGTON HTS, IL 60004

03-29-325-013-1038
MARGARET M FREDRICH TR
201 N VAIL AVE APT 604
ARLNGTN HTS, IL 60004

03-29-325-013-1039
ANTHONY NERI
201 N VAIL 605
ARLNGTN HTS, IL 60004

03-29-325-013-1040
JOSEPH & GEORGIA SPINA
201 N VAIL #606
ARLINGTON HTS, IL 60004

03-29-325-013-1041
RICHARD JOHNSON & KATH
201 N VAIL AVE APT 607
ARLINGTON HTS, IL 60004

03-29-325-013-1042
RAYMOND GREEN & PHYLLI
201 N VAIL AVE APT 608
ARLINGTON HTS, IL 60004

03-29-325-013-1043
JOSEPH DILLON
1617 S SURREY LN #609
ARLINGTON HTS, IL 60005

03-29-325-013-1044
DUANE & MELIS CARLSON
201 N VAIL #701
ARLINGTON HTS, IL 60004

03-29-325-013-1045
CAROL COFFMAN
201 N VAIL 702
ARLINGTON HTS, IL 60004

03-29-325-013-1046
ROGER & MARJORIE CROWE
201 N VAIL AVE APT 703
ARLINGTON HTS, IL 60004

03-29-325-013-1047
JOZEFIA BILINSKI
201 N VAIL #704
ARLINGTON HTS, IL 60004

03-29-325-013-1048
MAUREEN SEUL
201 N VAIL AVENUE 705
ARLINGTON HTS, IL 60004

03-29-325-013-1049
ROBERT & N AHRENS
201 NORTH VAIL
ARLINGTON HTS, IL 60004

03-29-325-013-1050
PAUL LYDIGSEN
201 N VAIL AVE #707
ARLINGTON HTS, IL 60004

03-29-325-013-1051
LOIS M HARTUNG TRUST
201 N VAIL 708
ARLINGTON HTS, IL 60004

03-29-325-013-1052
MARIA ENZMANN
201 N VAIL #709
ARLINGTON HTS, IL 60004

03-29-325-013-1053
FRANK MANISCALCO
201 N VAIL AVE 801
ARLINGTON HTS, IL 60004

03-29-325-013-1054
LAWRENCE MULCAHY
201 N VAIL 802
ARLINGTON HTS, IL 60004

03-29-325-013-1055
RICHARD J GASIOROWSKI
201 N VAIL AVE APT 803
ARLINGTON HTS, IL 60004

03-29-325-013-1056
WILKENS TRUST
201 N VAIL AVE #804
ARLINGTON HTS, IL 60004

03-29-325-013-1057
MICHAEL D FREEBORN
311 S WACKER DR 3000
CHICAGO, IL 60606

03-29-325-013-1058
WE BERGNER
201 N VAIL AVE
ARLINGTON HT, IL 60004

03-29-325-013-1059
MIRO BILANDZIC
201 N VAIL AVENUE 807
ARLINGTON HTS, IL 60004

03-29-325-013-1060
EDWIN & KAREN GARST
201 N VAIL AVE 808
ARLINGTON HTS, IL 60004

03-29-325-013-1061
ANTHONY GIOVANNETTI
201 N VAIL AVE APT 809
ARLINGTON HTS, IL 60004

03-29-332-008-0000
ALBERTSONS
PO BOX 800729
DALLAS, TX 75380

03-29-333-001-0000
2 W NORTHWEST HWY LLC
2 W NORTHWEST HIGHWAY
ARLINGTON HTS, IL 60004

03-30-406-024-0000
RFS CADENCE
300 W NORTHWEST HWY
ARLINGTON HTS, IL 60004

03-30-406-025-0000
RFS CADENCE
300 W NORTHWEST HWY
ARLINGTON HTS, IL 60004

03-30-406-032-0000
ALLAN FREIMAN
314 ALEXIS CT
GLENVIEW, IL 60025

03-30-408-001-0000
JONATHAN KAMMERER
215 W FREMONT ST
ARLINGTON HT, IL 60004

03-30-408-002-0000
CHAS & DEBORAH MCCALL
213 W FREMONT ST
ARLINGTON HTS, IL 60004

03-30-408-003-0000
GARY T LABEDZ
209 W FREMONT
ARLINGTON HT, IL 60004

03-30-408-004-0000
JAMES FUERSTENBERG
205 W FREMONT
ARLINGTON HT, IL 60004

03-30-408-005-0000
SCOTT & SARAH MCKINNEY
203 W FREMONT ST
ARLINGTON HTS, IL 60004

03-30-408-006-0000
SCOTT & SARAH MCKINNEY
203 W FREMONT ST
ARLINGTON HTS, IL 60004

03-30-408-007-0000
RYNE GAVIGAN
407 N CHESTNUT AVE
ARLINGTON HTS, IL 60004

03-30-408-008-0000
RODOLFO GONZALEZ
621 ARLINGTON HT RD
ARLINGTON HT, IL 60004

03-30-408-009-0000
JACOB & M STAAR
208 W ST JAMES
ARLINGTON HTS, IL 60004

03-30-408-010-0000
J & K LINDGREN
206 W ST JAMES ST
ARLINGTON HTS, IL 60004

03-30-408-011-0000
TODD & JULIE NIEMIEC
204 W ST JAMES ST
ARLINGTON HTS, IL 60004

03-30-408-012-0000
ERIC CECCHI
200 W SAINT JAMES ST
ARLINGTON HTS, IL 60004

03-30-409-002-0000
WINTRUST GL MGMT DEPT
9700 W HIGGINS RD S750
ROSEMONT, IL 60018

03-30-409-003-0000
LAWRENCE J JULIANO
900 JULIANO CT
BARRINGTON HTS, IL 60010

03-30-414-017-1001
TCD DEE ROAD LLC
907 N BRENTWOOD LN
MT PROSPECT, IL 60056

03-30-414-017-1002
CM EDMISTON
PO BOX 163
MT PROSPECT, IL 60056

03-30-414-017-1003
JAE OK SONG
302 WEST MINER ST #3A
ARLINGTON HTS, IL 60005

03-30-414-017-1004
SKIP NAVAR
21839 CAMBRIDGE DR
KILDEER, IL 60047

03-30-414-017-1005
RAFAL SAROTA
306 W MINER 2A
ARLINGTON HTS, IL 60005

03-30-414-017-1006
STEVEN WICKES AS TRUST
306 W MINER ST APT 3A
ARLINGTON HTS, IL 60005

03-30-414-017-1007
TODD RICARD
310 W MINER 1A
ARLINGTON HTS, IL 60005

03-30-414-017-1008
ELIZABETH A STUCKEL
310 W MINER
ARLINGTON HT, IL 60005

03-30-414-017-1009
ETHAN J GOLDSPIEL
310 MINER 3A
ARLINGTON HTS, IL 60005

03-30-414-017-1010
NEBS GROUP LLC
310 W MINER ST APT 1B
ARLINGTON HTS, IL 60005

03-30-414-017-1011
GRANT FERGUSON
310 W MINER ST APT 2B
ARLINGTON HTS, IL 60005

03-30-414-017-1012
ANN E MERTZ TRUSTEE TH
102 CLUBHOUSE DR
NORTH BARRIN, IL 60010

03-30-414-017-1013
DON SCHULTZ
1303 E CLARENDON ST
ARLINGTON HTS, IL 60004

03-30-414-017-1014
JONATHAN ROMAN
314 W MINER ST APT 2A
ARLINGTON HTS, IL 60005

03-30-414-017-1015
SHARON A CRANDALL CASE
314 W MINER ST APT 3A
ARLINGTON HTS, IL 60005

03-30-414-017-1016
JACQUELINE SCHULTZ
1303 E CLARENDON
ARLINGTON HTS, IL 60004

03-30-414-017-1017
ANDRZEJ MROZIK
803 E IRONWOOD DR
MT PROSPECT, IL 60056

03-30-414-017-1018
DONALD L SCHULTZ
1303 E CLARENDON
ARLINGTON HTS, IL 60004

03-30-414-017-1019
PRZEMYSŁAW SZULA
318 W MINER ST APT 1A
ARLINGTON HTS, IL 60005

03-30-414-017-1020
BHAVAN LLC 318 W MINER
318 W MINER ST APT 2A
ARLINGTON HTS, IL 60005

03-30-414-017-1021
EDVIN ROZVANOLLI
318 W MINER 3A
ARLINGTON HTS, IL 60005

03-30-414-017-1022
KEVIN MURPHY
318 W MINER ST #1B
ARLINGTON HTS, IL 60005

03-30-414-017-1023
RACHEL VON SCHAUMBURG
318 W MINER ST APT 2B
ARLINGTON HTS, IL 60005

03-30-414-017-1024
RAYMOND LEE
820 DOWNING ST
NORTHBROOK, IL 60062

03-30-414-017-1025
TAXPAYER OF
1590 ALGONQUIN RD #223
HOFFMAN ESTS, IL 60192

03-30-414-017-1026
MALGORZATA FIEDZIUKIEW
322 W MINER ST APT 2A
ARLINGTON HTS, IL 60005

03-30-414-017-1027
GLENN C LEONARDO
415 W GOLF RD
ARLINGTON HTS, IL 60005

03-30-414-017-1028
FIRST ARM INV GRP INC
7324 CRAWFORD
LINCOLNWOOD, IL 60712

03-30-414-017-1029
MR & MRS RICHARD JL PO
322 W MINER ST APT 2B
ARLINGTON HTS, IL 60005

03-30-414-017-1030
ADAM BLIEBERG
322 W MINER ST APT 3B
ARLINGTON HTS, IL 60005

03-30-414-017-1031
MANTAS GROUP LLC
PO BOX 636
MT PROSPECT, IL 60056

03-30-414-017-1032
GUS CHAMOPOULOS
10 S DUNTON AVE#707
ARLINGTON HTS, IL 60005

03-30-414-017-1033
MIKUKI KAWAHIRA
322 W MINER #3C
ARLINGTON HTS, IL 60005

03-30-414-017-1034
BRIAN & COREY DEWEY
312 HATLEN AVE
MT PROSPECT, IL 60056

03-30-414-017-1035
ELIZABETH BAUER
528 S RIDGE AVE
ARLINGTON HTS, IL 60005

03-30-414-017-1036
BRIAN J MCGUIRE & MARY
326 W MINER ST APT 3A
ARLINGTON HTS, IL 60005

03-30-414-017-1037
CANDELARIA MEZA
326 W MINER ST 1B
ARLINGTON HTS, IL 60005

03-30-414-017-1038
LARS SULLIVAN
5131 MANASTASH RD
ELLENSBURG, WA 98926

03-30-414-017-1039
MARYBETH DAWSON
326 W MINER 3B
ARLINGTON HTS, IL 60005

03-30-414-017-1040
GAAP REALTY LLC
1567 N HAVEN DR
PALATINE, IL 60074

03-30-414-017-1041
MARK J MALONE1
101 GLENBROOK ROAD NOR
WAYZATA, MN 55391

03-30-414-017-1042
MARK KURZKA
330 W MINER ST 3A
ARLINGTON HTS, IL 60005

03-30-414-017-1043
JAMES F.ARNOLD
330 W. MINER #1B
ARLINGTON HT, IL 60005

03-30-414-017-1044
PATRICK MCGINN
330 W MINER UNIT 2B
ARLINGTON HTS, IL 60005

03-30-414-017-1045
KATE ALIZABETH KLEIVA
330 W MINER ST APT 3B
ARLINGTON HTS, IL 60005

03-30-414-017-1046
JEANETTE M MURPHY
330 MINER ST 1C
ARLINGTON HTS, IL 60005

03-30-414-017-1047
STANISLAWA T LECH
330 W MINER ST #2C
ARLINGTON HTS, IL 60005

03-30-414-017-1048
CARYN WEBB
6100 CANTERBURY LN
HOFFMAN ESTS, IL 60192

03-30-414-017-1049
DARKO GUSIC LIVING TRU
332 E CENTRAL RD
ARLINGTON HTS, IL 60005

03-30-414-017-1050
MARGARET KATHERINE TRE
334 W MINER ST APT 2A
ARLINGTON HTS, IL 60005

03-30-414-017-1051
EDWARD DRWILA
334 MINER ST 3A
ARLINGTON HTS, IL 60005

03-30-414-017-1052
ANNE M KAIHATSU
334 W MINER ST
ARLINGTON HTS, IL 60005

03-30-414-017-1053
RANDALL S BORRE
334 W MINER ST 2B
ARLINGTON HTS, IL 60005

03-30-414-017-1054
JULIA KRAVITZ
344 W MINER ST #3B
ARLINGTON HTS, IL 60005

03-30-414-017-1055
ANDRZEJ MROZIK
338 W MINER ST APT 1A
ARLINGTON HTS, IL 60005

03-30-414-017-1056
PETE TSILIPETROS
2186 SPRUCE AVE
DES PLAINES, IL 60018

03-30-414-017-1057
MICHAEL SIMS
4N671 BLUE LAKE CIR W
ST CHARLES, IL 60175

03-30-414-017-1058
NATL DEBT EDUC
218 N JEFFERSON ST
CHICAGO, IL 60661

03-30-414-017-1059
KATHY HOPKINS
338 W MINER 2B
ARLINGTON HTS, IL 60005

03-30-414-017-1060
GEORGE ZERVOS TR
714 S CHRIS LANE
MT PROSPECT, IL 60056

03-30-414-017-1061
SADIE MORRISON
342 W MINER ST APT 1A
ARLINGTON HTS, IL 60005

03-30-414-017-1062
AMADOR CALDERON
342 WEST MINER ST 2A
ARLINGTON HTS, IL 60005

03-30-414-017-1063
SHARON CASEY
125 N WINSTON DRIVE
PALATINE, IL 60074

03-30-414-017-1064
DONALD NERI
1190 AMERICANA AVE
PINGREE GRV, IL 60140

03-30-414-017-1065
SHUNSUKE SARUWATARI
2226 S GOEBBERT RD 266
ARLINGTON HTS, IL 60005

03-30-414-017-1066
ARTHUR CHECCHIN
415 W HAVEN DRIVE
ARLINGTON HTS, IL 60005

03-30-414-017-1067
BRENDA L ZOLOTT
346 W MINER 1A
ARLINGTON HTS, IL 60005

03-30-414-017-1068
JOY HOFFLER
346 W MINER ST 2A
ARLINGTON HTS, IL 60005

03-30-414-017-1069
SHARON A CASEY TRUST T
346 W MINER ST APT 3A
ARLINGTON HTS, IL 60005

03-30-414-017-1070
DON & J SCHULTZ
1303 E CLARENDON
ARLINGTON HTS, IL 60004

03-30-414-017-1071
DONALD MILETIC
210 S DUNTON AV
ARLINGTON HTS, IL 60005

03-30-414-017-1072
AVRAHAM LEVY
346 W MINER ST APT 3B
ARLINGTON HTS, IL 60005

03-30-414-017-1073
JEREMY JOHN ANDERSON
350 W MINER ST #1A
ARLINGTON HTS, IL 60005

03-30-414-017-1074
SAMANTHA L RING
350 W MINER ST APT 2A
ARLINGTON HTS, IL 60005

03-30-414-017-1075
1122 NORTHWEST LLC
222 S FERNANDEZ AVE
ARLINGTON HTS, IL 60005

03-30-414-017-1076
GUILLERMO GUTIERREZ
354 W MINER ST #1A
ARLINGTON HTS, IL 60005

03-30-414-017-1077
KIRBY T PASCUS
1114 W HUNTING COURT
PALATINE, IL 60067

03-30-414-017-1078
JOHN CRESS
354 W MINER ST APT 3A
ARLINGTON HTS, IL 60005

03-30-414-017-1079
ALBERT J KLUMPP
354 W MINER ST APT 1B
ARLINGTON HTS, IL 60005

03-30-414-017-1080
ANDREW R STENGREN
354 W MINER ST 2B
ARLINGTON HTS, IL 60005

03-30-414-017-1081
STEVEN FENTON
354 W MINER ST APT 3B
ARLINGTON HTS, IL 60005

03-30-414-017-1082
PATRICIA WATANABE
P O BOX 17882
HONOLULU, HI 96817

03-30-414-017-1083
CLARMAX 354 W MINER ST
1309 N CHICAGO AVE
ARLINGTON HTS, IL 60004

03-30-414-017-1084
ALISHA J MCALEVY
354 W MINER ST APT 3C
ARLINGTON HTS, IL 60005

03-30-414-017-1085
MAURO PASSARELLI
358 W MINER ST APT 1A
ARLINGTON HTS, IL 60005

03-30-414-017-1086
ARTHUR KOZINSKI
2270 WEST 230TH PLACE
TORRANCE, CA 90501

03-30-414-017-1087
CHRISTINA M TARZIAN
358 MINER
ARLINGTON HT, IL 60005

03-30-414-017-1088
CHUNG YI LIN
370 OAK TREE COURT
HOFFMAN ESTS, IL 60169

03-30-414-017-1089
W PHILLIPS
1543 W TOUHY AVE
CHICAGO, IL 60626

03-30-414-017-1090
GREG CRUZ
362 W MINER ST 3A
ARLINGTON HTS, IL 60005

03-30-414-017-1091
MICHAEL J MASURA
362 W MINER ST #IB
ARLINGTON HTS, IL 60005

03-30-414-017-1092
KEVIN B RYAN
1719 S FERNANDEZ AVE
ARLINGTON HTS, IL 60005

03-30-414-017-1093
JANET M GRANT
362 W MINER ST 3B
ARLINGTON HTS, IL 60005

03-30-414-017-1094
MR & MRS GEORGE ZERVOS
714 S CHRIS LN
MT PROSPECT, IL 60056

03-30-414-017-1095
MALGORZATA FIEDZIUKIEW
322 W MINER ST APT 2A
ARLNGTON HTS, IL 60005

03-30-414-017-1096
THOMAS W FRYZEL
362 W MINER #3-C
ARLINGTON HT, IL 60005

03-30-414-017-1097
ROBERT J NAPOLEON JR
366 W MINER ST APT 1A
ARLNGTON HTS, IL 60005

03-30-414-017-1098
MARIA HERNANDEZ
366 W MINER ST 2A
ARLNGTON HTS, IL 60005

03-30-414-017-1099
KATLYN HINDLE
366 W MINER ST APT 3A
ARLNGTON HTS, IL 60005

03-30-414-018-0000
MOLON MOTOR & COIL CRP
300 N RIDGE AVE
ARLINGTON HT, IL 60005

03-30-418-048-0000
ALBERTSONS
PO BOX 800729
DALLAS, TX 75380

03-30-418-049-1001
VICENTE CONTRERAS
671 GROSVENER LN
ELK GROVE VL, IL 60007

03-30-418-049-1002
RVU PROP LLC
502 E BURNING TREE LN
ARLNGTN HTS, IL 60004

03-30-418-049-1003
ROBERTA S MATHER
205 W MINER ST #102
ARLNGTN HTS, IL 60005

03-30-418-049-1004
ANTONIO LIGA
305 W MINER ST #103
ARLNGTN HTS, IL 60005

03-30-418-049-1005
TAXPAYER OF
205 W MINER ST 105
ARLNGTON HTS, IL 60005

03-30-418-049-1006
JANUSZ RYBAK
5528 W BELMONT AVE
CHICAGO, IL 60641

03-30-418-049-1007
ZOOT PROPERTIES LLC
240 OSAGE LN
BUFFALO GRV, IL 60089

03-30-418-049-1008
J RONALD JUTKINS
704 E SUNSET RD
MT PROSPECT, IL 60056

03-30-418-049-1009
LUCA DIFALCO
205 W MINER ST APT 108
ARLNGTON HTS, IL 60005

03-30-418-049-1010
S E BASCH & M F BASCH
205 W MINER #200
ARLINGTON HT, IL 60005

03-30-418-049-1011
POJEN FANG
1733 ELLENDALE DR
NORTHBROOK, IL 60062

03-30-418-049-1012
REINA G REYES
205 W MINER ST 202
ARLNGTON HTS, IL 60005

03-30-418-049-1013
THOMAS OLSON
1554 CHICKAMANUGA LN
LONG GROVE, IL 60047

03-30-418-049-1014
GEORGE ZERVOS
7819 MAPLE ST
MORTON GROVE, IL 60053

03-30-418-049-1015
ZOOT PROPERTIES LLC
240 OSAGE LN
BUFFALO GRV, IL 60089

03-30-418-049-1016
FRANK S JOHNSTON
206 N KENILWORTH
MT PROSPECT, IL 60056

03-30-418-049-1017
ALKETA SAKAJ
205 W MINER ST 207
ARLNGTN HTS, IL 60005

03-30-418-049-1018
ANJIL YOUSIF
305 E HAVEN ST
ARLNGTON HTS, IL 60005

03-30-418-049-1019
ROBERT PEREZ
258 HANGING MOSS CIRCL
LAKE MARY, FL 32746

03-30-418-049-1020
VEDASREE NANDEPPAGARI
410 S EDWARD ST
MT PROSPECT, IL 60056

03-30-418-049-1021
STEVEN PETROS
205 W MINER ST 302
ARLINGTON HTS, IL 60005

03-30-418-049-1022
TAIMI VILK TRUST
1008 W BURGOPYNE RD
ARLINGTON HTS, IL 60004

03-30-418-049-1023
KRD HOLDINGS LLC
1954 N OAK WOOD DR
ARLINGTON HTS, IL 60004

03-30-418-049-1024
FRANK FAZIO
205 W MINER ST 305
ARLINGTON HTS, IL 60005

03-30-418-049-1025
J RONALD JUTKINS
704 E SUNSET RD
MT PROSPECT, IL 60056

03-30-418-049-1026
ROBERT RUFF
205 W MINER #307
ARLINGTON HTS, IL 60005

03-30-418-049-1027
MARY ANN ROPER
205 MINER ST
ARLINGTON HTS, IL 60005

03-30-418-049-1028
GERALD FORSYTHE
205 W MINER ST #400
ARLINGTON HTS, IL 60005

03-30-418-049-1029
THOMAS OLSON
1554 RFD
LONG GROVE, IL 60047

03-30-418-049-1030
TOM & SUE RUCKER MNR
PO BOX 352
PARK RIDGE, IL 60068

03-30-418-049-1031
MEHGAN E DARO FRISCH
26815 N LONGMEADOW CT
MUNDELEIN, IL 60060

03-30-418-049-1032
M CHARLOTTE SANTILLE
205 W MINER STREET 404
ARLINGTON HTS, IL 60005

03-30-418-049-1033
KESIRIN PIYAMANOND
205 W MINER ST APT 405
ARLINGTON HTS, IL 60005

03-30-418-049-1034
JUNE K OTTENFELD
205 W MINER ST
ARLINGTON HT, IL 60005

03-30-418-049-1035
GEORGE PAPADOPOULOS
205 W MINER ST #407
ARLINGTON HTS, IL 60005

03-30-418-049-1036
OLSON FAMILY TRUST
330 CAMPUS DR
ARLINGTON HTS, IL 60004

03-29-308-003-0000
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-29-308-004-0000
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-29-308-005-0000
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-29-308-006-0000
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-29-308-010-0000
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-29-308-011-0000
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-29-308-012-8001
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-29-308-012-8002
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-29-309-008-0000
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-29-309-009-0000
BD OF LIBRARY DIRECTORS OF
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HEIGHTS, IL 60005

03-29-317-003-0000
FIRST PRESBYTERIAN CHURCH
302 N DUNTON AVE
ARLINGTON HEIGHTS, IL 60004

03-29-317-004-0000
FIRST PRESBYTERIAN CHURCH
302 N DUNTON AVE
ARLINGTON HEIGHTS, IL 60004

03-29-317-014-0000
FIRST PRESBYTERIAN CHURCH
302 N DUNTON AVE
ARLINGTON HEIGHTS, IL 60004

03-29-333-002-0000
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-30-418-014-0000
NORTH SUBURBAN HOUSING LLC
175 W JACKSON BLVD, STE 350
CHICAGO, IL 60604

03-30-418-015-0000
NORTH SUBURBAN HOUSING LLC
175 W JACKSON BLVD, STE 350
CHICAGO, IL 60604

TOWNE PLACE OF ARLINGTON
HEIGHTS CONDOMINIUM ASSN
201 NORTH VAIL AVENUE
ARLINGTON HEIGHTS, IL 60005

THREE FIFTY WEST MINER CONDO
350 WEST MINER STREET
ARLINGTON HEIGHTS, IL 60005

205 W MINER CONDO ASSN
205 WEST MINER STREET
ARLINGTON HEIGHTS, IL 60005

West St James Street



Highland Avenue



West Eastman Street



NOTICE OF PUBLIC HEARING

HEARING FOR: PLANNED UNIT DEVELOPMENT, CONCEPTUAL
SPECIAL USE PERMIT, LAND USE VARIATION AND
VARIATIONS FROM CHAPTER 28 OF THE MUNICIPAL CODE

HEARING LOCATION: Arlington Heights Municipal Building
33 S. Arlington Heights Road Arlington Heights, IL

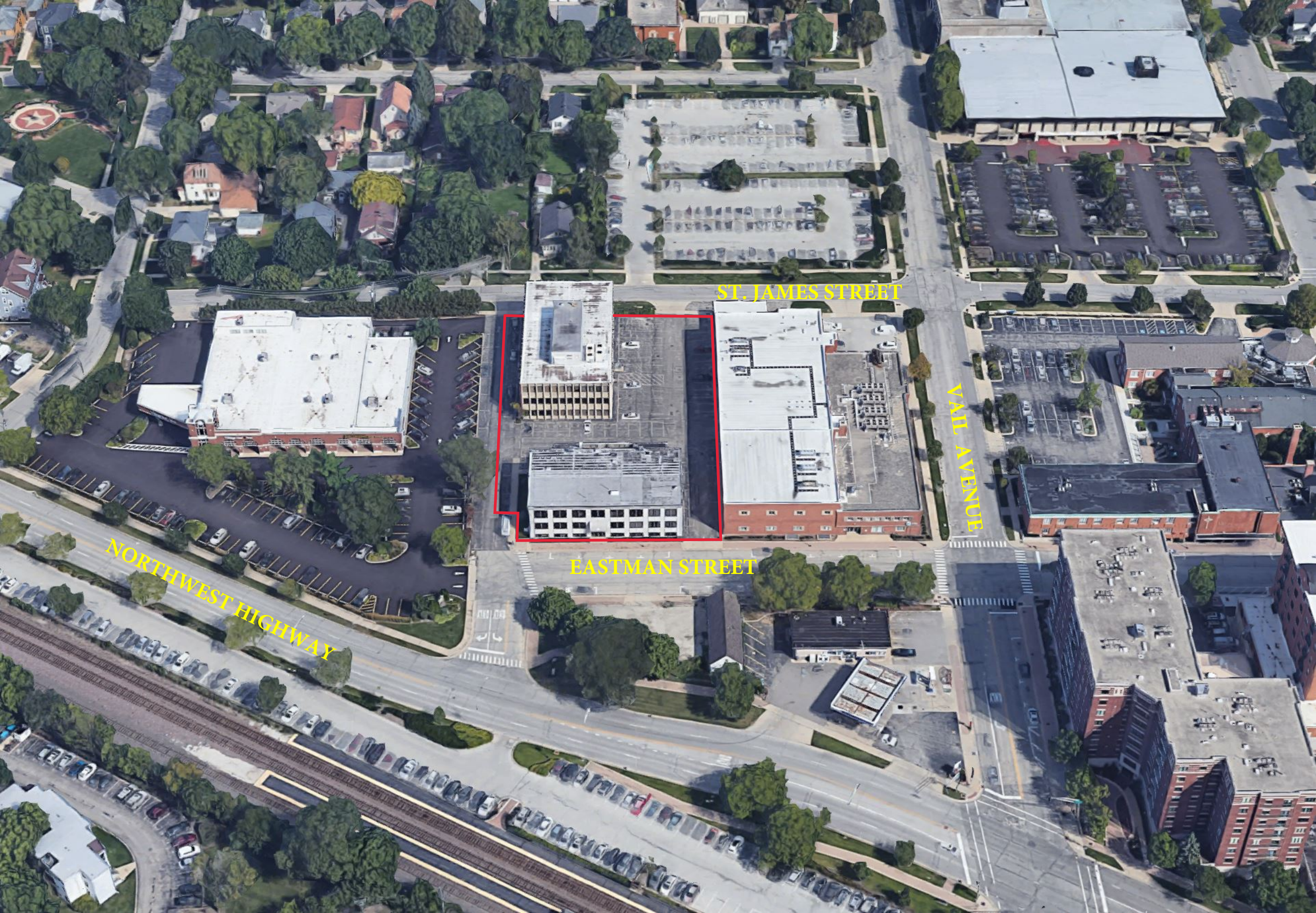
DATE: MAY 24, 2023

TIME: 7:30 pm

PUBLIC ATTENDANCE & COMMENTS INVITED

**FOR DETAILS CALL:
BERNARD CITRON
312) 580-2209**

**OR: VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENTS OF PLANNING AND
COMMUNITY DEVELOPMENT
PHONE: (847) 368-5200**



ST. JAMES STREET

VAIL AVENUE

EASTMAN STREET

NORTHWEST HIGHWAY

Project Narrative: 116-120 Eastman, Arlington Heights

A Mylo Residential Branded Apartment Community

Compasspoint Development is an urban developer constructing a series of mixed-use residential and commercial buildings in a number of suburban towns in the Chicago Suburbs. Their idea is to provide urban living near restaurants, shopping and transportation with what until now have been underutilized real estate. Mylo Residential, a luxury apartment brand in the developers portfolio currently has a soon to be completed building in downtown Des Plaines. They will be starting on projects in Des Plaines, Barrington, Naperville and hopefully Arlington Heights.

The property upon which the Project will be constructed is located at Eastman Ave, Highland St and St. James St. It totals 43,584 sq. ft and is currently occupied with two commercial buildings that are partially occupied. Any remaining tenants will move out once the project is approved and Compasspoint closes on their acquisition. The property is located just west of the AT&T building (that will remain) and just east of the Wintrust Village Bank and Trust building. The Property shares Highland (a private street) with Wintrust and has rights to traverse in a shared access easement. The project also has a permanent easement to park up to 29 cars on Village Bank and Trust property, adjacent to and on Highland Street.

Compasspoint Development is seeking approval of a 7 story, 154 unit residential building with a maximum height of 85 feet. The project will include a restaurant on the first floor. The restaurant will be open to the public much like a boutique hotel in the City. The building will contain a number of amenities for its residents including an outdoor pool, deck and grill station on the third level, with a covered dog run. There will be a library/co-working space in the lower level along with a fitness room. On the third level adjacent to the pool deck will be an amenity room with tables, sitting areas a private dining area and a bar for the residents. On the seventh floor there will be an additional outdoor roof deck along with another amenity room with a multimedia sky lounge.

The dwelling unit mix will be 26 studios, 120 one bedrooms and 8 two bedrooms. We do not expect that there will be any school age children in the building. There will be a total of 220 parking spaces located on the lower level, first level, second level and within Highland. The Highland spaces total 14 spaces which will be available for the commercial (restaurant spaces) plus an additional 29 spaces will be available on the west side of Highland and on the Village Bank and Trusts eastern property. Two loading berths will be provided, accessible from Eastman and from Highland.

The petitioner will provide 8 inclusionary dwelling units on site representing 5.19% of the units. The units will be split between studio and one bedroom units. The rent charged will be in compliance with the Village's Inclusionary Housing Ordinance. The remaining inclusionary housing units 2.5% or 4 units will be satisfied through the Fee in Lieu of process.

Compasspoint will be making several public and private improvements, including new landscaping in the public parkway along St. James Street, a new larger watermain is contemplated to be run from the building east to Vale Street and connect to the water main at that intersection.

The developer has already met with the neighborhood association located to the north and west of the property. We listened to their comments and concerns and have incorporated some of those requests in this first submittal. Some of the questions revolved around traffic on St. James Street. They requested that we limit traffic generated from our building to be cut off from exiting north on to St. James from Highland. We considered shutting off access entirely, but was met with resistance from the fire department. We then considered movable or break away gates or embedded cones at the north exit on Highland and that still was too restrictive for Fire and Police. Our traffic engineer, Eriksson anticipates that most traffic will exit the garage entrance to the South toward NW Hwy and East to Vale, where there is a traffic Signal. Also, as part of this process some residents asked if we could modify the north façade at the first two levels to make it look more like a single family house and we did our best to accommodate that request in the new design by adding more window like openings in the garage and changing the façade materials and colors and added landscaping to the parkway. We all agreed that the replacement of the existing deteriorating underutilized buildings with a new vibrant luxury building is more than welcomed. Some residents were also excited about the new neighborhood restaurant that would be a short walk away.

It is our intention to create a new luxury mid-rise residence in downtown Arlington Heights, bringing much needed for-rent housing options for residents and newcomers. We will be working with the highly acclaimed property management firm Lincoln Properties to market and lease the property as well as professionally manage the building. Compasspoint and its principals have a long track record of building high quality residential real estate properties throughout the Chicago market and other markets around the country.

Requested Relief:

The applicant is seeking two variations and a Special Use for the required Planned Unit Development.

The Planned Unit Development is required in order to allow for development of a residential use in the B5 Downtown Zoning District. A Planned Unit Development is approved as a Special Use. Special Use Standards:

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

The proposed mixed use Planned Unit Development conforms to the trend of development in the general downtown B5 District and surrounding neighborhood. The building is located near enough to the commuter train facilities to take advantage of the mode of transportation. The building by adding residents to this area and the downtown as a whole will serve to enhance the nearby commercial uses.

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.

The proposed building, except for the minor density variation noted below, is in conformance with all of the B5 requirements as to bulk, density (except for the 4 additional units being requested) and parking. The building is similar or smaller in size and scale to other buildings similarly located and there is no evidence that there are any detrimental effects on surrounding uses. The building is set back along St. James in order to allow for an additional buffer from the single family residential uses on the opposite side of St. James. Sufficient parking for both the residential units and the commercial space is provided so there will be no negative impact due to the residents or commercial patron parking on neighboring streets. The use itself by meeting zoning requirements should be considered to have no detrimental impacts (the zoning ordinance does not require any additional setbacks from the neighboring residential district).

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:

As noted herein, except for the two minor variations noted below, the building complies with the B5 zoning regulations. The development will comply with all other conditions that may be imposed by the Village Board of Trustees.

Variations:

Two variations are being requested:

A. Allowance for a residential use in the B5 District. (A mixed use residential with commercial uses on the majority of the ground floor is a permitted use) The common trend of development both within the B5 Downtown district is for mixed used residential and commercial buildings. Establishing such additional commercial uses on the ground floor would require adding commercial uses to the north boundary of the property. This would establish commercial uses directly across from the residential neighborhood north of the Property. The addition of Residential dwelling units has helped the downtown neighborhood become a successful neighborhood that supports a range of commercial (restaurants, stores and service) uses.

1. The use will not alter the essential character of the locality and will be compatible with the existing uses and zoning of nearby property. As noted mixed use residential and commercial buildings have been the trend of development in the downtown neighborhood, so the proposal is inherently compatible. The building's residential units, while smaller are compatible with neighboring residential uses. St. James serves as the dividing line between the lower density and higher density residential uses. Requiring commercial uses on the ground floor facing the residential neighborhood to the north would be out of character.
2. The plight of the owner is due to unique circumstance which may include the length of time the subject property has been vacant as zoned. While not vacant the existing two commercial buildings are not being utilized for their highest and best use. Redevelopment will not occur without establishing the residential component as proposed. The location of the property immediately across from the residential neighborhood is somewhat unique in the downtown/B5 area.
3. The proposed variation is in harmony with the spirit and intent of this Chapter. The fact that the Ordinance allows for a residential building so long as approved as a

Planned Unit Development demonstrates that the residential use is in harmony with the spirit of the Ordinance. The addition of ground floor commercial uses across from the Residential neighborhood would not be in harmony with intent of the Ordinance.

4. The variance requested is the minimum necessary to allow for the reasonable use of the Property. Without approval of the residential land use the property will continue to not be redeveloped in a positive manner.

B. Allow for an additional 4 residential units in excess of those allowable through the establishment of inclusionary housing units on site.

1. The proposed use will not alter the essential character of the locality and will be compatible with the existing uses and zoning of nearby property. Seeking an additional 4 dwelling units without the additional inclusionary housing units will not alter the essential character of the neighborhood. The overall density of the project is compatible with other such buildings in the B5 Downtown district. An additional four units impose no significant negative impacts on neighboring uses.

2. The plight of the owner is due to unique circumstances which may include the length of time the subject property has been vacant as zoned. Adding an additional number of inclusionary units will significantly impair the financial feasibility of the project due the cost of construction and the expense of the building's amenities that are now required in order to create a successful rental project in downtown neighborhoods. The building has to compete with existing rental apartment buildings and rental units in condominium buildings that are already built in the neighborhood. Those buildings have the advantage of having been constructed at a time where construction costs were significantly lower and where being located near a train line was the only amenity required to be successful. The real estate market has significantly changed and the project's amenities are required in order to compete in this marketplace. Without the additional units the project would not go forward and the existing under-utilized buildings will remain.

3. The proposed variation is in harmony with the spirit and intent of this Chapter. The ordinance allows for the variance to be requested. The developer is proposing to establish 8 inclusionary housing units onsite which is consistent with other developments. The additional 4 units impose a significant financial burden of the project.

4. The variance requested is the minimum variance necessary to allow the reasonable use of the property. The project includes 8 inclusionary units as required per the Code with no request to allow a payment of a fee in lieu of those units (as permitted per the Inclusionary Housing Ordinance). The additional four market rate units are necessary to permit the return on investment needed for the project to be successfully financed.

March 14, 2023

MEMORANDUM

Re: 116-120 W Eastman St, Arlington Heights, IL
OKW Project No. 22008

The Below Sustainable features are to be provided at the proposed project at 116-120 W. Eastman St.

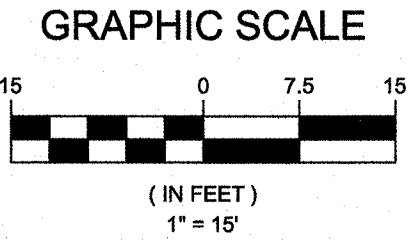
- Green Roof(s) and planters on third floor
- Native Landscape
- Energy Efficient Appliances
- LED lighting
- Occupant sensor and daylight controls in common area lighting
- Enhanced U factor and SHGC for glazing assemblies
- Low flow plumbing fixtures
- Unit Fan Efficiency
- Heating and Cooling System Efficiency
- Smart thermostats in units
- Electric car charging stations
- Waste Reduction via building recycling program
- Bicycle Parking
- Low-emitting interior materials
- Local/ Recycled Interior Finishes



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

LEGEND

- Storm CB
- Storm Inlet
- San MH
- San Clean Out
- Water Buffalo Box
- Water Fire Hydrant
- Utility Pole
- Electric Light Pole
- Electric Mounted Wall Light
- Gas Buffalo Box
- Gas Meter
- Sign Post
- Bumper Post
- Unclassified Manhole
- Hose Connection
- JULIE Mark - Water



GREMLEY & BIEDERMANN

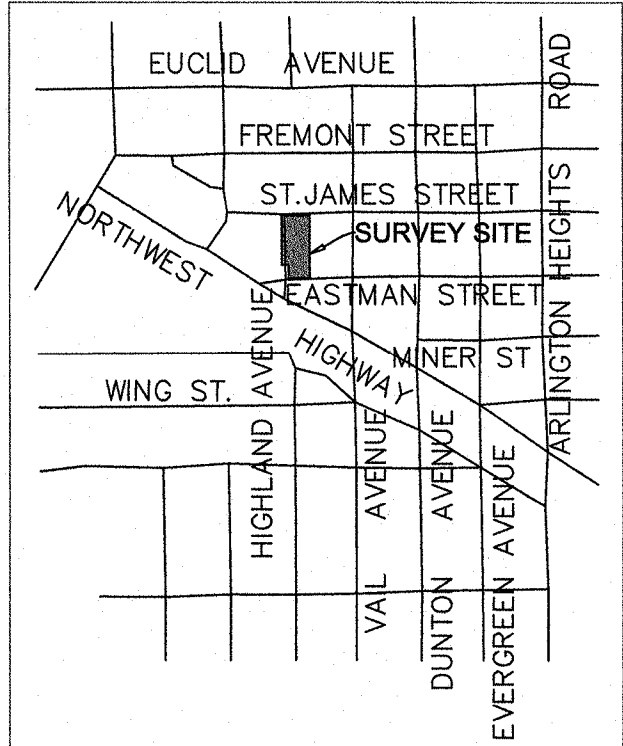
A DIVISION OF
PLCS Corporation
LICENSE No. 184-005332
PROFESSIONAL LAND SURVEYORS
4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630
TELEPHONE: (773) 685-5102 EMAIL: INFO@PLCS-SURVEY.COM

ALTA / NSPS Land Title Survey

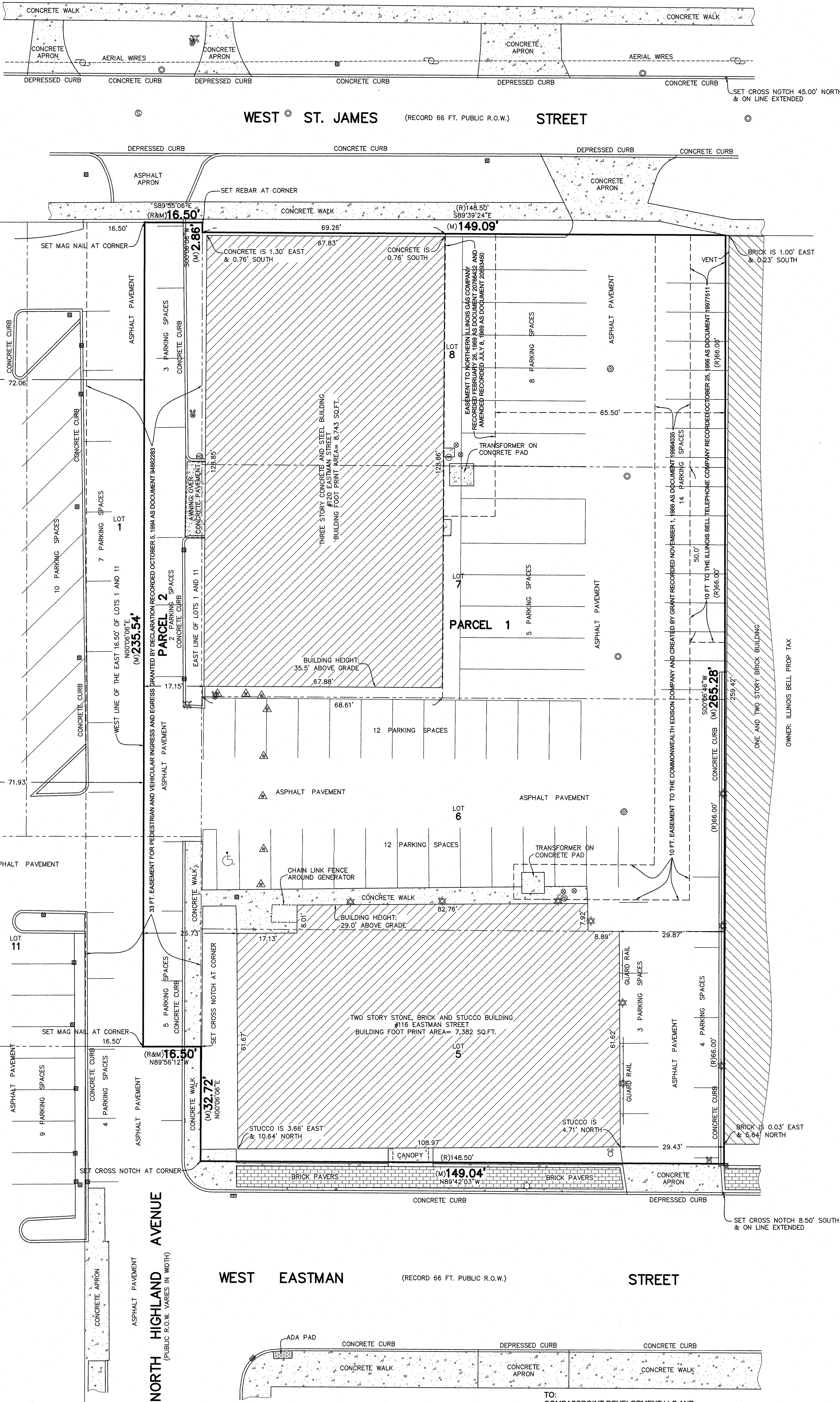
PARCEL 1:
LOTS 5, 6, 7 AND 8 IN BLOCK 9 IN TOWN OF DUNTON, COOK COUNTY, ILLINOIS, BEING THE WEST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:
THE EAST 16.50 FEET OF LOT 1 AND THE EAST 16.50 FEET OF THAT PART OF LOT 11 LYING SOUTH OF AND ADJOINING THE SOUTH LINE OF SAID LOT 1 IN BLOCK 6, IN ATKINS ADDITION TO ARLINGTON HEIGHTS, BEING A SUBDIVISION OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF THE CHICAGO AND NORTHWESTERN RAILROAD, IN COOK COUNTY, ILLINOIS.

CONTAINING 43,438 SQUARE FEET OR 0.997 ACRES



VICINITY MAP
(NOT TO SCALE)



SURVEY NOTE:
THIS SURVEY WAS PREPARED BASED ON CHICAGO TITLE INSURANCE COMPANY TITLE COMMITMENT FILE NUMBER: 22820248-IL
COMMITMENT DATE: DECEMBER 30, 2021 AS TO MATTERS OF RECORD.

ITEMS LISTED IN SCHEDULE "B"

10. EASEMENT OVER THE WEST 15 FEET OF THE EAST 80.5 FEET OF LOTS 7 AND 8 (EXCEPT THE SOUTH 52 FEET THEREOF OF LOT 7) OF PARCEL 1 OF THE LAND FOR THE PURPOSE OF INSTALLING AND MAINTAINING ALL EQUIPMENT NECESSARY TO SERVE THE SUBDIVISION AND OTHER LAND WITH GAS SERVICE, TOGETHER WITH RIGHT OF ACCESS TO SAID EQUIPMENT AS CREATED BY GRANT TO NORTHERN ILLINOIS GAS COMPANY AND ITS RESPECTIVE SUCCESSORS AND ASSIGNS AND AS SHOWN ON THE PLAT OF SUBDIVISION RECORDED FEBRUARY 26, 1969 AS DOCUMENT 20768432 AND AMENDED BY AMENDMENT TO EASEMENT DATED JUNE 30, 1969 AND RECORDED JULY 8, 1969 AS DOCUMENT 20893450 AMENDING THE LEGAL DESCRIPTION TO COVER THAT PART OF LOTS 7 AND 8 (EXCEPT THE SOUTH 52 FEET THEREOF LOT 7) LYING WEST OF A LINE 65.50 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOTS AND EAST OF A LINE DRAWN FROM A POINT ON SOUTH LINE OF SAID LOT 7, 66.61 FEET EAST OF THE SOUTHWEST CORNER OF SAID LOT 10 TO A POINT ON THE NORTH LINE OF SAID LOT 8, 69.26 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 8 IN THE TOWN OF DUNTON (NOW ARLINGTON HEIGHTS) BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS. [PLOTTED]

11. EASEMENT OVER THE EAST 10 FEET OF LOT 8 AND THE EAST 10 FEET OF THE NORTH 50 FEET OF LOT 7 IN BLOCK 9 FOR THE PURPOSE OF CONSTRUCTION, MAINTAINING, OPERATING, UNDERGROUND TELEPHONE SYSTEM TOGETHER WITH RIGHT OF ACCESS THERETO IN FAVOR OF THE ILLINOIS BELL TELEPHONE COMPANY AS CREATED BY GRANT RECORDED OCTOBER 25, 1986 AS DOCUMENT 19977511 (AFFECTS PARCEL 1). [PLOTTED]

12. EASEMENT OVER THE WEST 50 FEET OF THE EAST 80 FEET OF THE NORTH 10 FEET OF THE SOUTH 19 FEET AND ALSO THE WEST 10 FEET OF THE EAST 20 FEET OF LOTS 7 AND 8 IN BLOCK 9 AND OVER THE WEST 10 FEET OF THE EAST 20 FEET OF LOTS 7 AND 8 IN BLOCK 9 AFORESAID FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF PUBLIC UTILITIES TOGETHER WITH RIGHT OF ACCESS THERETO IN FAVOR OF THE COMMONWEALTH EDISON COMPANY AND CREATED BY GRANT RECORDED NOVEMBER 1, 1966 AS DOCUMENT 19984035. (AFFECTS PARCEL 1). [PLOTTED]

13. EASEMENT FOR PEDESTRIAN AND VEHICULAR INGRESS AND EGRESS GRANTED BY DECLARATION RECORDED OCTOBER 5, 1994 AS DOCUMENT 94862283, AND THE TERMS AND PROVISIONS CONTAINED THEREIN. (AFFECTS PARCEL 2) [PLOTTED]

ALL REMAINING ITEMS ARE NOT A MATTER OF SURVEY.

CERT NAMES ADDED FEBRUARY 25, 2022
PER EMAIL DATED FEBRUARY 25, 2022

ORDERED BY: 116-20 EASTMAN LLC	CHECKED: LB	DRAWN: RL
ADDRESS: 116-20 EASTMAN STREET		
GREMLEY & BIEDERMANN		
PLCS CORPORATION		
LICENSE No. 184-005332		
PROFESSIONAL LAND SURVEYORS		
4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630		
TELEPHONE: (773) 685-5102 EMAIL: INFO@PLCS-SURVEY.COM		
ORDER NO. 2022-29831-001	DATE: FEBRUARY 9, 2022	PAGE NO. 1 OF 1
SCALE: 1" = 15' FEET		

G:\CAD\2022\2022-29831\2022-29831-001.dwg

SURVEY NOTES:

SURVEYOR'S LICENSE EXPIRES November 30, 2022

Note (R&M) denotes Record and Measured distances respectively.

Distances are marked in feet and decimal parts thereof. Compare all points BEFORE building by same and at once report any differences BEFORE damage is done.

For easements, building lines and other restrictions not shown on survey plat refer to your abstract, deed, contract, title policy and local building line regulations.

No dimensions shall be assumed by scale measurement upon this plat.

Unless otherwise noted hereon the Bearing Basis, Elevation Datum and Coordinate Datum if used is ASSUMED.

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SURVEY NOTES:

PREMISES COVERED BY ICE & SNOW MAY OBSCURE ADDITIONAL IMPROVEMENTS.

PROPERTY APPEARS IN "OTHER AREAS" ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, PER FLOOD INSURANCE RATE MAP COOK COUNTY, ILLINOIS, MAP NO. 17031C0203J, EFFECTIVE DATE AUGUST 19, 2008.

TO:
COMPASSPOINT DEVELOPMENT LLC AND
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, 2, 3, 4, 7(A), 7(B)(1), 7(C), 8, 9 AND 19 OF TABLE A THEREOF.

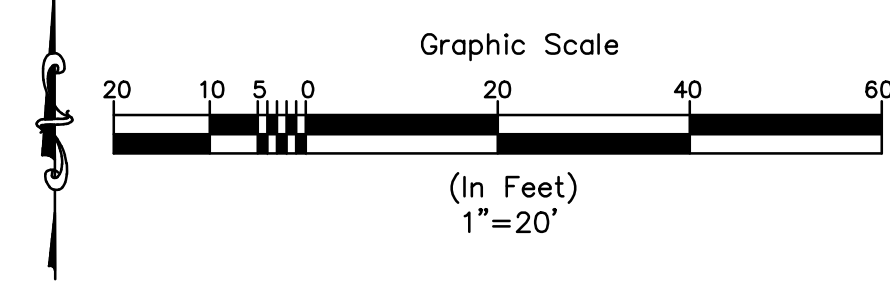
THE FIELD WORK WAS COMPLETED ON FEBRUARY 9, 2022.

DATE OF PLAT FEBRUARY 28, 2022.

BY: *Robert G. Biedermann*

ROBERT G. BIEDERMANN
PROFESSIONAL ILLINOIS LAND SURVEYOR NO. 2802



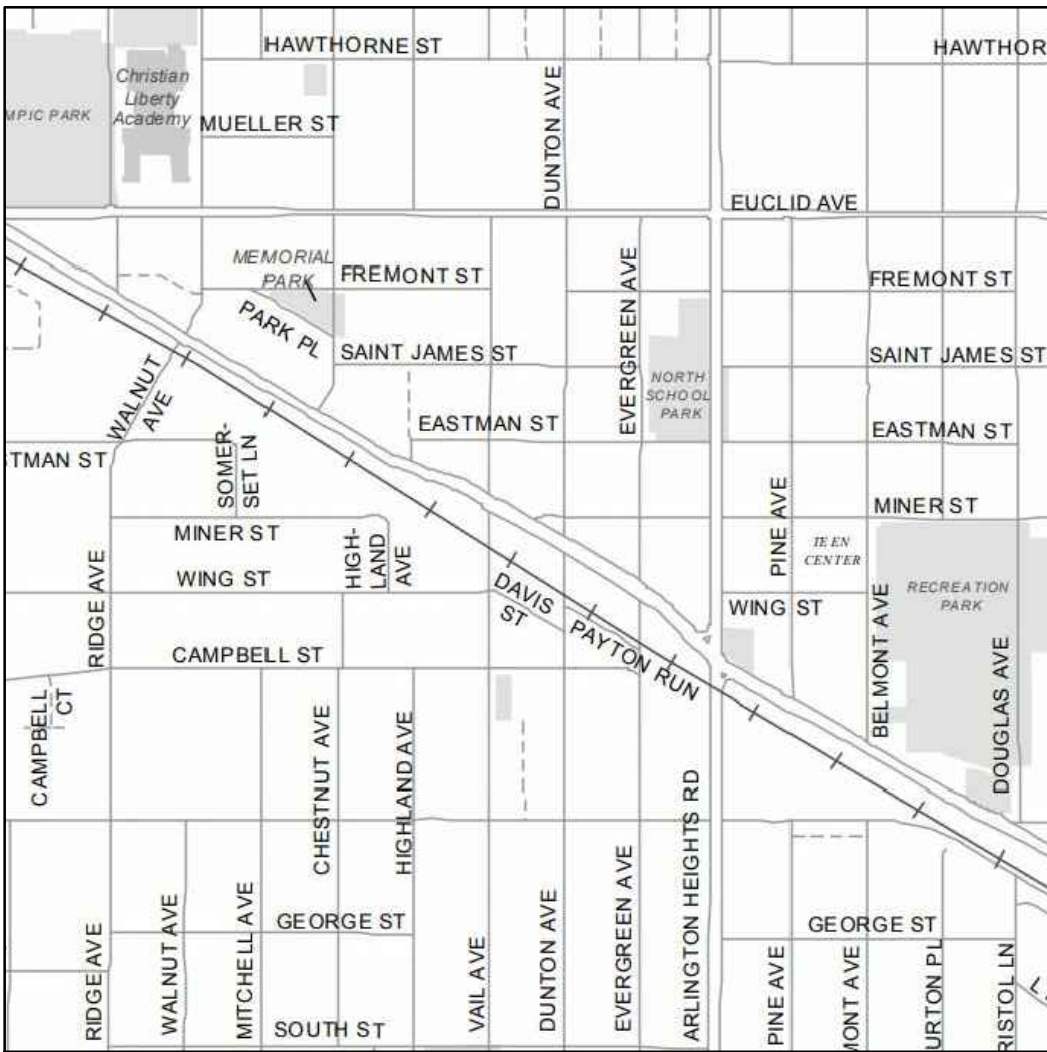


ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY

GENTILE AND ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS

SEE SHEET 2 OF 2 FOR TOPOGRAPHIC INFORMATION
AND IMPROVEMENT LOCATIONS

VICINITY MAP
NOT TO SCALE



550 E. ST. CHARLES PLACE
LOMBARD, ILLINOIS 60148
PHONE : (630) 916-6262

LEGAL DESCRIPTION

PARCEL 1:

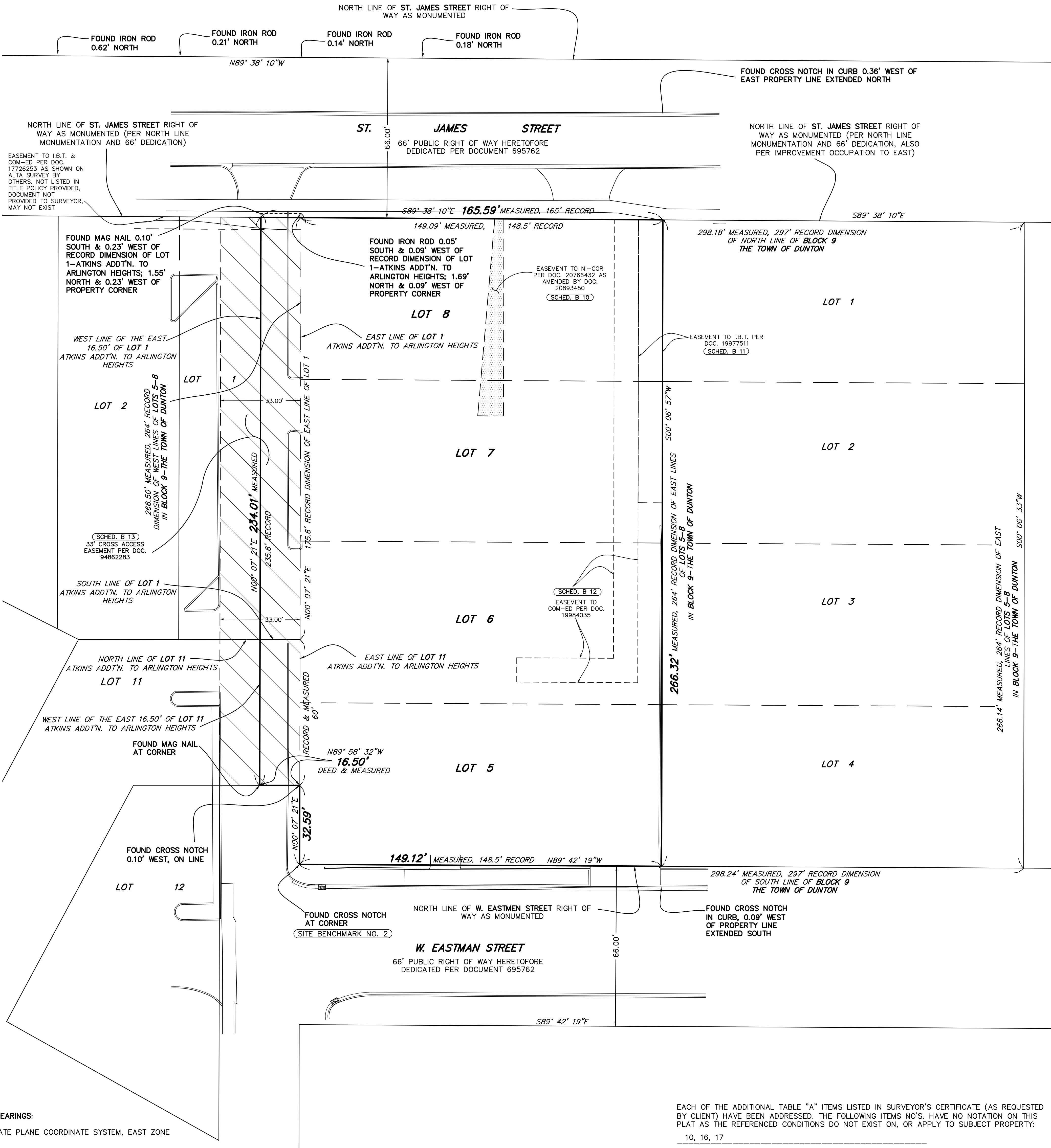
LOTS 5, 6, 7 AND 8 IN BLOCK 9 IN TOWN OF DUNTON, COOK COUNTY, ILLINOIS, BEING THE WEST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

THE EAST 16.50 FET OF LOT 1 AND THE EAST 16.50 FEET OF THAT PART OF LOT 11 LYING SOUTH OF AND ADJOINING THE SOUTH LINE OF SAID LOT 1 IN BLOCK 6 IN ATKINS ADDITION TO ARLINGTON HEIGHTS, BEING A SUBDIVISION OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF THE CHICAGO AND NORTHWESTERN RAILROAD, IN COOK COUNTY, ILLINOIS.

PROPERTY COMMONLY KNOWN AS: 116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL 60004

CONTAINING: 43,580.50 SQ. FT., 1.00 AC. (MORE OR LESS)



NOTES:

BASIS OF BEARINGS:

ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE

FLOOD ZONE INFORMATION:

PER F.E.M.A. MAP NO. 17031C0203J, EFFECTIVE AUGUST 19, 2008, SUBJECT PROPERTY LIES WHOLLY WITHIN ZONE "X", AREAS OF MINIMAL FLOOD HAZARD

BASE SCALE : 1 INCH = 20 FEET
DISTANCES ARE MARKED IN FEET AND DECIMAL PARTS THEREOF

ORDERED BY : RWG ENGINEERING, LLC
DRAWN BY : VAF
CHECKED BY : JFG
SURVEYED BY : LR

COMPARE ALL POINTS BEFORE BUILDING BY SAME AND AT ONCE REPORT ANY DIFFERENCE. FOR BUILDING LINE AND OTHER RESTRICTIONS NOT SHOWN HEREON REFER TO YOUR ABSTRACT DEED, CONTRACT AND ZONING ORDINANCE.

ORDER NO. 22-22486

SHEET 1 OF 2

MATTERS OF TITLE:

PERTAIN TO CHICAGO TITLE COMMITMENT NO. 22820249-IL DATED DECEMBER 30, 2021. SCHEDULE B, PART II SURVEY RELATED EXCEPTIONS ARE ADDRESSED AS FOLLOWS:

- 1-3) SURVEYOR HAS ACCESS ONLY TO PUBLIC RECORDS (OR OTHER DOCUMENTS) PROVIDED BY TITLE COMPANY AND/OR CLIENT
- 4) ALL PERTINENT INFORMATION SHOWN HEREON EXCEPT FOR THOSE RECORDS NOT PROVIDED TO SURVEYOR
- 5-9) NOT SURVEY RELATED MATTERS
- 10) PLOTTED AND SHOWN HEREON (SCHED. B 10)
- 11) PLOTTED AND SHOWN HEREON (SCHED. B 11)
- 12) PLOTTED AND SHOWN HEREON (SCHED. B 12)
- 13) PLOTTED AND SHOWN HEREON (SCHED. B 13)
- 14) UTILITY MARKINGS IN FIELD WERE LIMITED IN SCOPE (PER CLIENT). ALL MARKINGS VISIBLE AT TIME OF FIELD SURVEY ARE SHOWN HEREON AS WELL AS UTILITY INFORMATION GATHERED FROM FIELD INSPECTION
- 15) PLOTTED AND SHOWN HEREON PER FIELD INSPECTION (SCHED. B 15) (SEE SHEET 2 OF 2)
- 16) NOT A SURVEY RELATED MATTER

EACH OF THE ADDITIONAL TABLE "A" ITEMS LISTED IN SURVEYOR'S CERTIFICATE (AS REQUESTED BY CLIENT) HAVE BEEN ADDRESSED. THE FOLLOWING ITEMS NO'S. HAVE NO NOTATION ON THIS PLAT AS THE REFERENCED CONDITIONS DO NOT EXIST ON, OR APPLY TO SUBJECT PROPERTY:

10, 16, 17

STATE OF ILLINOIS) S.S.
COUNTY OF DUPAGE)

TO: COMPASSPOINT DEVELOPMENT, LLC
116-120 EASTMAN, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY
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, 2, 3, 4, 5, 7(a), 8, 9, 10, 11, 16, 17, 18, 19 OF TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON APRIL 12, A.D. 20 22

DATE OF PLAT: APRIL 27, A.D. 20 22

BY: PRELIMINARY

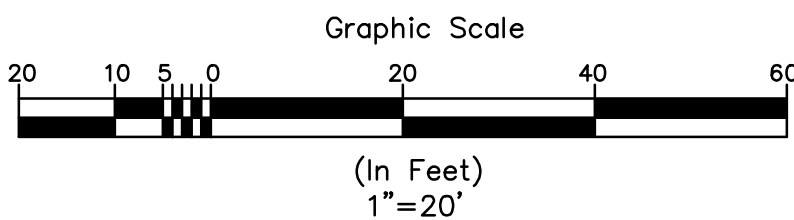
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2925
MY LICENSE EXPIRES NOVEMBER 30, 2022
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.002870

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY

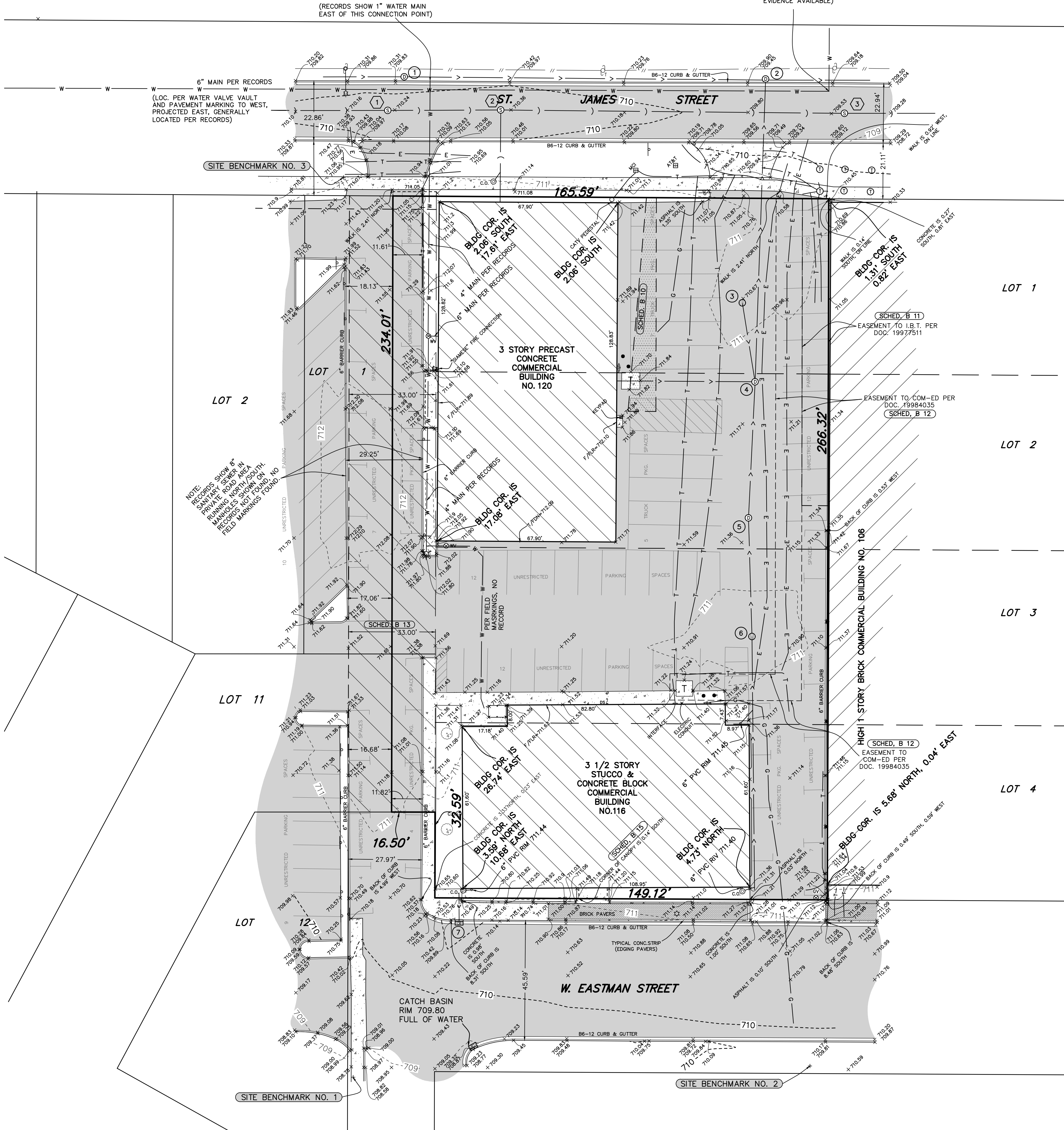
GENTILE AND ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS

SEE SHEET 1 OF 2 FOR BOUNDARY INFORMATION

550 E. ST. CHARLES PLACE
LOMBARD, ILLINOIS 60148
PHONE : (630) 916-6262



(RECORDS SHOW WATER
MAIN HEADING NORTH
IN THIS GENERAL
LOCATION-NO
DIMENSIONS, OR FIELD
EVIDENCE AVAILABLE)



Affordable Housing Plan
116-120 Eastman
Mylo Residential
Compasspoint Development, LLC

Project Description

The Developer, Compasspoint Development, with Residential brand Mylo Residential intends to develop a mixed use building located at Eastman, Highland and St. James. The Project will be comprised of a total of 150 dwelling units, a restaurant, and 201 parking spaces located within a 7 story building.

Dwelling Units:

Total Dwelling Units:	150
Total Market Rate Units:	140
Total Inclusionary Units:	10 on site

Note: Developer proposes to pay the Fee In Lieu Fee for the additional 4 required Inclusionary Units.

Bedroom counts:

Market Rate Units:	
Studio:	15
One Bedroom	113
Two Bedroom	22
Inclusionary Units	
Studio:	1
One Bedroom:	8
Two Bedroom	1

Unit sizes (average)

Studios	505
One Bedroom	753
Two bedroom	1,063

NOTE: Inclusionary units will be the same average unit sizes as market rate units.

Location of Inclusionary Units: Inclusionary units will generally be located throughout the building. They will not be clustered in any one area of the building.

Rental Rates:

Market Units	
Studios	\$1,800/mo
One Bedroom	\$2,200/mo
Two Bedroom	\$2,700/mo

Inclusionary Units

Studios	\$1,095/mo (as permitted under law)
One Bedrooms	\$1,173/mo (as permitted under law)
Two Bedroom	\$1,407/mo (as permitted by law)

Overall Provisions:

The Developer intends to utilize the Fee in Lieu of option for the 1.25 additional inclusionary dwelling units. For 2022 this fee is \$26,890 per dwelling unit.

If required to provide all of the inclusionary units within the building instead of the proposed Fee In Lieu of payment for the four additional required units the project will not be feasible to finance. The financing requirements for similar projects have become much stricter than pre-covid. This is coupled with the increase in costs of construction (both material and labor) and the increase in real estate tax assessments (especially in north-west suburbs). If required to add the additional 4 inclusionary units within the building the project will be unlikely to meet the financing requirements of the proposed lenders. The additional equity that would be required would be \$1,200,000, which would possibly delay the ability of the project to go forward. The inclusionary units will cost the same to construct as the market rate units and the buildings extensive amenities (pool, co-working spaces, lounges) will be utilized by all of the residents. The inclusionary units will rent for approximately 50% less per square foot, yet they will cost the same to construct as the market rate units. The assessed value of the building will not take into account the less amount of rent for the Inclusionary Units so the taxes on these 8 units will be the same as the market rate units despite the 50% less rent.

The project will be constructed in one single phase so the Inclusionary Units will be available to be leased and occupied at that same time as all other units in the building. All of the dwelling units in the building (market and inclusionary) shall have the same interior finished.

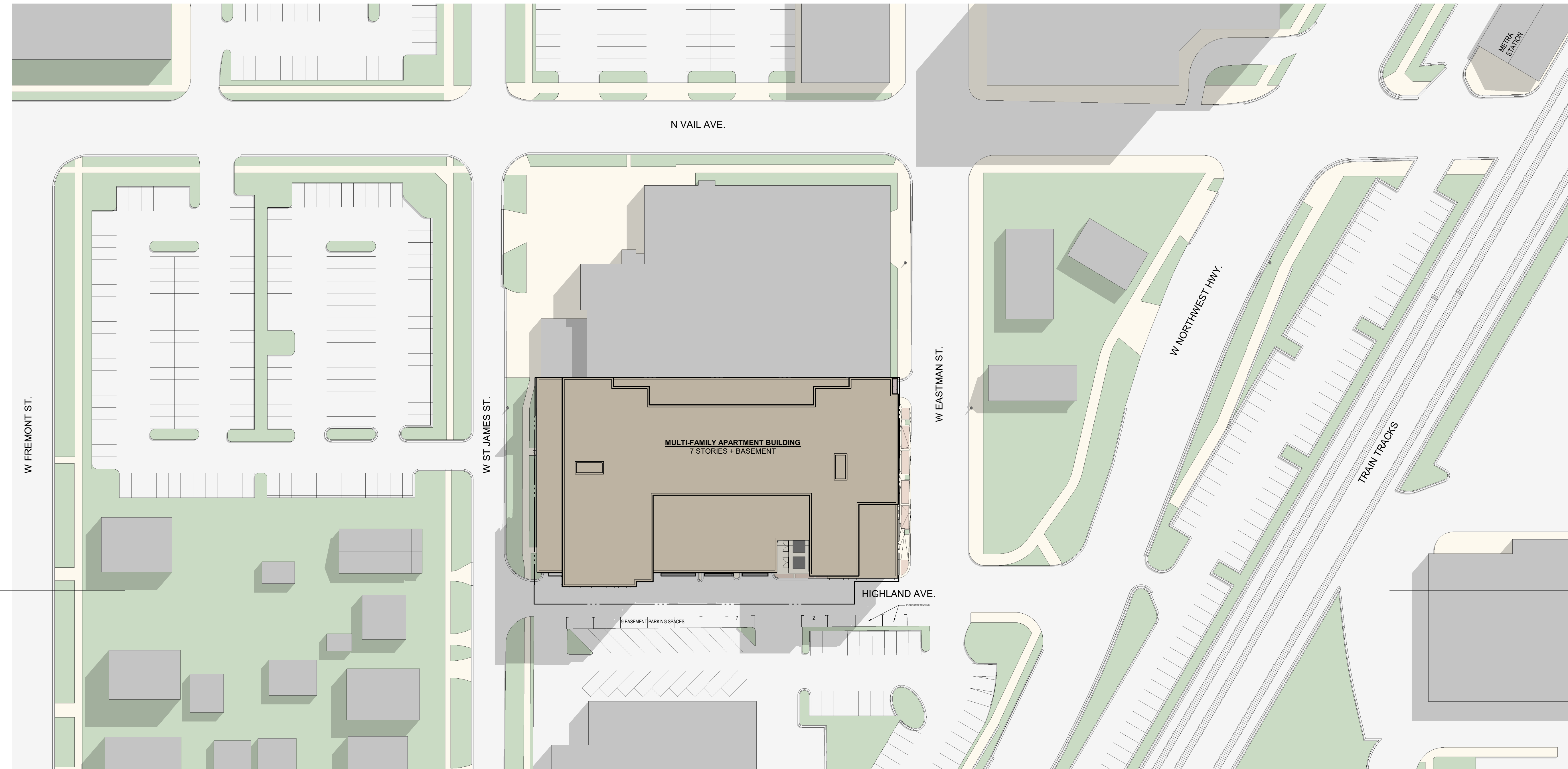
The rental rates for inclusionary units will be based on the following and updated according to the Inclusionary Housing Guidelines:

Household Size

1 (Studios)	
Maximum Income:	\$43800
Maximum Rent:	\$1095
2 (one Bedroom)	
Maximum Income:	\$50,040
Maximum Rent:	\$1,173
3 (two Bedroom)	
Maximum Income	456,280
Maximum Rent:	\$1407



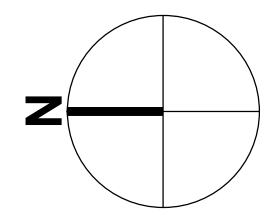
2
01 SITE CROSS SECTION
SCALE: 1" = 40'-0"



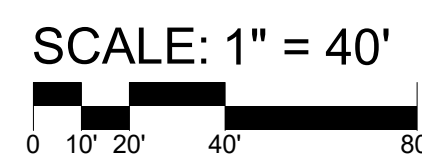
1
01 OVERALL SITE PLAN
SCALE: 1" = 40'-0"



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



PROJECT



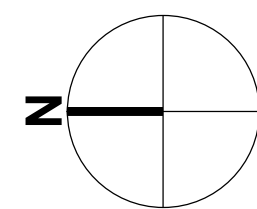
ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
05/15/2023 Project #: 22008

1 SITE PLAN
02 SCALE: 1/16" = 1'-0"



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



PROJECT

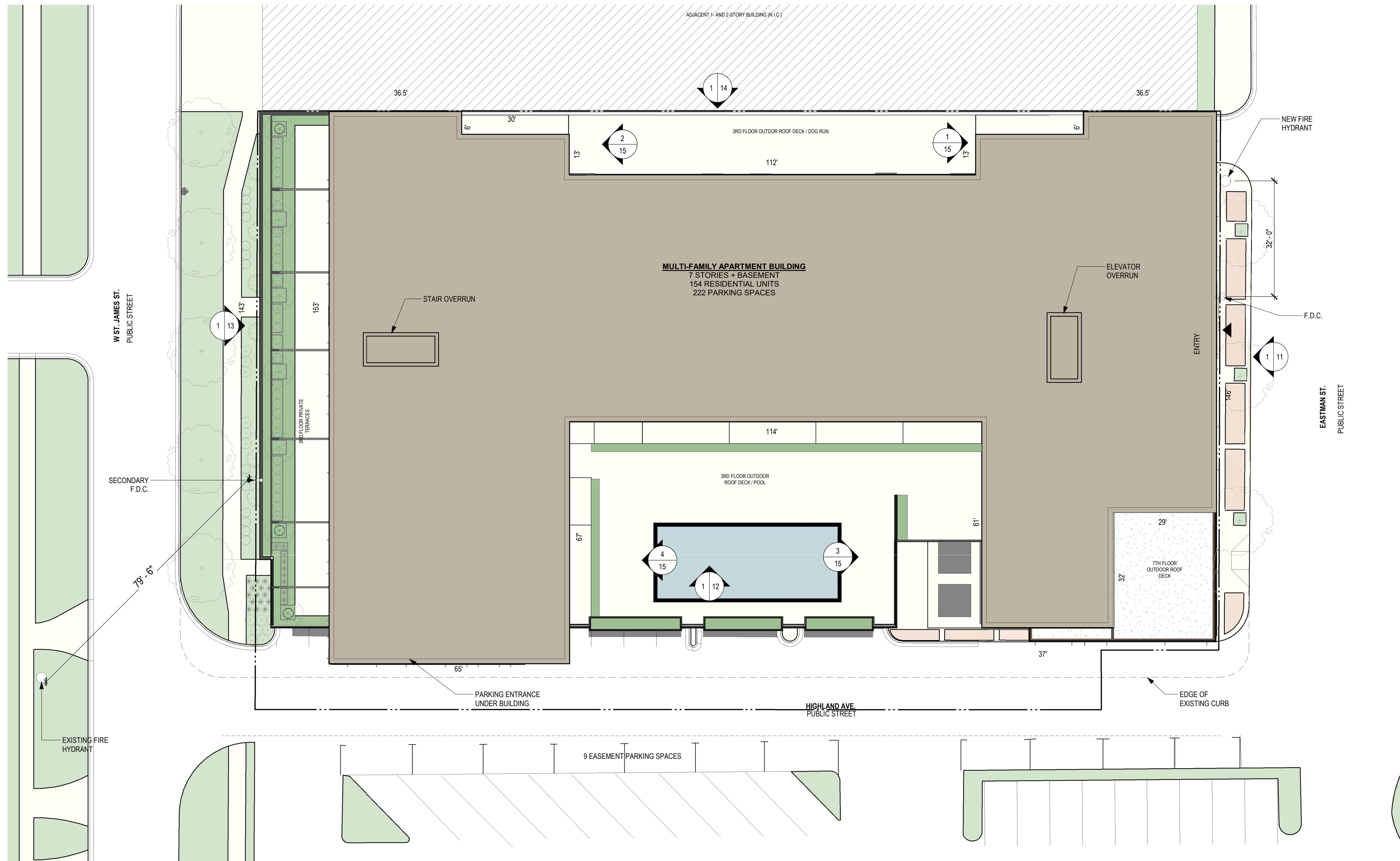
SCALE: 1/16" = 1' 0"
0' 4' 8' 16' 32'



ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
05/15/2023 Project #: 22008

02

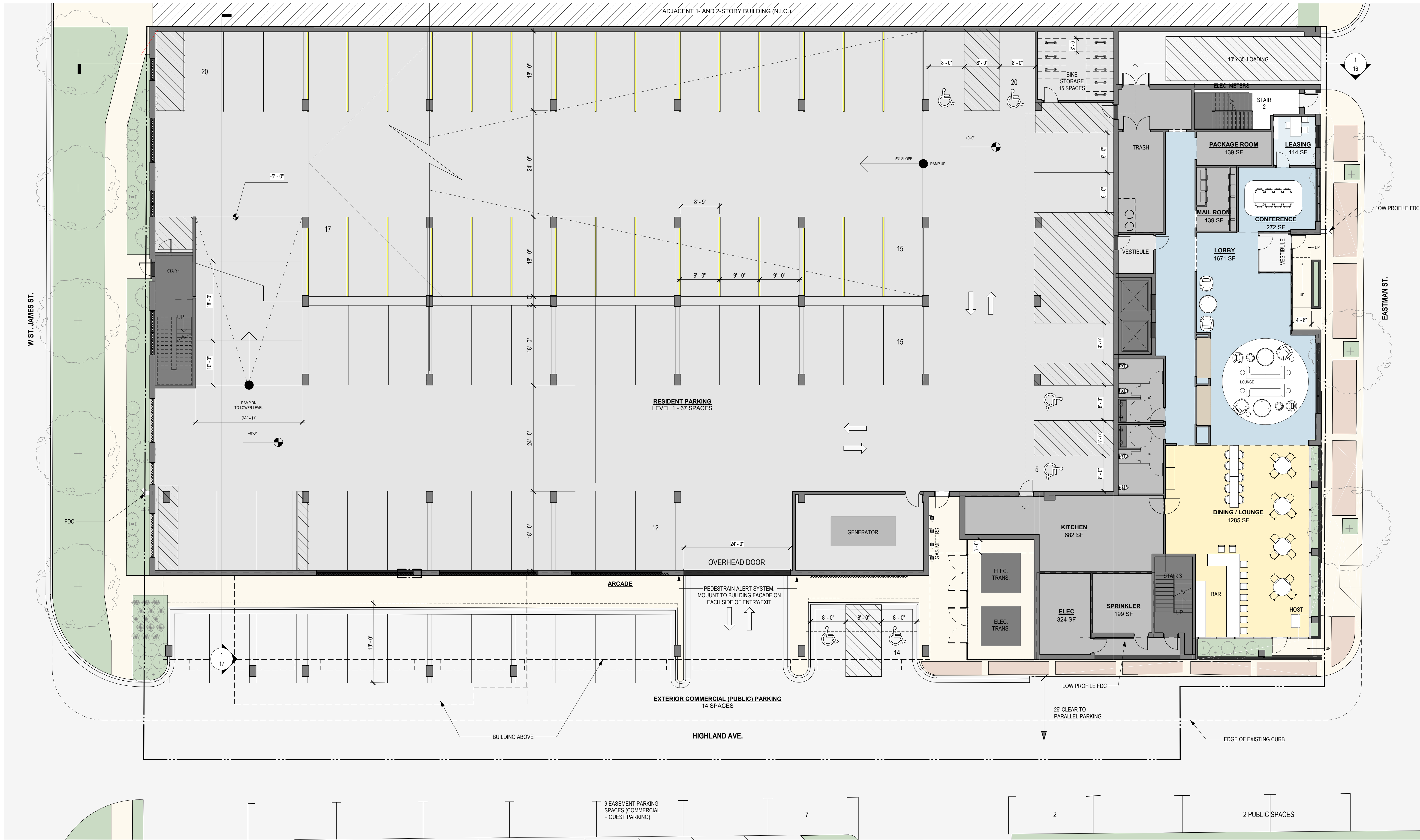


ZONING SUMMARY		
PROPOSED ZONING DISTRICT:	B-5	
ZONING DESCRIPTION:	43,984 SF	
SITE AREA:	ORDINANCE REQUIREMENT	PROPOSED
FAR	N/A	
AREA / DWELLING UNIT:		
1 Bedroom	300 sf lot area / DU	
2 Bedroom	400 sf lot area / DU	
FRONT YARD		
Adjacent Residential Minimum: 5 FT.	0'-0"	0'-0"
Adjacent Other Minimum: N/A		
SIDE YARD (NEXT TO R-ZONE)		
Adjacent Residential Minimum: Setback of adjacent residential district. Adjacent Other Minimum: 5 ft. if abutting street or alley	0'-0"	0'-0"
REAR YARD (NEXT TO R-ZONE)		
Adjacent Residential Minimum: 25 ft. or 20% of lot depth, whichever is less. Adjacent Other Minimum: N/A	0'-0"	0'-0"
HEIGHT (W/ GROUND FLOOR RETAIL)	90'-0"	84'-0"
PARKING		
STUDIO & 1 BEDROOM UNITS	1 space / unit	
2-BR UNIT	1.25 space / unit	
LOADING	(1) 10'x30'x14'H	
TOTAL RESIDENTIAL PARKING SPACES	154	
RESTAURANT	1 space / 200sf seating	
	7 req'd spaces	
TOTAL:	161	224

DEVELOPMENT SUMMARY			
BUILDING AREA			
	GROSS	NET (RESIDENTIAL)	PARKING
TOTAL:	6,321	--	
LEVEL 01:	22,788		26,475
LEVEL 02:	36,530	5,118	29,870
LEVEL 03:	26,422	19,234	
LEVEL 04:	26,422	23,264	
LEVEL 05:	26,422	23,264	
LEVEL 06:	26,422	23,264	
LEVEL 07:	25,352	19,398	
TOTAL:	297,827	114,852	56,345
PARKING			
	RESIDENTIAL	COMMERCIAL	TOTAL
LOWER LEVEL	39	0	39
LEVEL 01	97	0	97
LEVEL 02	77 (+18 TANDER)	14 public spaces	90
TOTAL PROVIDED	203	23	224
TOTAL REQ'D	154	7	161
BIKE PARKING			
	RESIDENTIAL	COMMERCIAL	TOTAL
LEVEL 01	15	0	15
TOTAL PROVIDED	15	0	15
TOTAL REQ'D	15	0	15

UNIT MATRIX					
	STUDIO	1-BED	1-B+DEN	2-BED	TOTALS
LEVEL 2	1	5	1	--	7
LEVEL 3	6	14	6	1	27
LEVEL 4	4	15	7	4	30
LEVEL 5	4	15	7	4	30
LEVEL 6	4	15	7	4	30
LEVEL 7	3	13	8	2	26
TOTALS	22	77	38	15	150

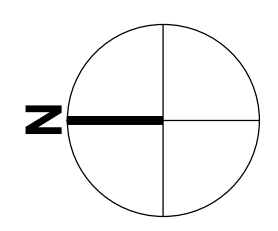
AVERAGE UNIT SIZE	
STUDIO	925 SQ. FT.
1-BED	753 SQ. FT.
2-BED	1083 SQ. FT.



1 03 1ST FLOOR PLAN
SCALE: 1" = 10'-0"



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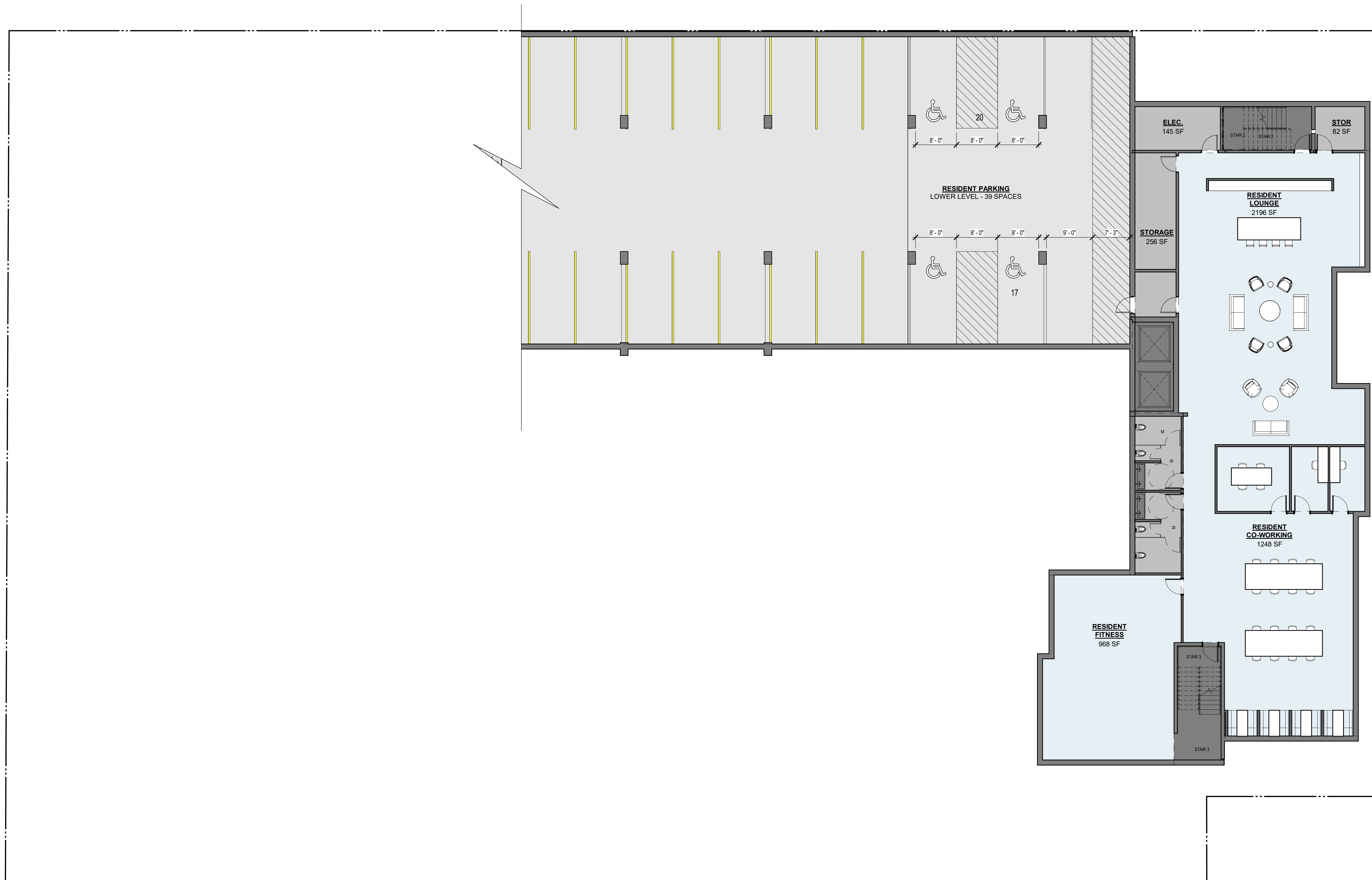


SCALE: 1" = 10'
0 2.5' 5' 10' 20'



ARLINGTON HEIGHTS MULTI-FAMILY

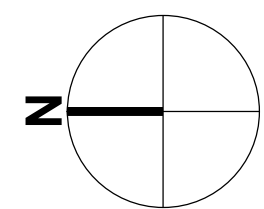
116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
05/15/2023 Project #: 22008



1 BASEMENT FLOOR PLAN
04 SCALE: 1" = 10'-0"



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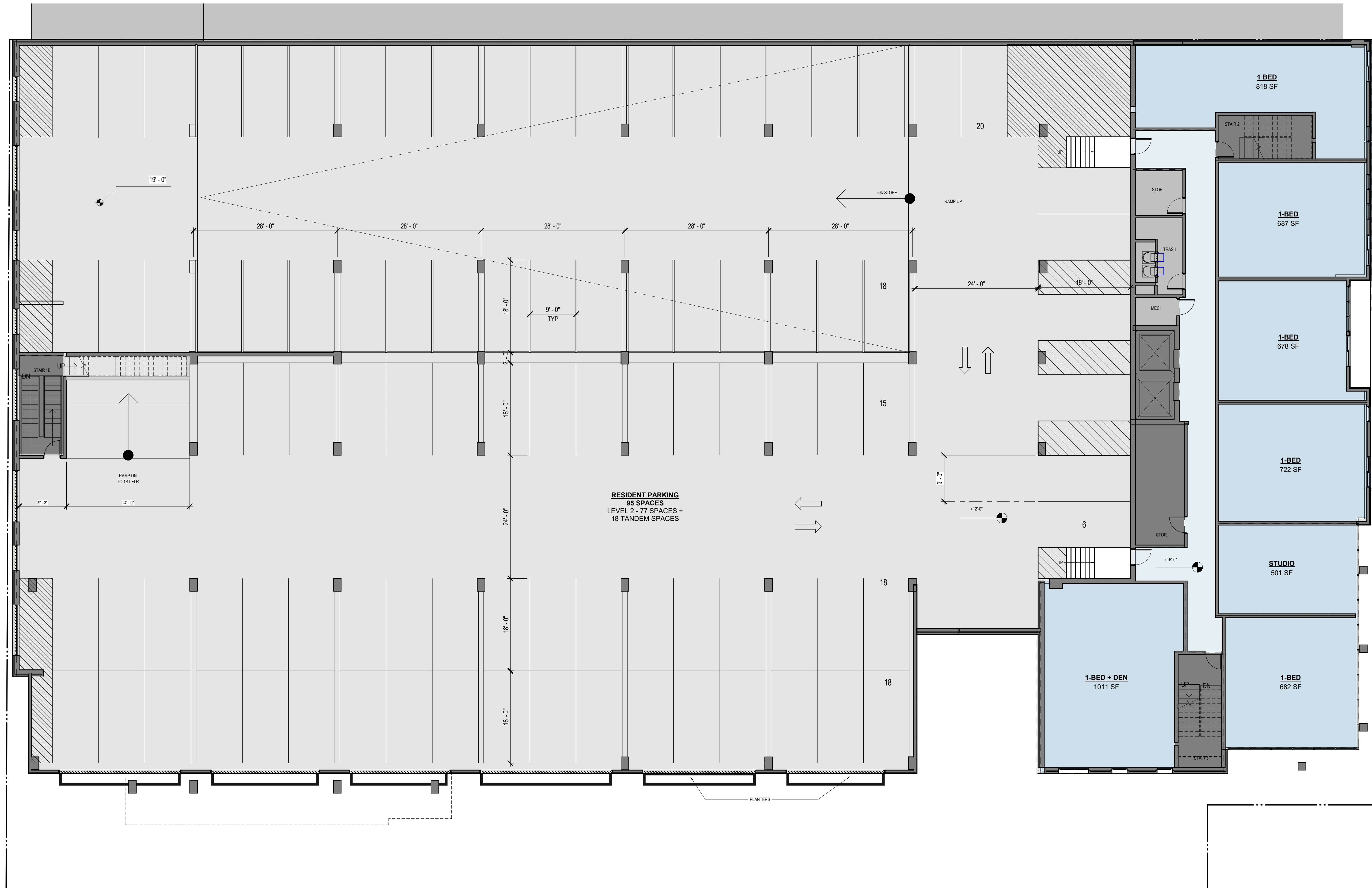
PROJECT

SCALE: 1" = 10'
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ARLINGTON HEIGHTS MULTI-FAMILY

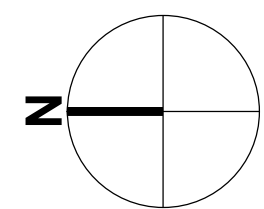
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1 05 2ND FLOOR PLAN - 7 UNITS
SCALE: 1" = 10'-0"



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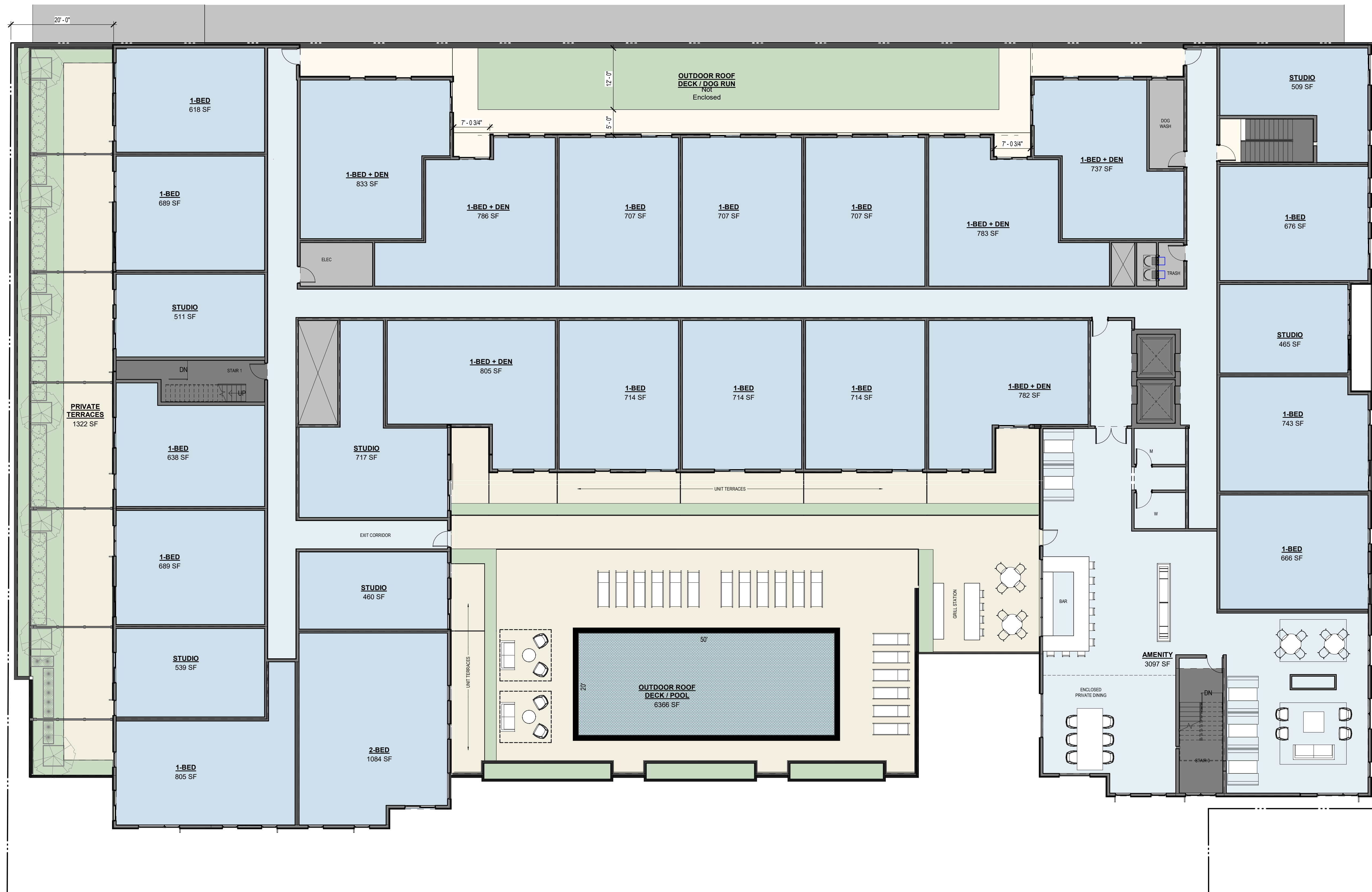
PROJECT

SCALE: 1" = 10'
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ARLINGTON HEIGHTS MULTI-FAMILY

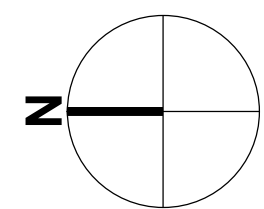
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1 06 3RD FLOOR PLAN - 27 UNITS
SCALE: 1" = 10'-0"



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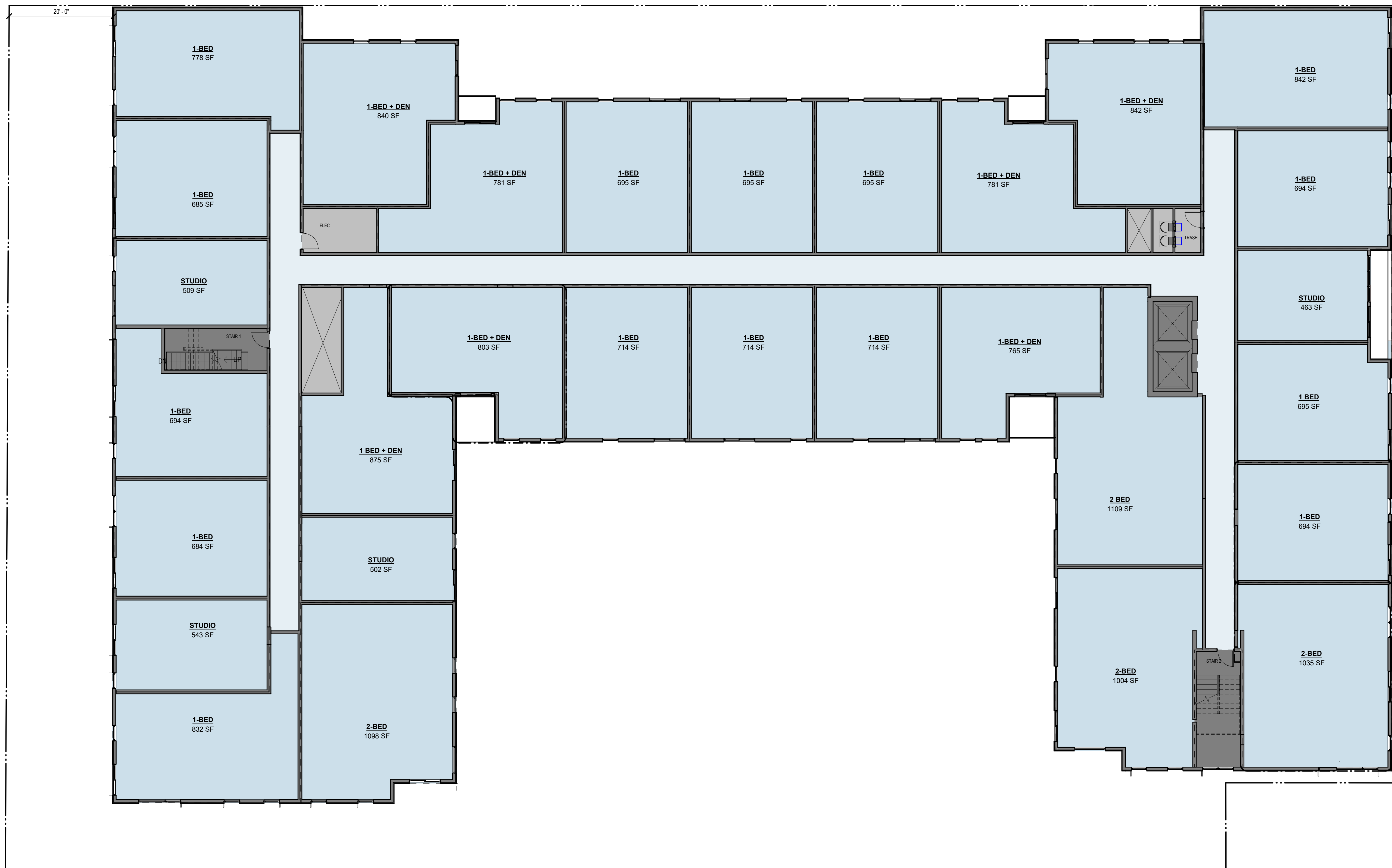
PROJECT

SCALE: 1" = 10'



ARLINGTON HEIGHTS MULTI-FAMILY

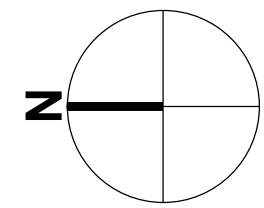
116 W EASTMAN STREET
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05/15/2023 Project #: 22008



1
07 TYPICAL FLOOR PLAN (4TH - 6TH)
SCALE: 1" = 10'-0"



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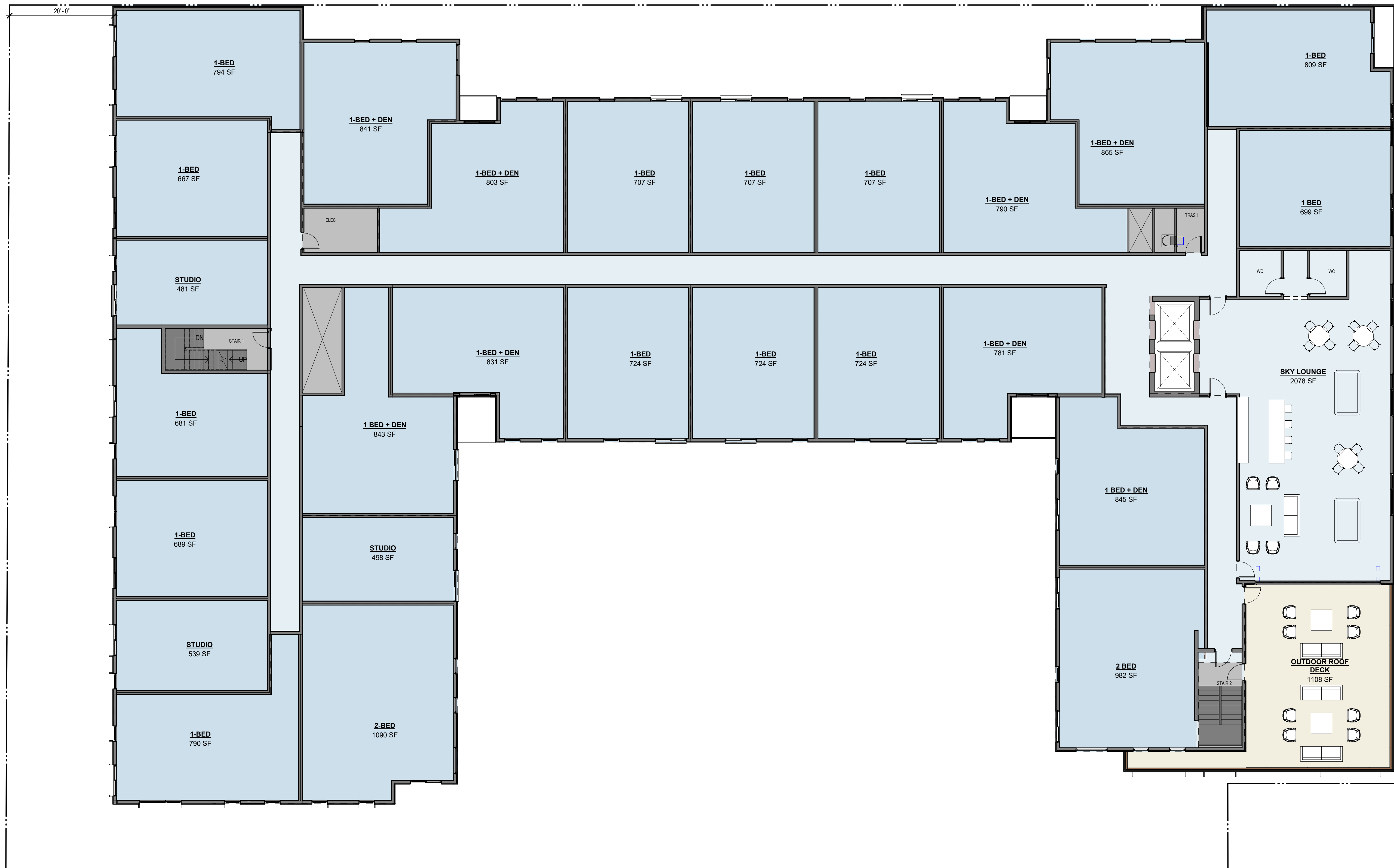
PROJECT

SCALE: 1" = 10'
0 2.5' 5' 10' 20'



ARLINGTON HEIGHTS MULTI-FAMILY

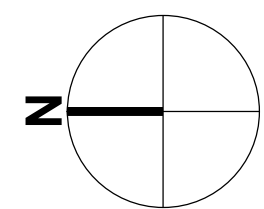
116 W EASTMAN STREET
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1
08 7TH FLOOR PLAN
SCALE: 1" = 10'-0"



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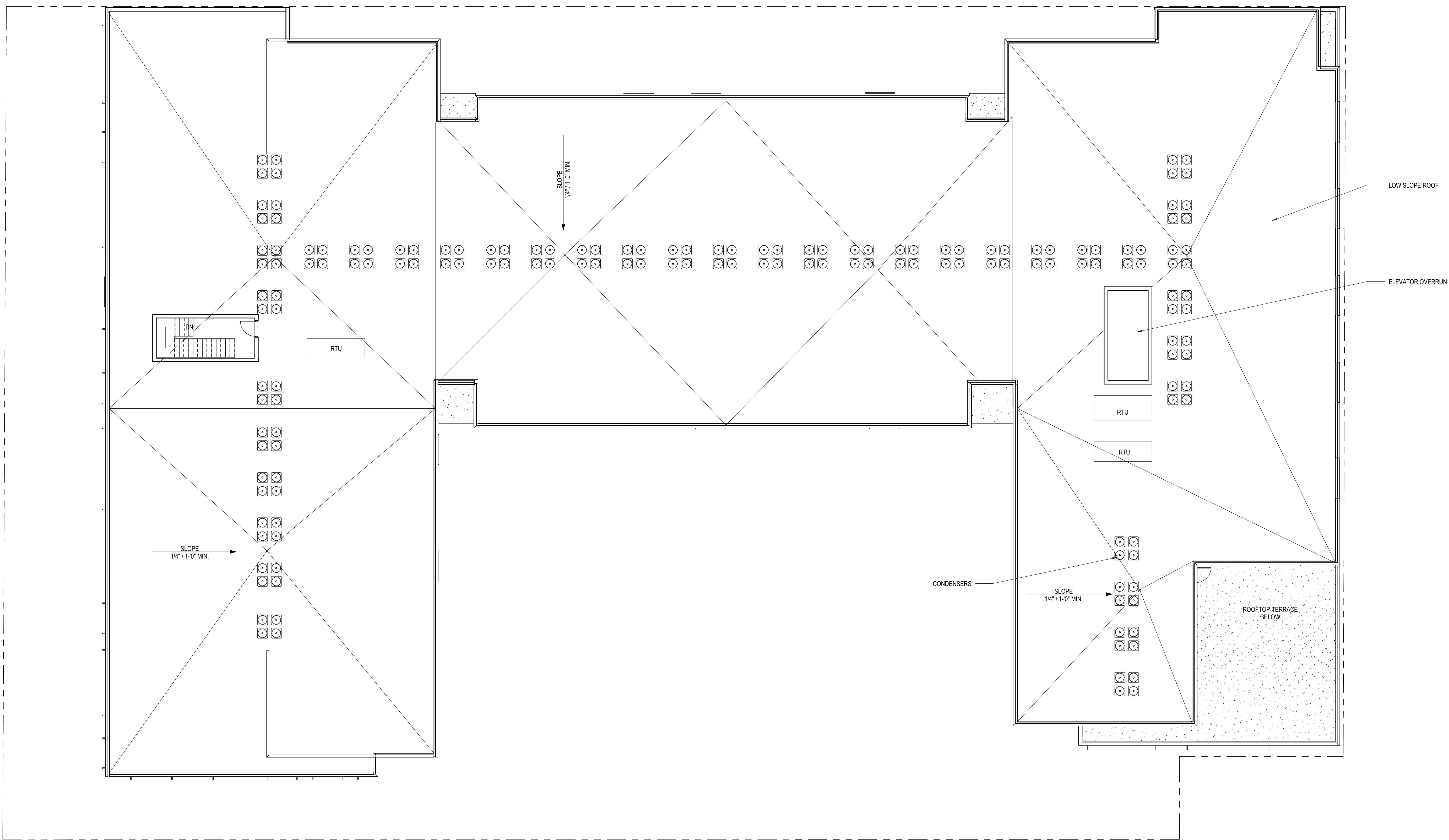
PROJECT

SCALE: 1" = 10'
0 2.5' 5' 10' 20'



ARLINGTON HEIGHTS MULTI-FAMILY

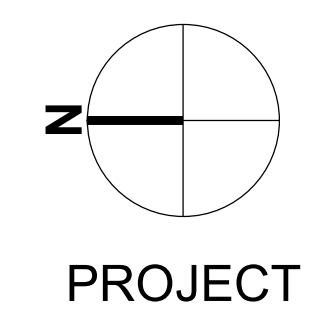
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1 ROOF PLAN
09 SCALE: 1" = 10'-0"



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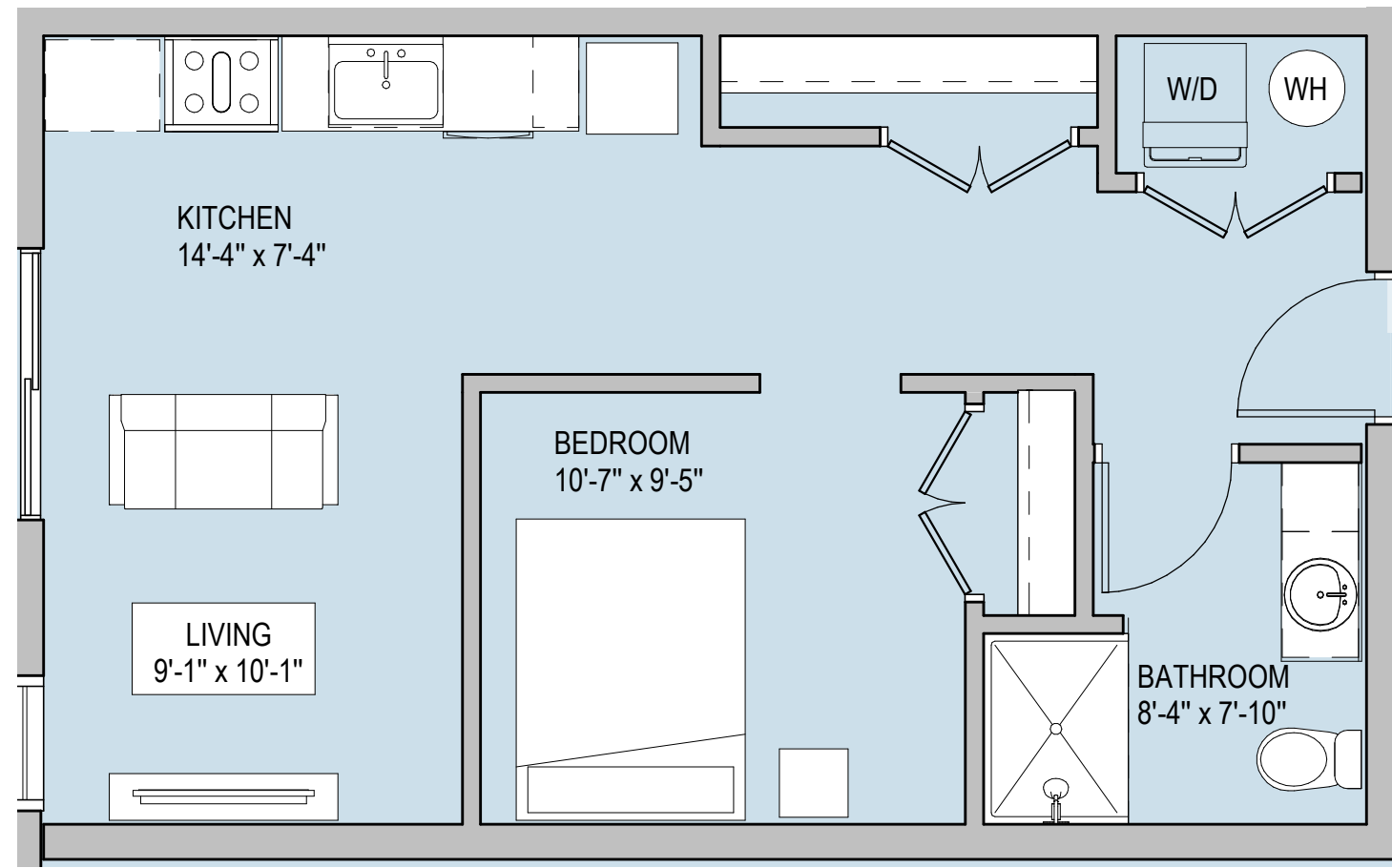


SCALE: 1" = 10'
0 2.5' 5' 10' 20'

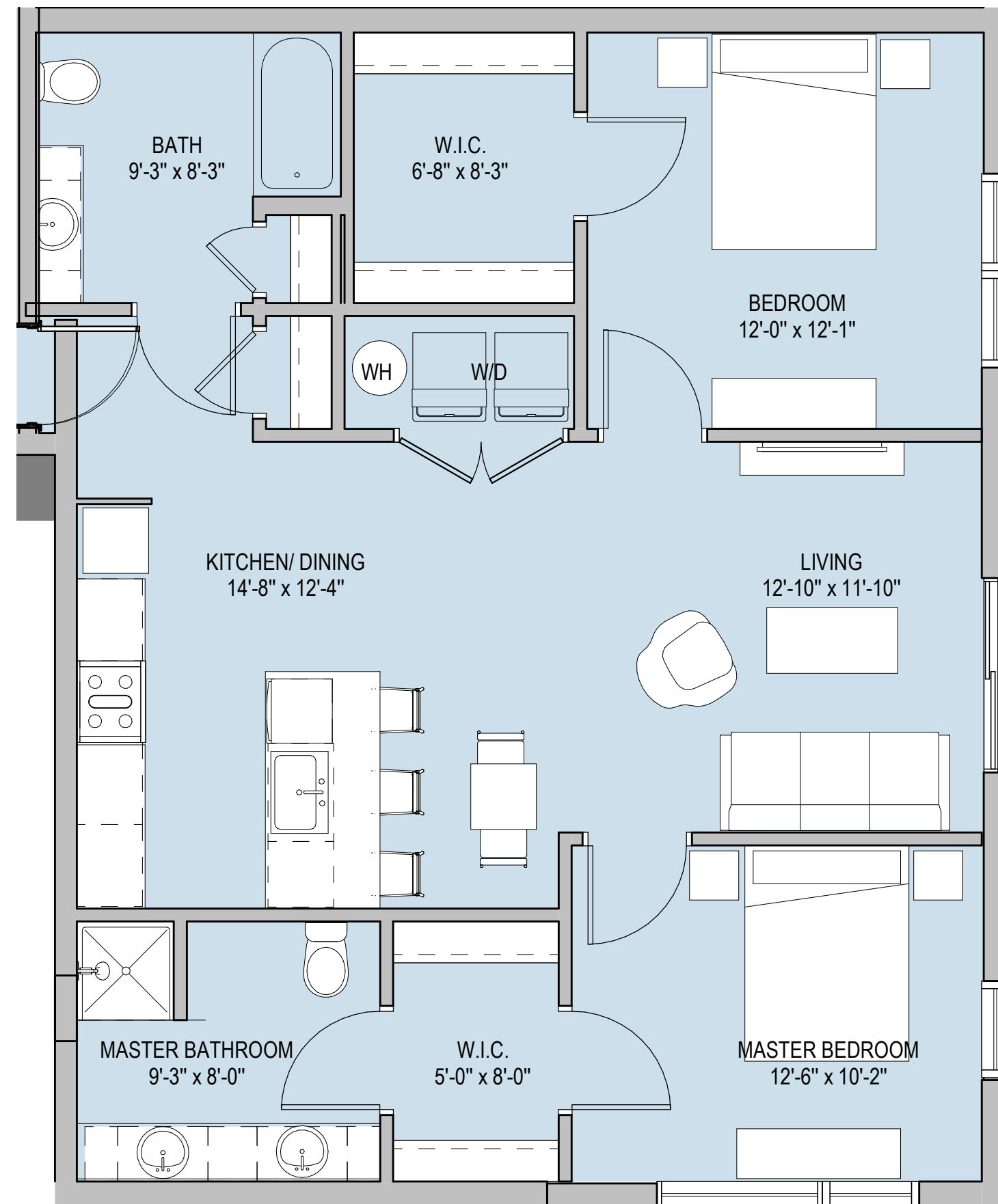


ARLINGTON HEIGHTS MULTI-FAMILY

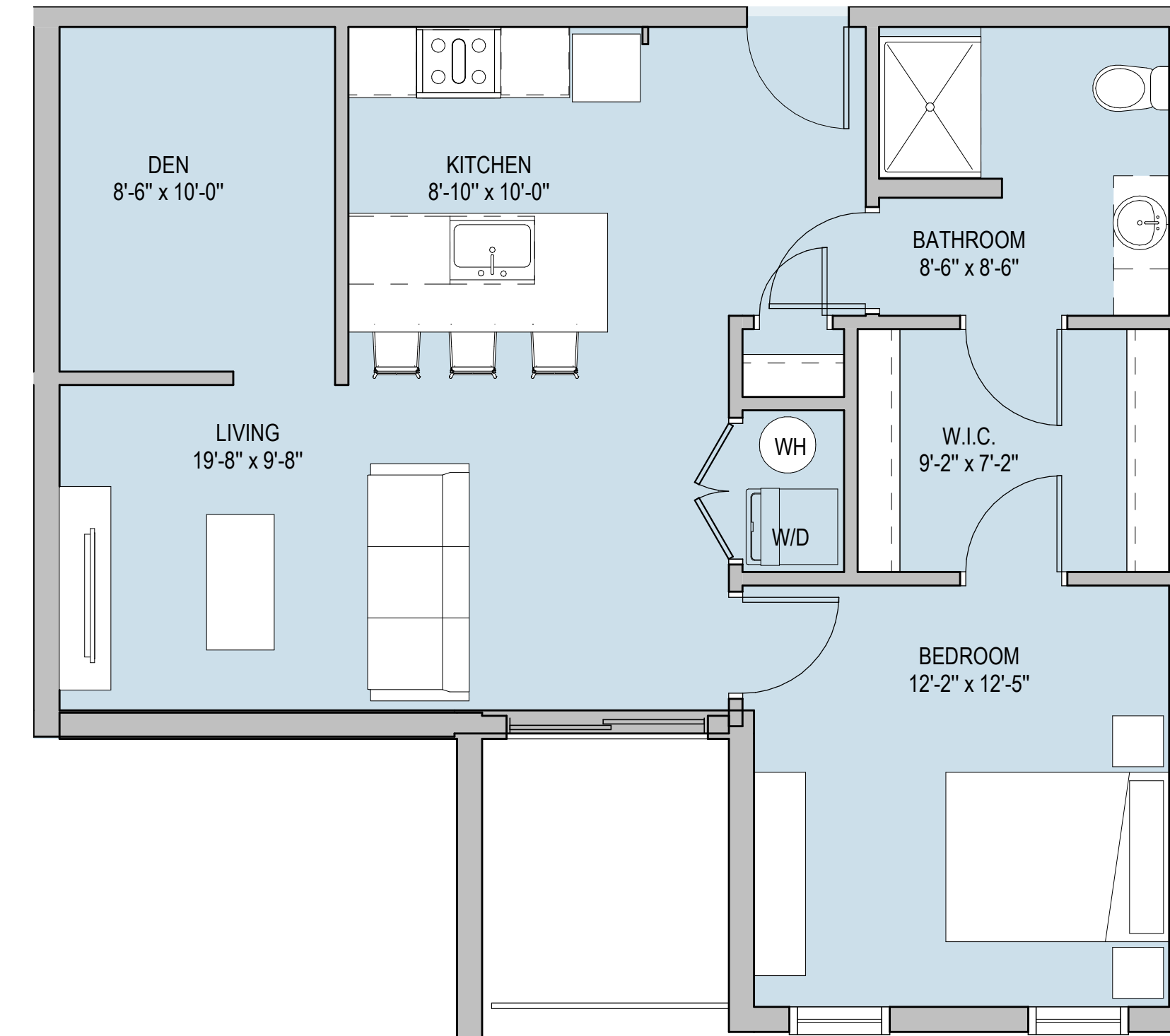
116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
05/15/2023 Project #: 22008



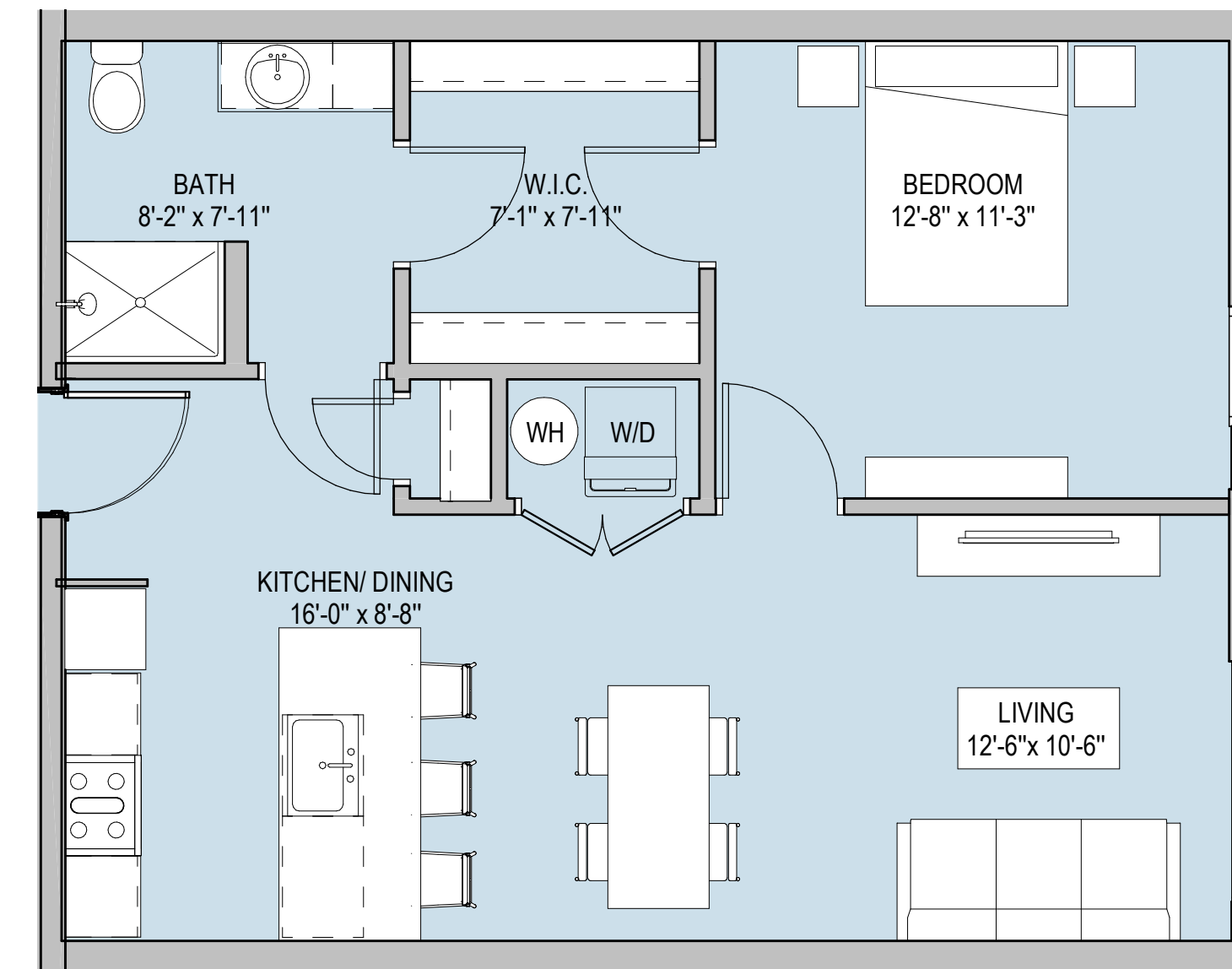
2
10
TYPICAL STUDIO UNIT PLAN
SCALE: 1/4" = 1'-0"



3
10
TYPICAL TWO BEDROOM UNIT PLAN
SCALE: 1/4" = 1'-0"



4
10
TYPICAL ONE BEDROOM + DEN
SCALE: 1/4" = 1'-0"



1
10
TYPICAL ONE BEDROOM UNIT PLAN
SCALE: 1/4" = 1'-0"



1
11 SOUTH ELEVATION
SCALE: 1" = 10'-0"

MATERIAL LIST

Brick	Interstate Brick, modular, blend of 'Ash' and 'Pewter'
Stone Base	Shouldice - Architectural, color: Colby
Fiber Cement (wood-look)	Ceraclad, 'Urban Cedar'
Fiber Cement (light gray)	Hardie Panel, color: 'Monterey Taupe'
Fiber Cement (dark gray)	Hardie Panel, color: 'Black Brown'
Glass/Alum storefront	Black finish
Vinyl Windows	Black finish
Balcony Railings	Prefinished Alum. Railing - Black
Parking Alum. Fins	Prefinished 8" Alum. batten - Black
Alum. Fins	Prefinished 8" Alum. batten - Bone White
Parking garage planters	Pre-finished Alum. Planters - Black
Wall coping	Pre-finished Alum. Coping



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1" = 10'
0 2.5' 5' 10' 20'



ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
05/15/2023 Project #: 22008

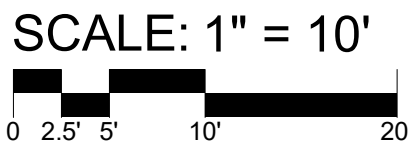


MATERIAL LIST

Brick	Interstate Brick, modular, blend of 'Ash' and 'Pewter'
Stone Base	Shouldice - Architectural, color: Colby
Fiber Cement (wood-look)	Ceraclad, 'Urban Cedar'
Fiber Cement (light gray)	Hardie Panel, color: 'Monterey Taupe'
Fiber Cement (dark gray)	Hardie Panel, color: 'Black Brown'
Glass/Alum storefront	Black finish
Vinyl Windows	Black finish
Balcony Railings	Prefinished Alum. Railing - Black
Parking Alum. Fins	Prefinished 8" Alum. batten - Black
Alum. Fins	Prefinished 8" Alum. batten - Bone White
Parking garage planters	Pre-finished Alum. Planters - Black
Wall coping	Pre-finished Alum. Coping



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600 W. Jackson, Suite 250
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ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
05/15/2023 Project #: 22008



1 NORTH ELEVATION
13 SCALE: 1" = 10'-0"

MATERIAL LIST

Brick	Interstate Brick, modular, blend of 'Ash' and 'Pewter'
Stone Base	Shouldice - Architectural, color: Colby
Fiber Cement (wood-look)	Ceraclad, 'Urban Cedar'
Fiber Cement (light gray)	Hardie Panel, color: 'Monterey Taupe'
Fiber Cement (dark gray)	Hardie Panel, color: 'Black Brown'
Glass/Alum storefront	Black finish
Vinyl Windows	Black finish
Balcony Railings	Prefinished Alum. Railing - Black
Parking Alum. Fins	Prefinished 8" Alum. batten - Black
Alum. Fins	Prefinished 8" Alum. batten - Bone White
Parking garage planters	Pre-finished Alum. Planters - Black
Wall coping	Pre-finished Alum. Coping



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1" = 10'
0 2.5' 5' 10' 20'



ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
05/15/2023 Project #: 22008



MATERIAL LIST

Brick	Interstate Brick, modular, blend of 'Ash' and 'Pewter'
Stone Base	Shouldice - Architectural, color: Colby
Fiber Cement (wood-look)	Ceraclad, 'Urban Cedar'
Fiber Cement (light gray)	Hardie Panel, color: 'Monterey Taupe'
Fiber Cement (dark gray)	Hardie Panel, color: 'Black Brown'
Glass/Alum storefront	Black finish
Vinyl Windows	Black finish
Balcony Railings	Prefinished Alum. Railing - Black
Parking Alum. Fins	Prefinished 8" Alum. batten - Black
Alum. Fins	Prefinished 8" Alum. batten - Bone White
Parking garage planters	Pre-finished Alum. Planters - Black
Wall coping	Pre-finished Alum. Coping



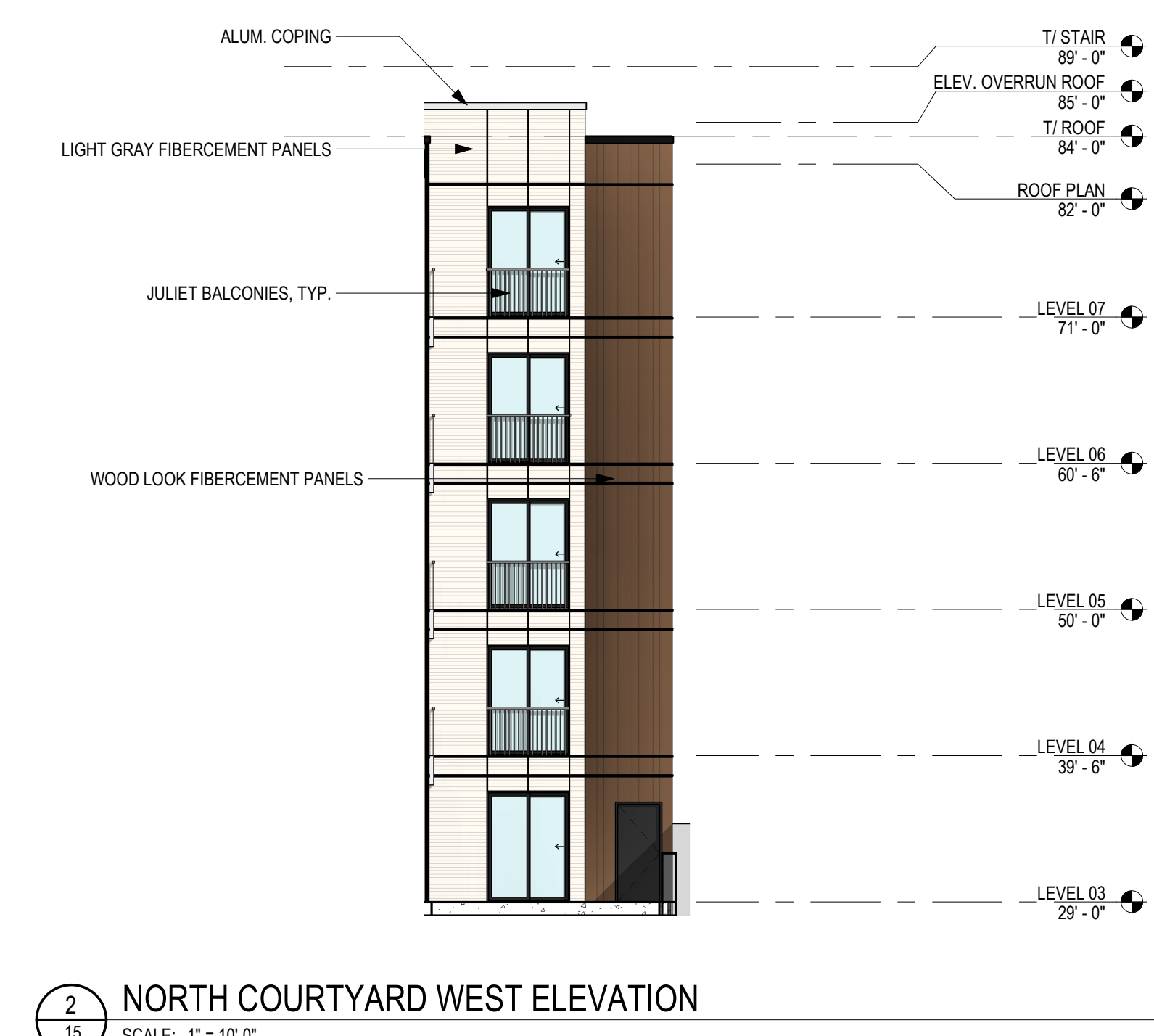
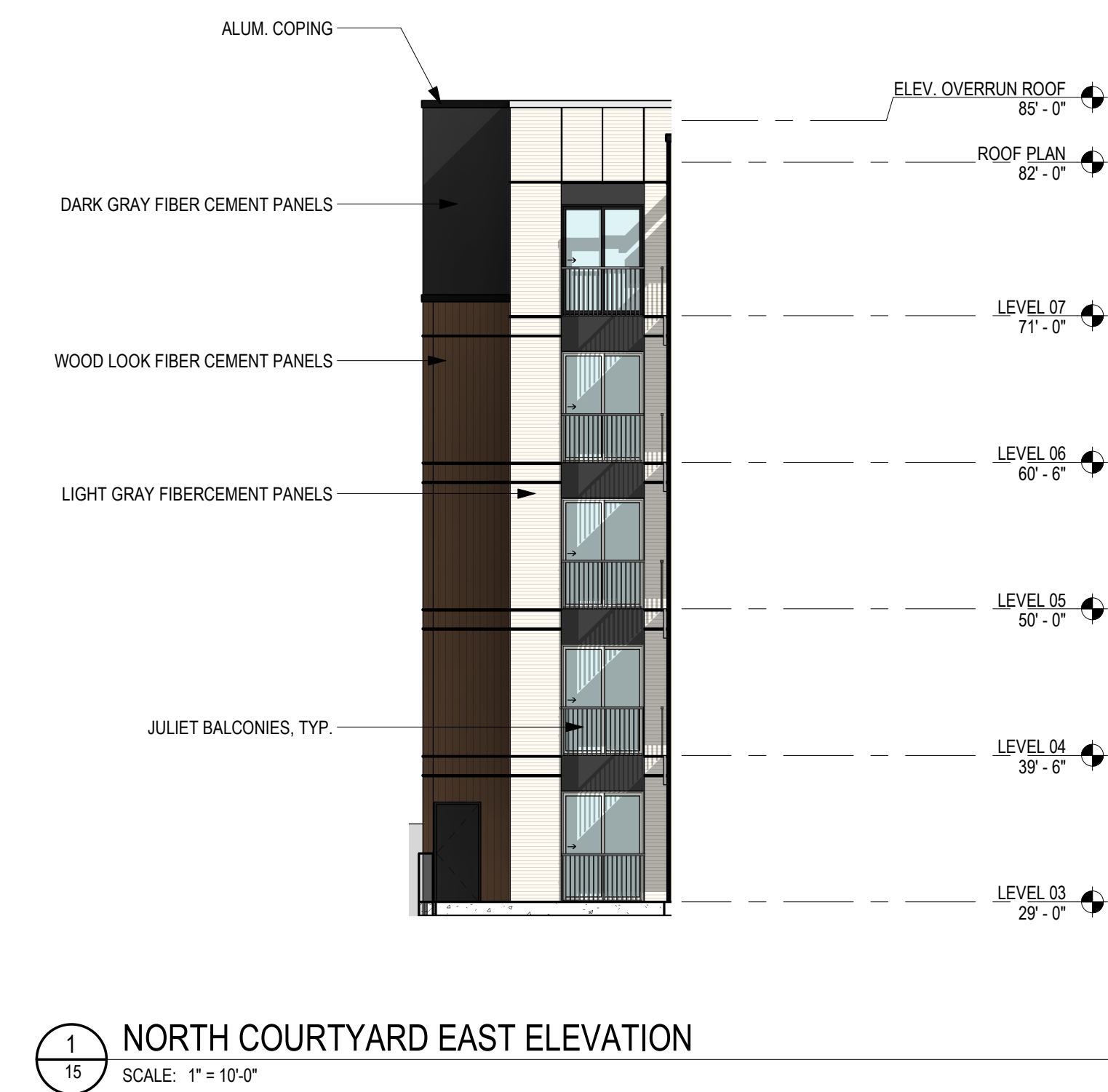
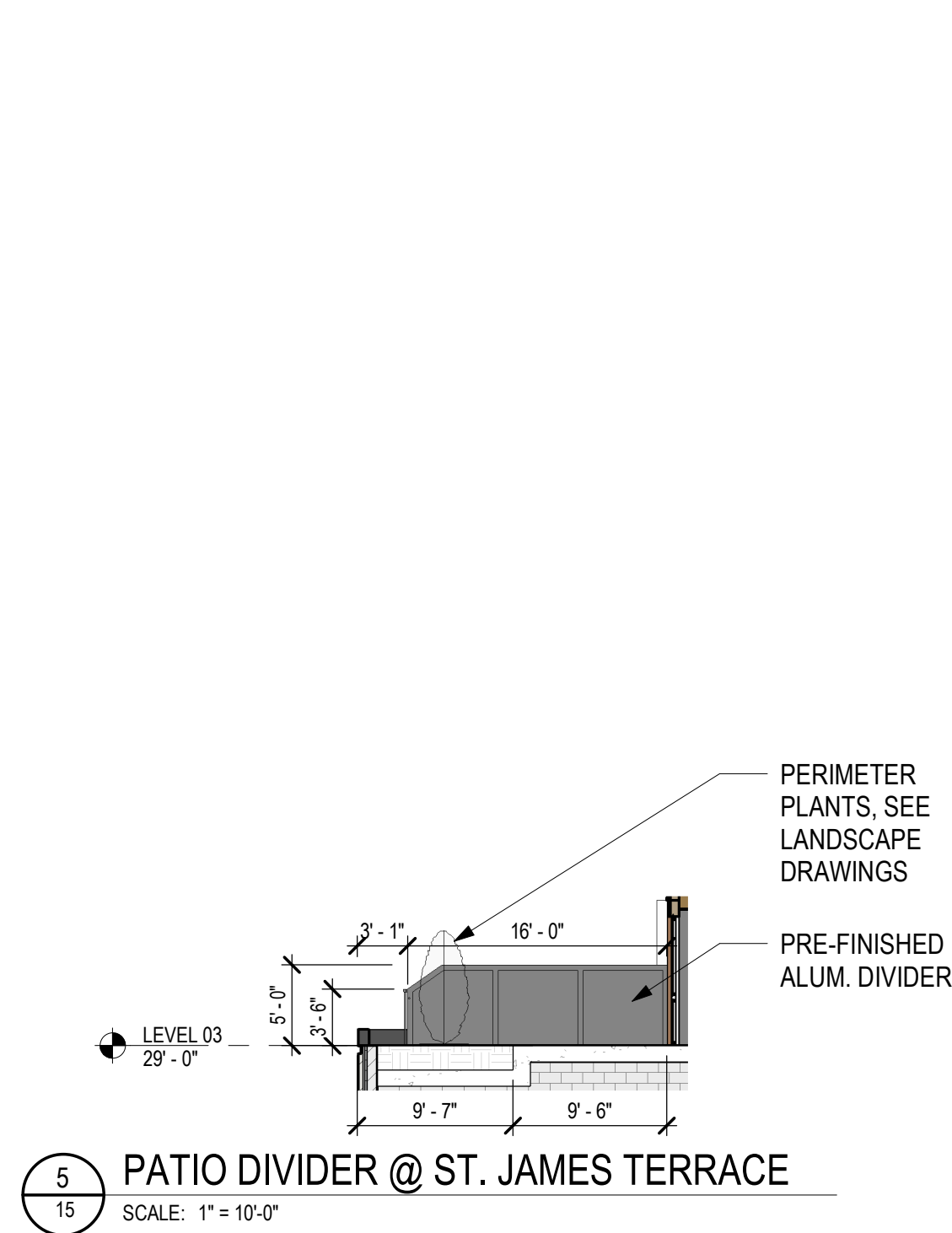
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1" = 10'



ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
05/15/2023 Project #: 22008



MATERIAL LIST

Brick	Interstate Brick, modular, blend of 'Ash' and 'Pewter'
Stone Base	Shouldice - Architectural, color: Colby
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OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1" = 10'



ARLINGTON HEIGHTS MULTI-FAMILY

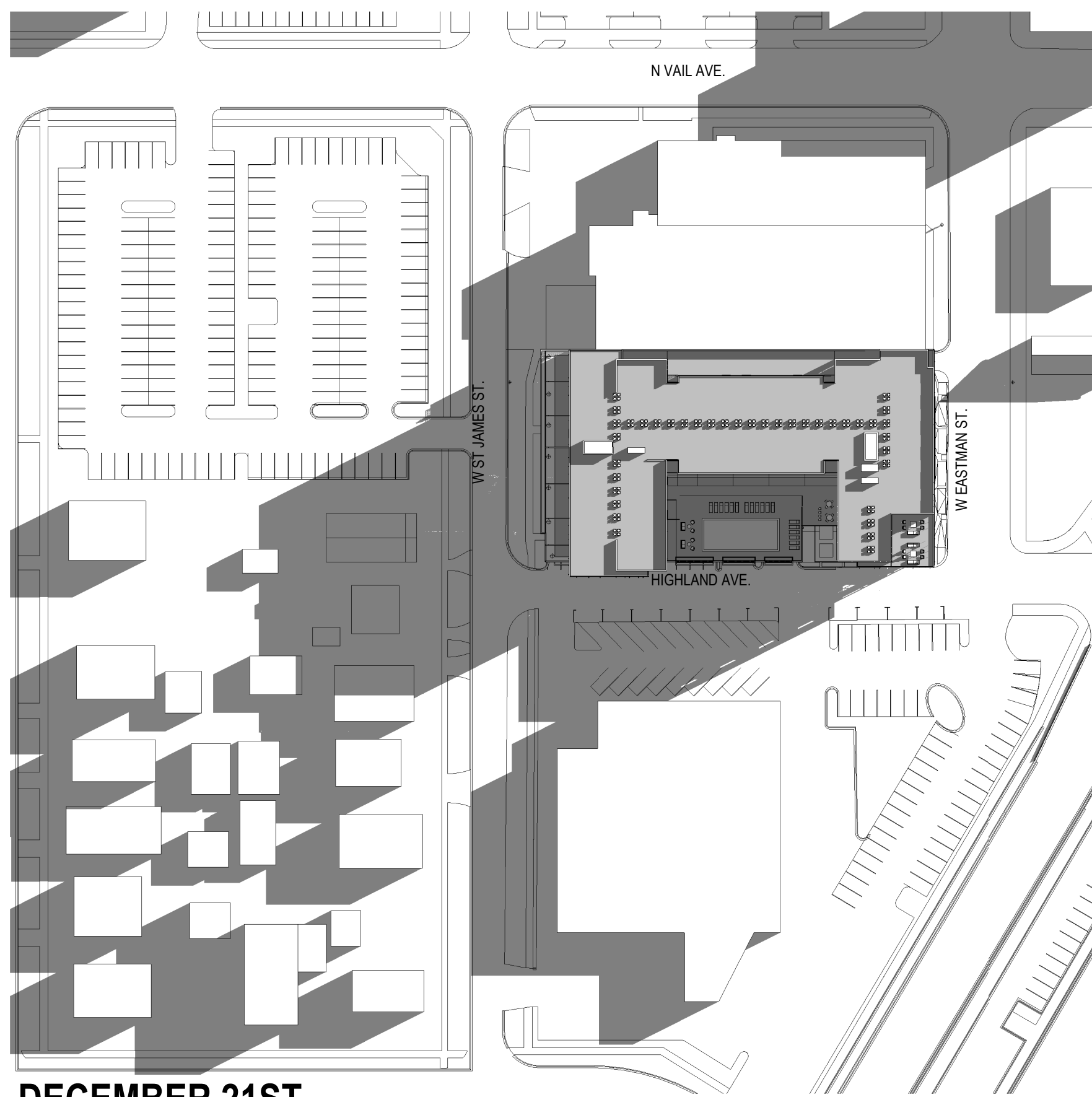
116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
05/15/2023 Project #: 22008



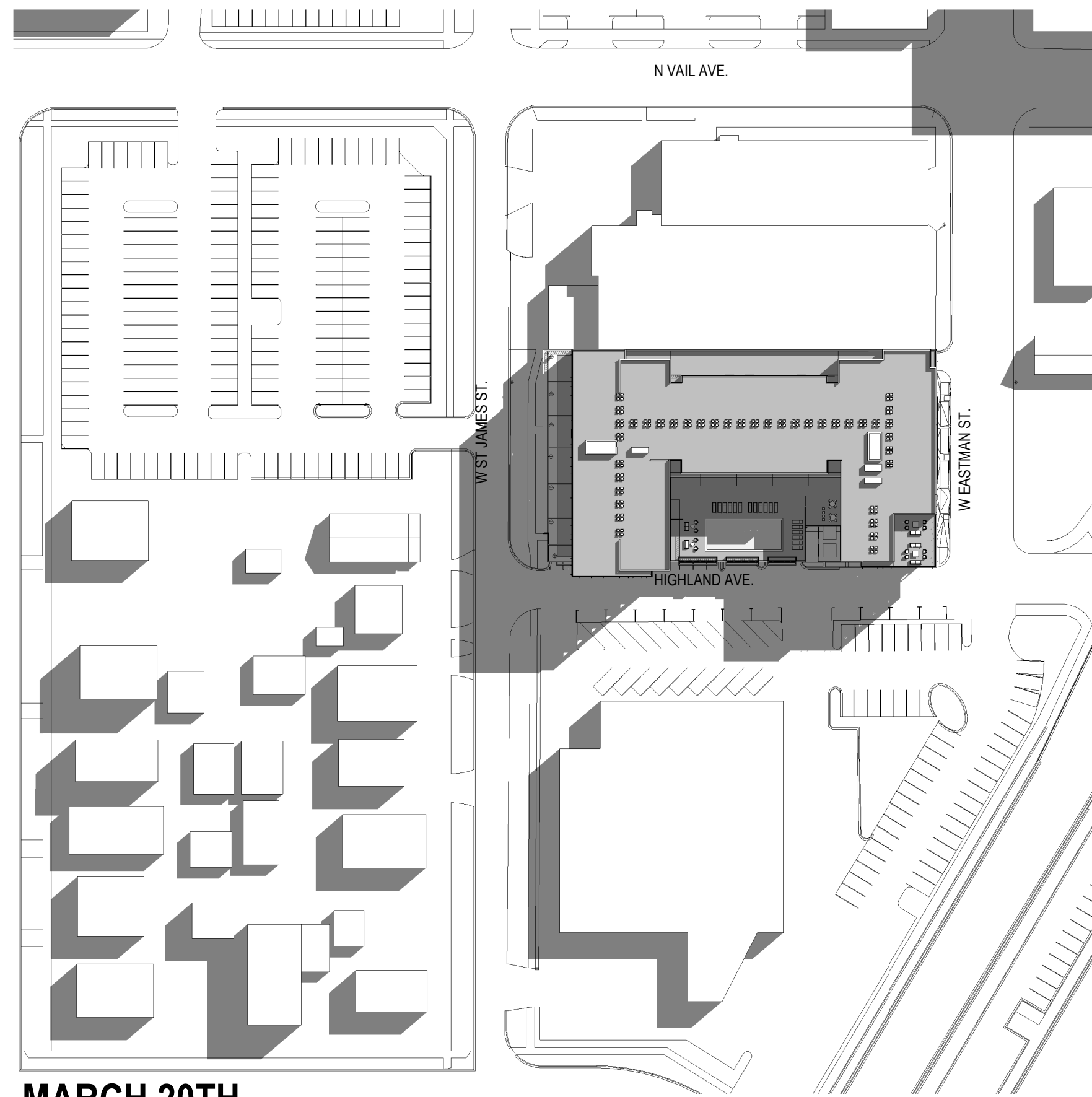
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SCALE: 1" = 10'-0"



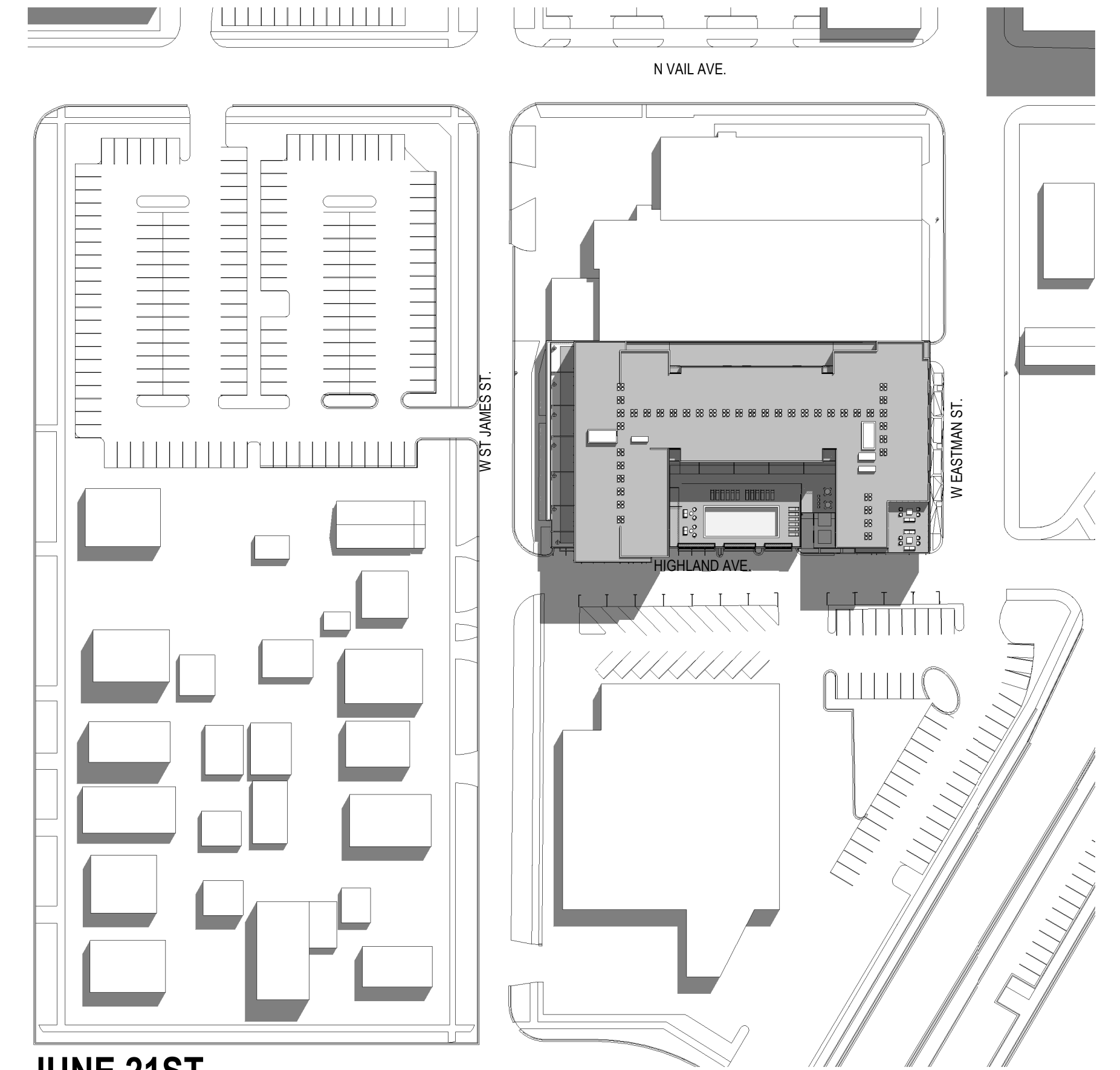
1 EAST-WEST BUILDING SECTION
17 SCALE: 1" = 10'-0"



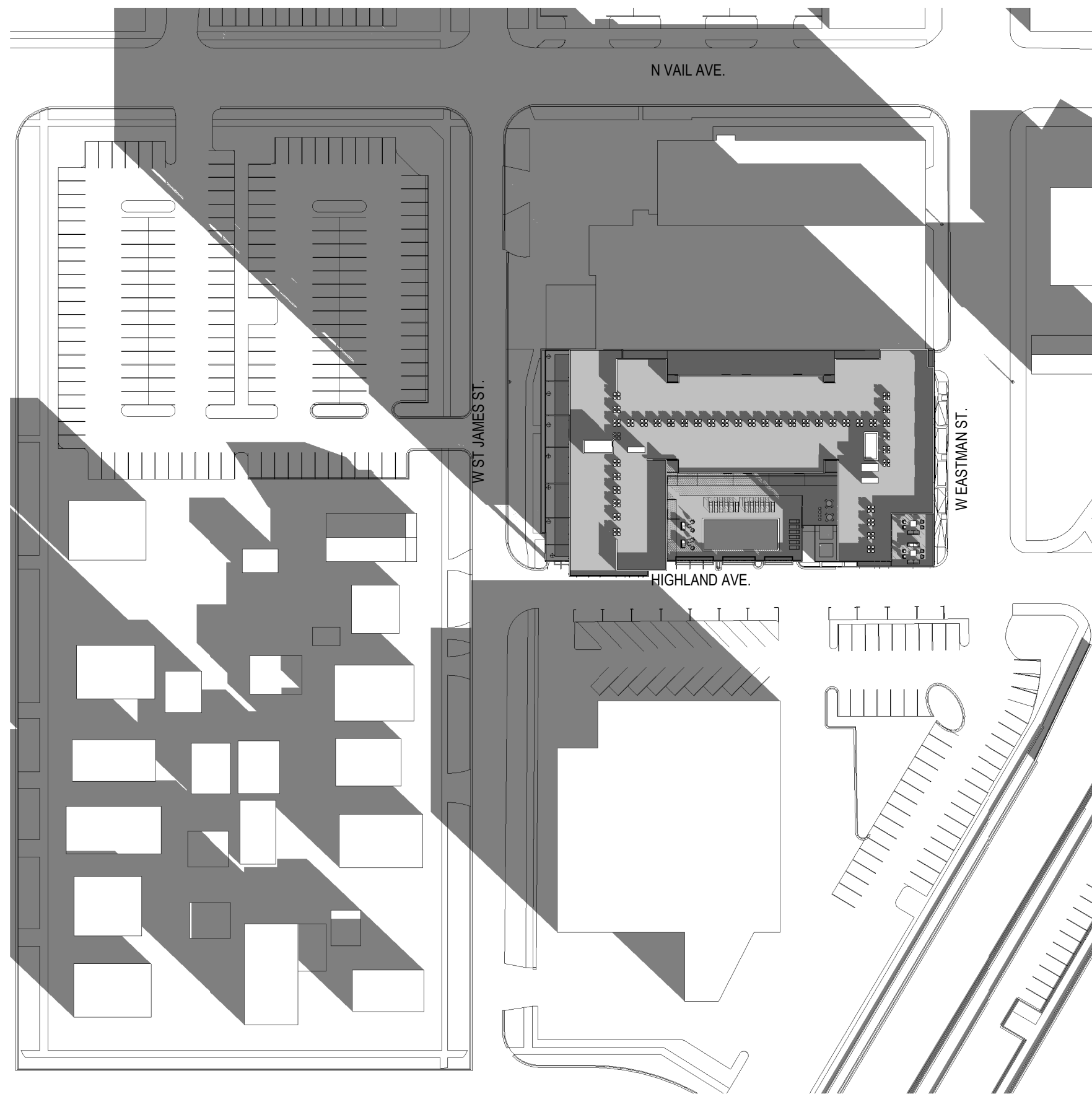
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10:00 AM



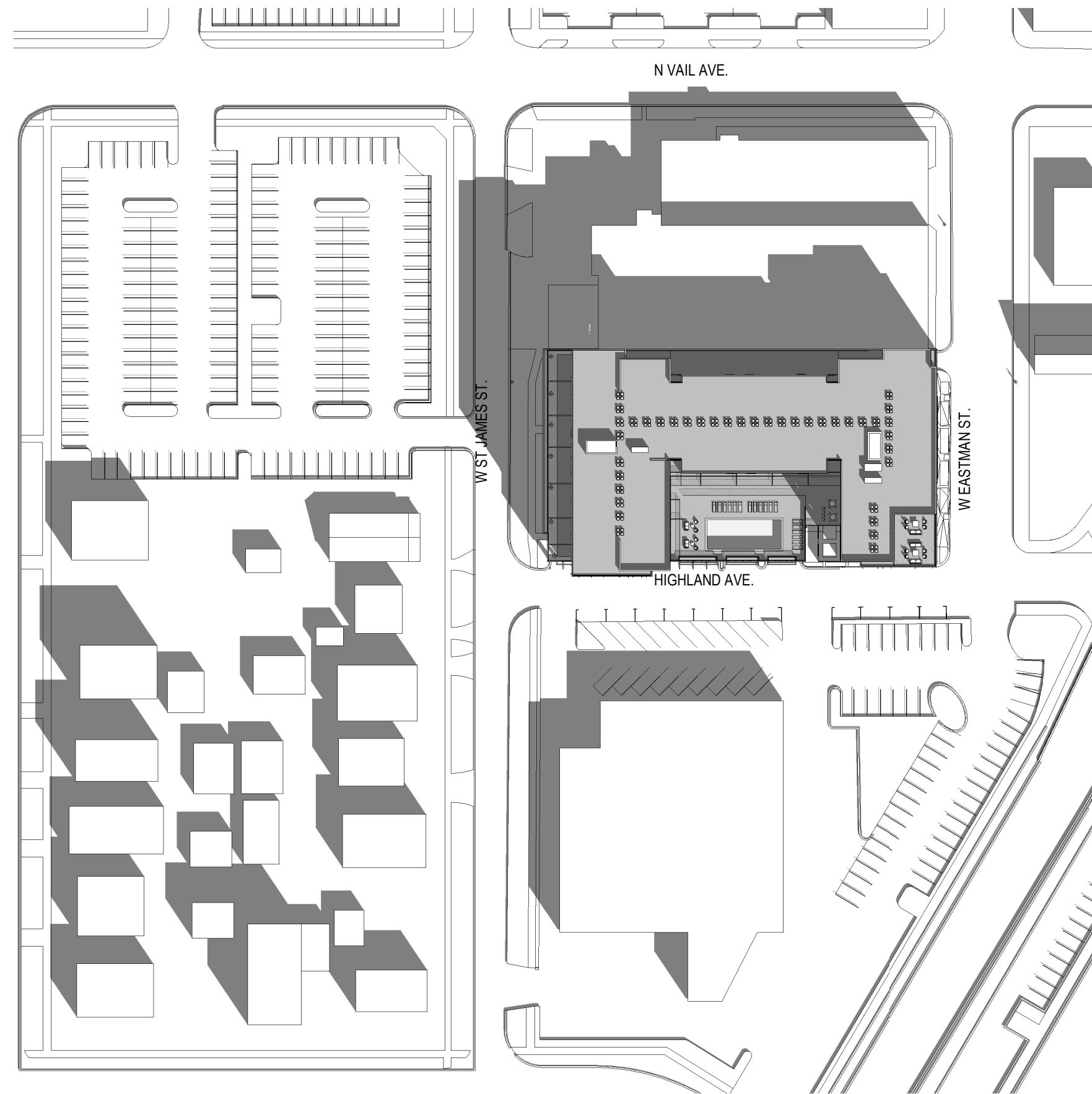
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10:00 AM



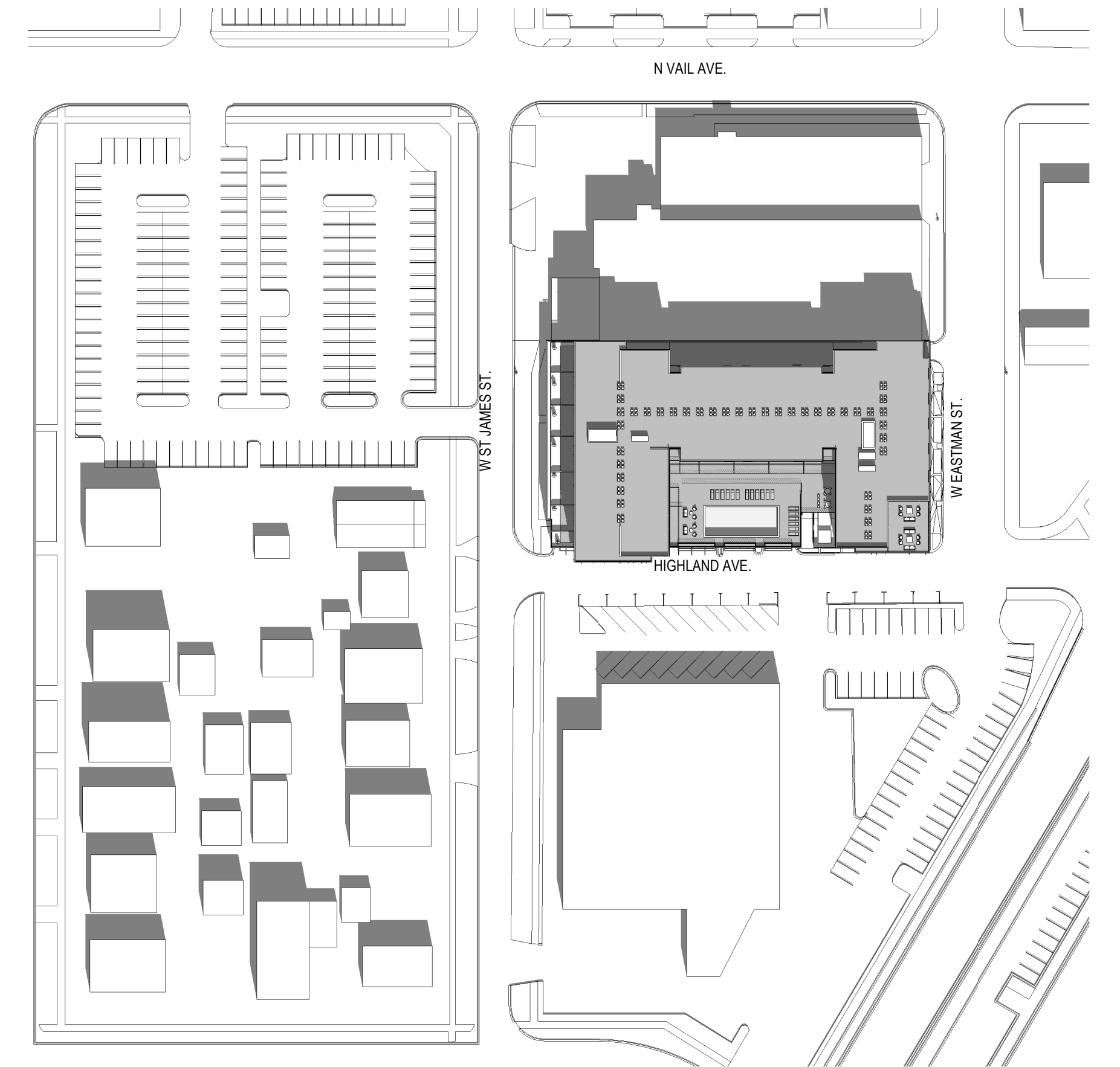
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10:00 AM



DECEMBER 21ST
3:00 PM



MARCH 20TH
3:00 PM

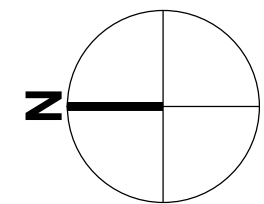


JUNE 21ST
3:00 PM

SUN STUDIES



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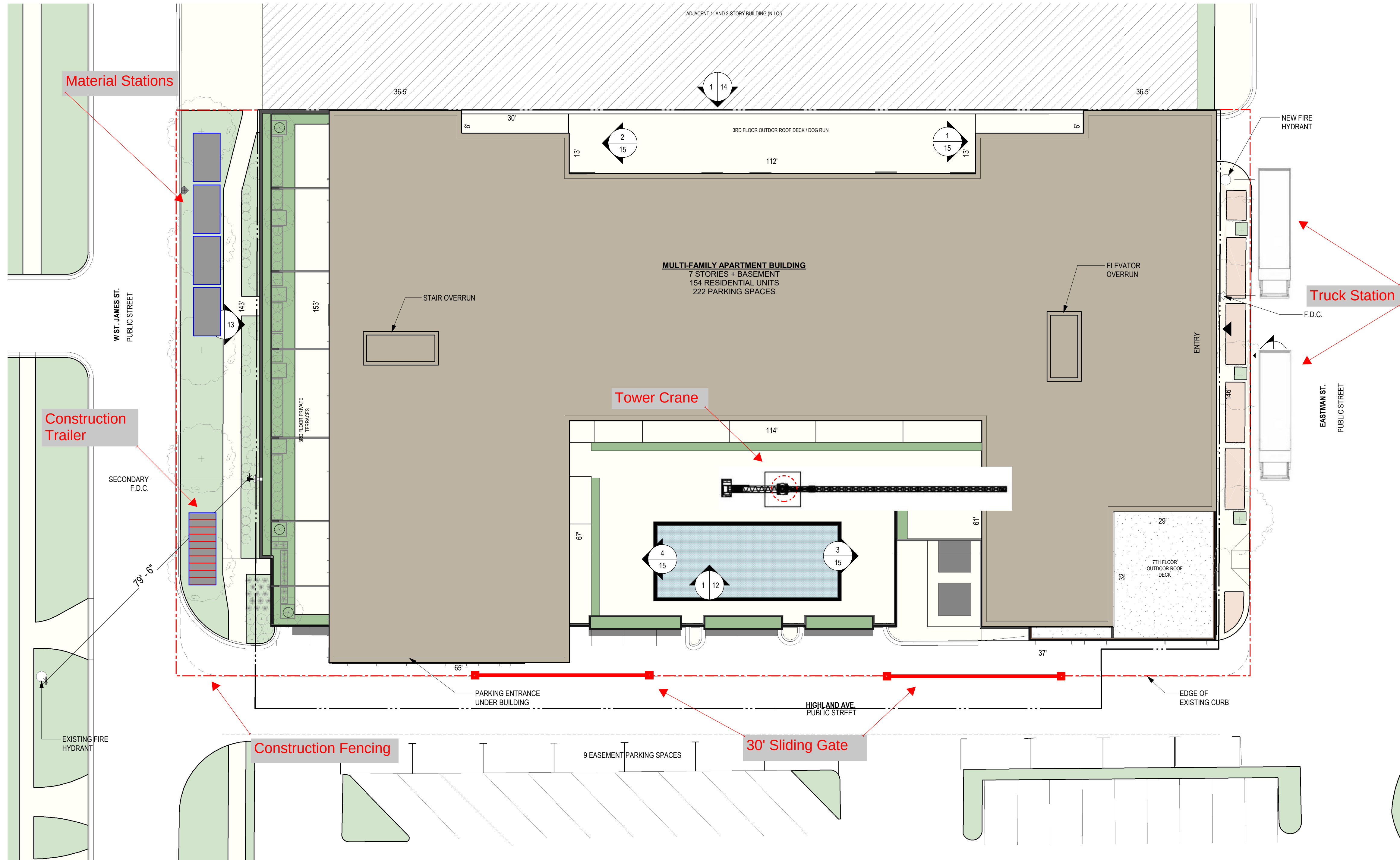


PROJECT

SCALE: 1" = 80'
0 20' 40' 80' 160'

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
05/15/2023 Project #: 22008



ZONING SUMMARY		
PROPOSED ZONING DISTRICT:	B-5	
ZONING DESCRIPTION:	43,984 SF	
SITE AREA:	ORDINANCE REQUIREMENT	PROPOSED
FAR	N/A	
AREA / DWELLING UNIT:		
1 Bedroom	300 sf lot area / DU	
2 Bedroom	400 sf lot area / DU	
FRONT YARD		
Adjacent Residential Minimum: 5 FT.	0'-0"	0'-0"
Adjacent Other Minimum: N/A		
SIDE YARD (NEXT TO R-ZONE)		
Adjacent Residential Minimum: Setback of adjacent residential district. Adjacent Other Minimum: 5 ft. if abutting street or alley	0'-0"	0'-0"
REAR YARD (NEXT TO R-ZONE)		
Adjacent Residential Minimum: 25 ft. or 20% of lot depth, whichever is less. Adjacent Other Minimum: N/A	0'-0"	0'-0"
HEIGHT (W/ GROUND FLOOR RETAIL)	90'-0"	84'-0"
PARKING		
STUDIO & 1 BEDROOM UNITS	1 space / unit	
2-BR UNIT	1.25 space / unit	
LOADING	(1) 10x30x14 ft	
TOTAL RESIDENTIAL PARKING SPACES	154	
RESTAURANT	1 space / 200sf seating	
	7 req'd spaces	
TOTAL:	161	224

DEVELOPMENT SUMMARY			
BUILDING AREA			
	GROSS	NET (RESIDENTIAL)	PARKING
TOTAL:	6,321	--	
LEVEL 01:	22,788		26,475
LEVEL 02:	36,930	5,118	29,812
LEVEL 03:	26,422	19,234	
LEVEL 04:	26,422	23,264	
LEVEL 05:	26,422	23,264	
LEVEL 06:	26,422	23,264	
LEVEL 07:	25,352	19,398	
TOTAL:	297,827	114,852	56,345
PARKING			
	RESIDENTIAL	COMMERCIAL	TOTAL
LOWER LEVEL:	39	0	39
LEVEL 01:	87	0	87
LEVEL 02:	77 (+18 TANDEN)	14 public spaces	91
TOTAL PROVIDED:	203	23	224
TOTAL REQ'D:	154	7	161
BIKE PARKING			
	RESIDENTIAL	COMMERCIAL	TOTAL
LEVEL 01:	15	0	15
TOTAL PROVIDED:	15	0	15
TOTAL REQ'D:	15	0	15

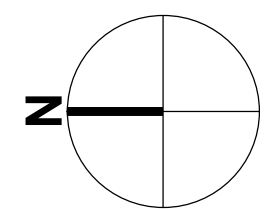
UNIT MATRIX				
	STUDIO	1-BED	1-B+DEN	2-BED
LEVEL 2	1	5	1	--
LEVEL 3	6	14	6	1
LEVEL 4	4	15	7	4
LEVEL 5	4	15	7	4
LEVEL 6	4	15	7	4
LEVEL 7	3	13	8	2
TOTALS	22	77	38	15

AVERAGE UNIT SIZE	
STUDIO	925 SQ. FT.
1-BED	753 SQ. FT.
2-BED	1083 SQ. FT.

1 SITE PLAN
02 SCALE: 1/16" = 1'-0"

OKW
Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



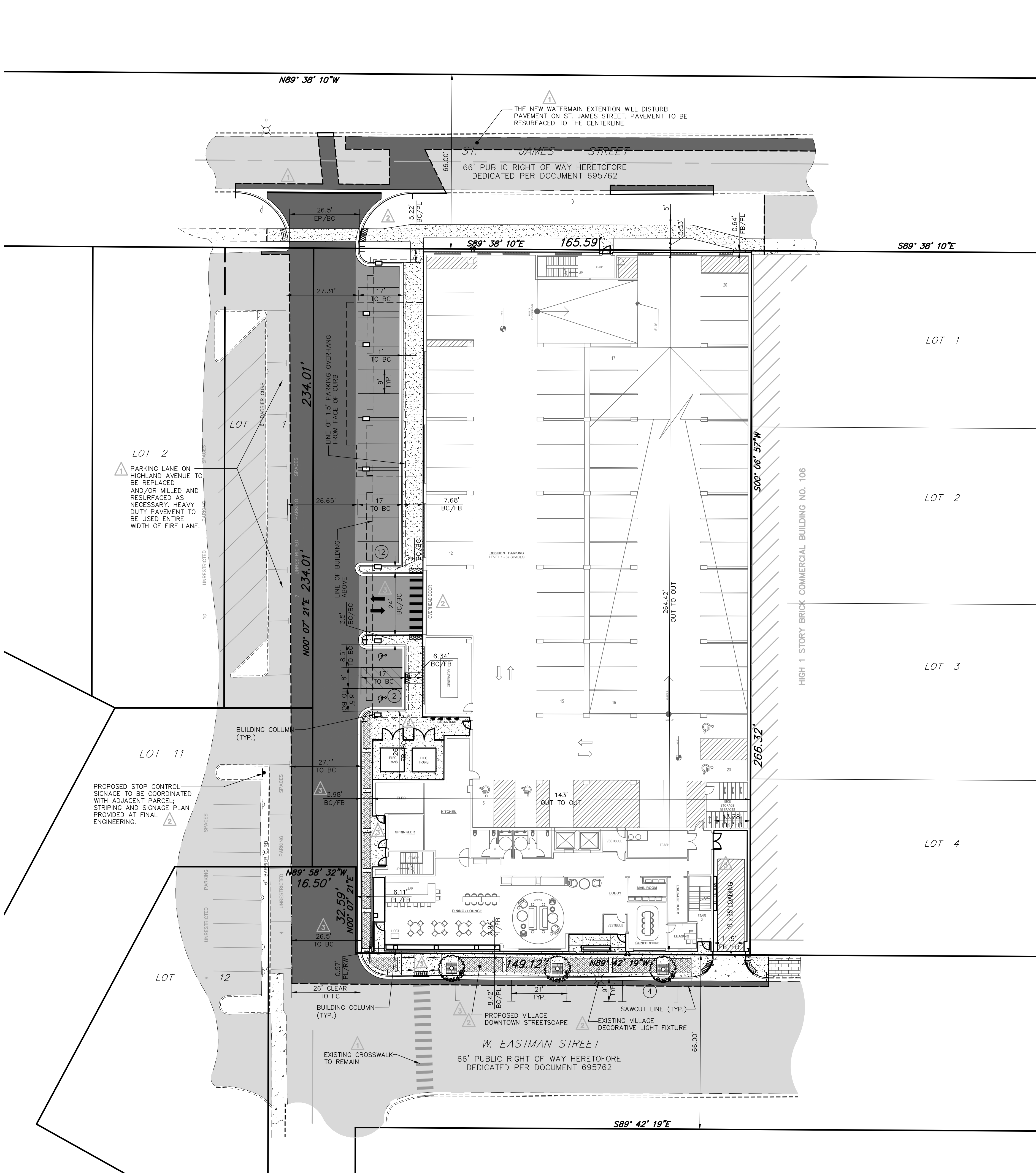
SCALE: 1/16" = 1' 0"

PROJECT

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
04/17/2023 Project #: 22008



SURFACE IMPROVEMENT LEGEND:

- EXISTING ASPHALT PAVEMENT
- EXISTING CONCRETE
- NEW ASPHALT PAVEMENT
- NEW HEAVY-DUTY ASPHALT PAVEMENT
- NEW CONCRETE SIDEWALKS
- PROPOSED B6.12 CONCRETE CURB AND GUTTER
- PROPOSED REVERSE PITCH B6.12 CURB AND GUTTER
- PROPOSED DEPRESSED CURB AND GUTTER
- EXISTING CURB AND GUTTER
- EXISTING DEPRESSED CURB AND GUTTER

ABBREVIATIONS LEGEND:

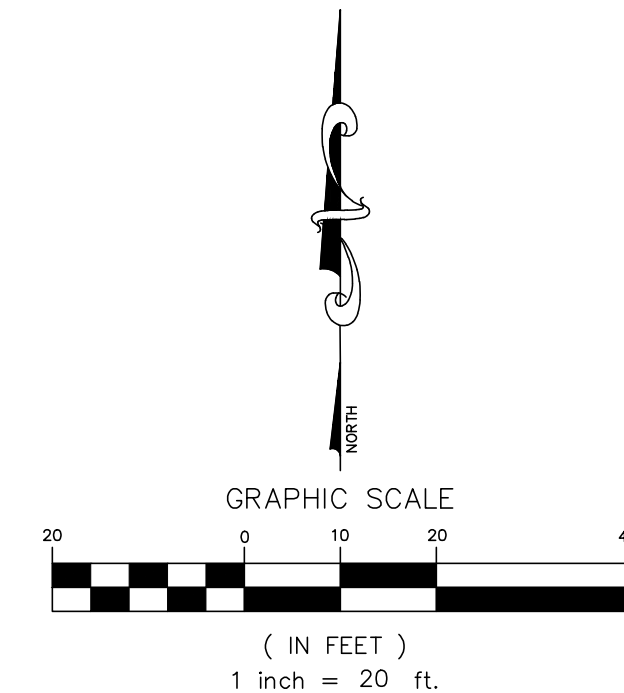
- EX = EXISTING
- PR = PROPOSED
- BC = BACK OF CURB
- FC = FACE OF CURB
- EP = EDGE OF PAVEMENT
- PL = PROPERTY LINE
- FB = FACE OF BUILDING
- FW = FACE OF WALK (SIDEWALK)
- ROW = RIGHT OF WAY
- BC/BC = BACK OF CURB TO BACK OF CURB
- SW = SIDEWALK
- R = RADIUS
- RW = RETAINING WALL
- (TYP) = TYPICAL

SITE DATA:

- TOTAL SITE SIZE = 43,581 S.F. (1.0 AC)
- EXISTING SITE CONDITIONS:
 - EXISTING BUILDING/PAVT/SW = 41,544 S.F.
 - EXISTING GREENSPACE = 2,037 S.F.
- EXISTING CONDITION IMPERVIOUS AREA = 41,544 S.F.
- PROPOSED SITE CONDITIONS:
 - PROPOSED BUILDING/PAVT/SW = 43,215 S.F.
 - PROPOSED GREENSPACE = 366 S.F.
- PROPOSED CONDITION IMPERVIOUS AREA = 43,215 S.F.

SITE GEOMETRIC AND PAVING NOTES:

- SIDEWALK RAMPS WITH DETECTABLE WARNINGS AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
- UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
- UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL BE B6.12 CONCRETE CURB AND GUTTER.
- ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SUBDIVISION (OR SITE) PLAT PREPARED BY GENTILE AND ASSOCIATES, INC. AND DATED APRIL 27, 2022.
- BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
- IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY—REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
- THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
- ALL STRUCTURAL AND ARCHITECTURAL DESIGN DATA FOR THE MASONRY WALLED TRASH ENCLOSURES ARE THE RESPONSIBILITY OF THE PROJECT ARCHITECT. REFER TO THE ARCHITECTURAL PLANS FOR ALL DETAILS PERTAINING TO SAME.
- UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALONGSIDE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. HANDICAP STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.
- THE HEAVY-DUTY PAVEMENT SECTION SHALL MEET VILLAGE STANDARD & CONSIST OF: 2" SURFACE, 2 1/4" N-50 BINDER, 5" N-50 BINDER, & 4" CA-6 STONE SUBBASE.
- CONCRETE DRIVEWAY APRONS TO BE 8" THICK.
- THE PAVEMENT ON W. EASTMAN ST. SHALL BE MILLED AS NECESSARY TO MATCH EXISTING GRADE NEAR CURBLINE. LOCATION DETERMINED AT FINAL ENGINEERING.
- THE BRICK PAVEMENT SECTION ALONG W. EASTMAN ST. SHALL MATCH THE DOWNTOWN STREETSCAPE.
- WITH THE ADDITION OF A FUTURE PUBLIC SIDEWALK EASEMENT, A 5.0' ACCESSIBLE ROUTE ALONG THE EASTMAN STREET SIDEWALK IS PROVIDED.
- COORDINATION WITH PLANNING AND ENGINEERING AT THE TIME OF FINAL DESIGN WILL DETERMINE VILLAGE PAVERS AT CERTAIN CROSSWALK LOCATIONS, ALONG WITH THE OPTION FOR A STRIPED LOADING ZONE (21' LONG PARKING STALL) ALONG EASTMAN STREET.



VILLAGE OF ARLINGTON HEIGHTS SIDEWALK REQUIREMENTS

REINFORCEMENT

No welded wire fabric is allowed to be placed in any sidewalk in the Village right-of-way or any sidewalk to be maintained by the Village. Where sidewalks cross over a utility conduit, two #4 reinforcing bars shall be placed mid-depth within sidewalk and extend to a minimum of 5 feet beyond either side of the utility crossing.

FORMS

Side forms shall be lumber with a nominal thickness of 2 inches and a depth equal to the sidewalk thickness specified or of steel with equal rigidity. 2x4 forms will not be allowed. Side forms shall be laid vertically to allow for making or bracing, within the top edges of the forms true to grade. The forms shall be tightly coated with oil prior to placing concrete.

FORM REMOVAL AND BACKFILL

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

EXPANSION JOINTS

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

Where the sidewalk is constructed adjacent to pavement or curb having expansion joints, the expansion joint in the sidewalk shall be placed opposite the existing expansion joint in nearby asphalt. Expansion joints shall also be placed where the sidewalk abuts existing sidewalks, between concrete driveway pavement and sidewalk, and between sidewalk and curb where the sidewalk abuts a curb.

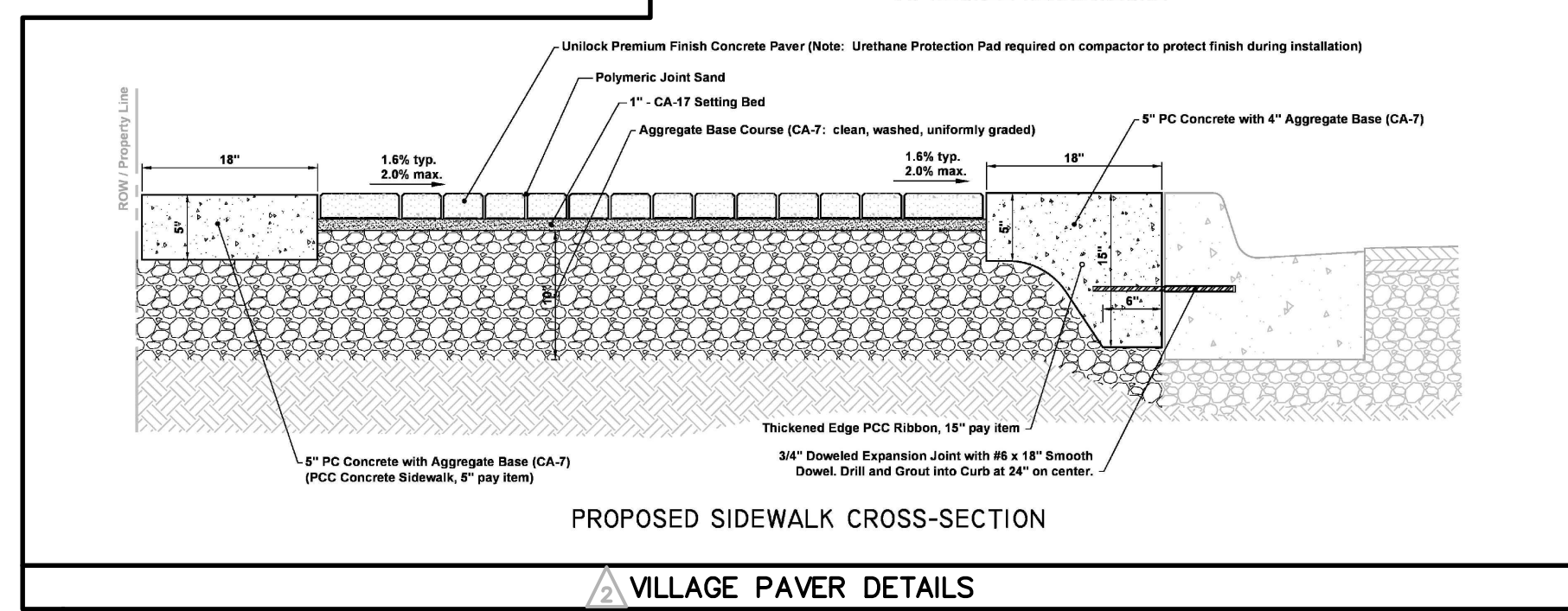
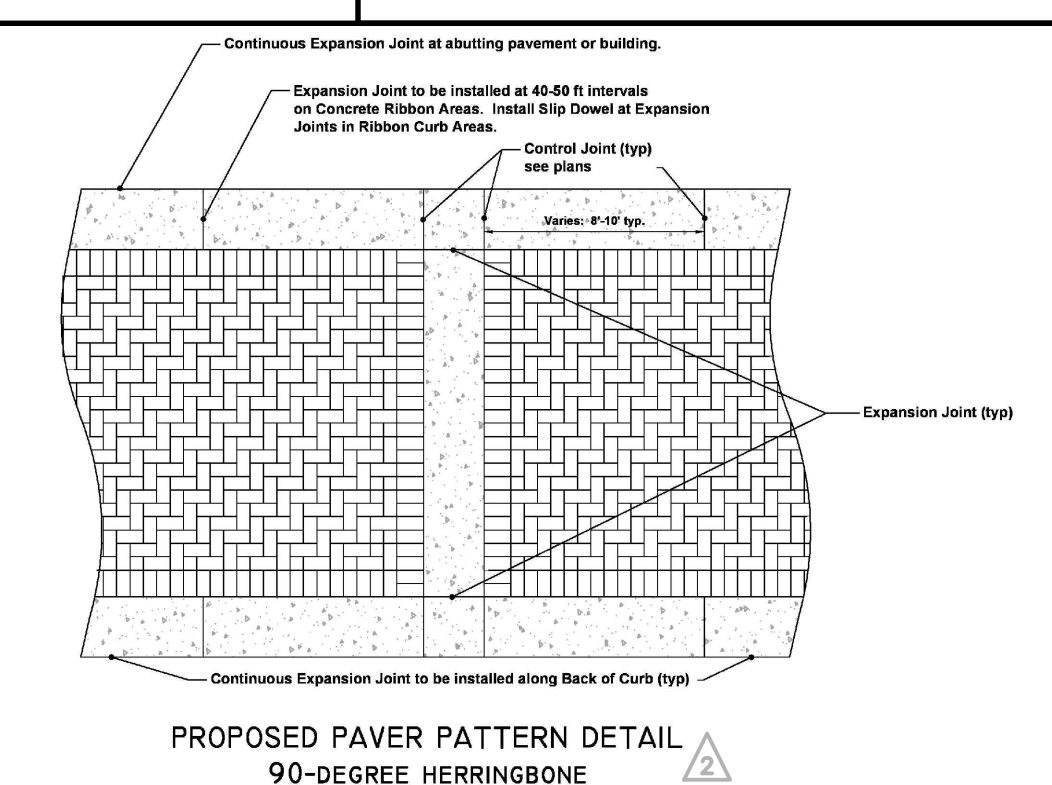
Slip Dowels are to be installed at all expansion joint locations within concrete ribbon areas.

PLACING, FINISHING, PROTECTION AND CURING

The concrete sidewalk shall be placed and finished in accordance with Article 424.06 of the Standard Specifications for Road and Bridge Construction.

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

The concrete shall be cured for a minimum period of three days after placement as described in Article 726.15 of the Standard Specifications for Road and Bridge Construction.

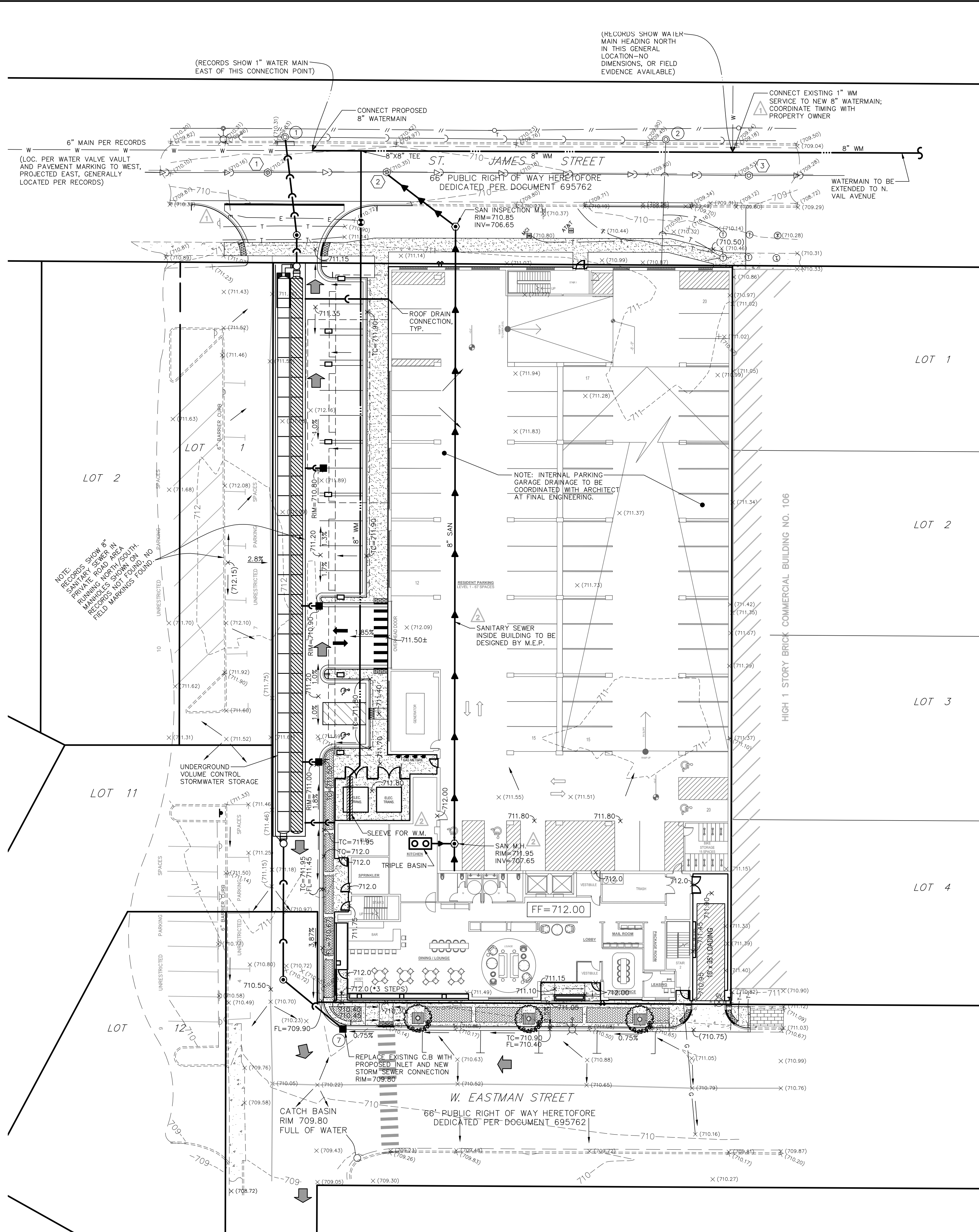


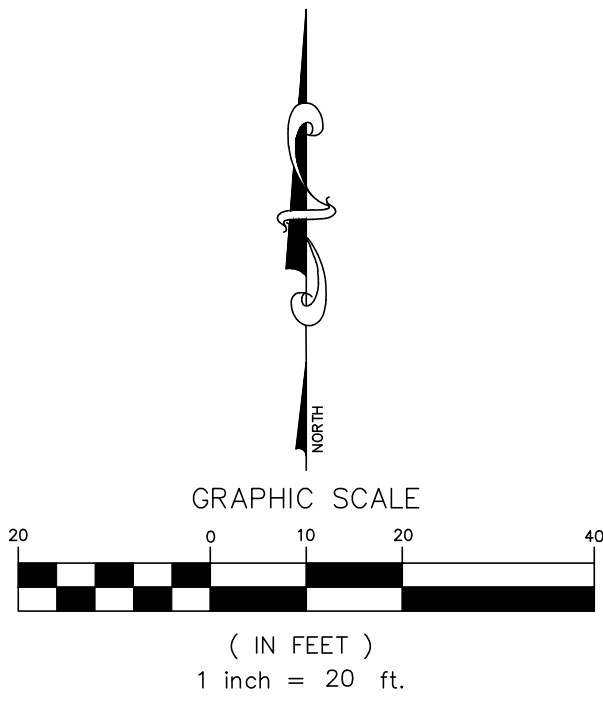
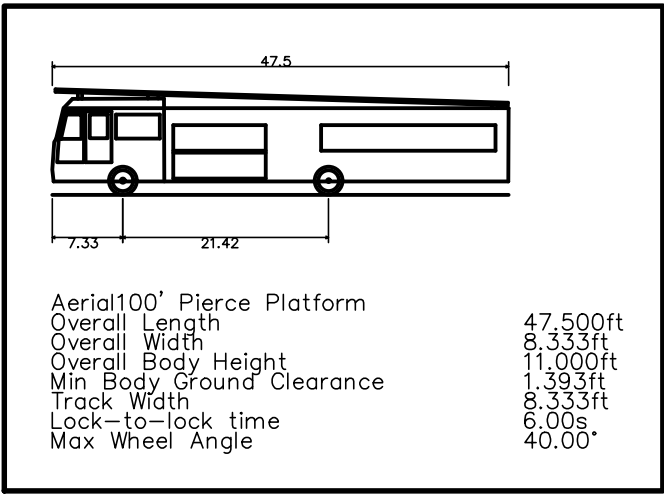
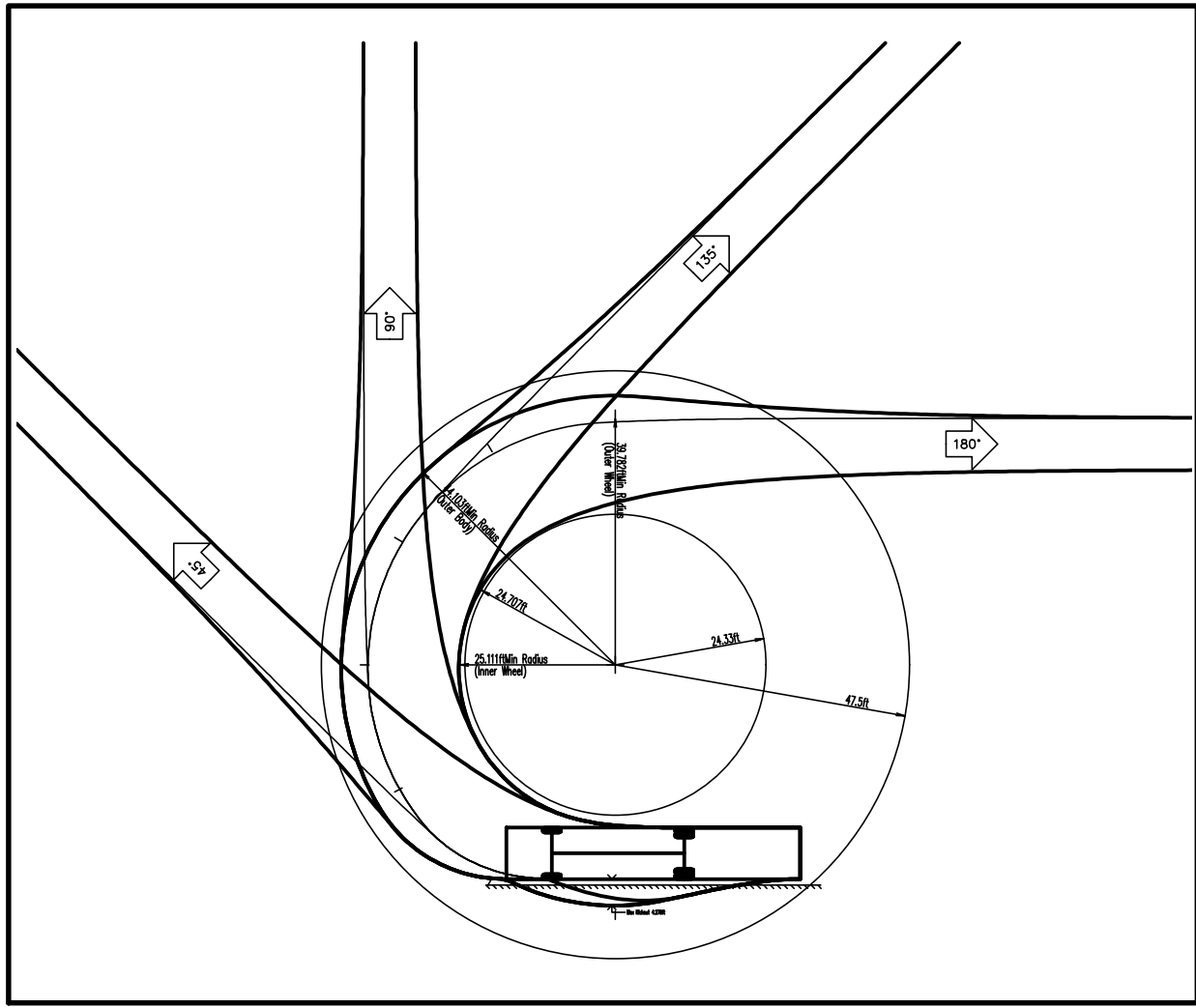
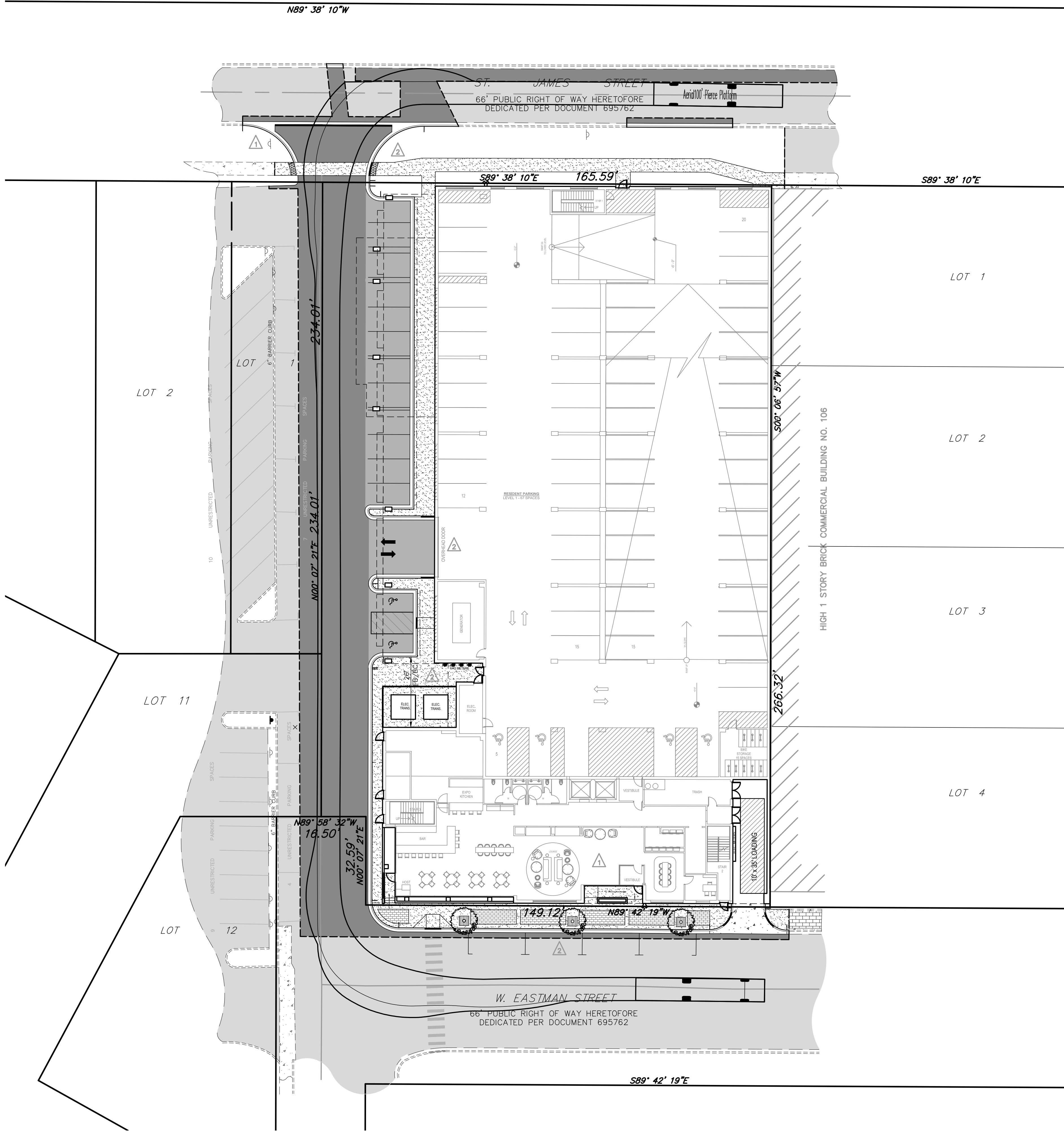
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		DATE	BY	CHK
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04/17/23	PER VILLAGE REVIEW #2	TLW		
05/15/23	PER VILLAGE REVIEW #3	TLW		

EASTMAN STREET APARTMENTS
116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL
PRELIMINARY SITE DEVELOPMENT PLAN

RWG Engineering, LLC
Civil Engineering • Real Estate Consulting • Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO.	68512022
DATE	11/22/22
SCALE	1"=20'
PROJ. MGR.	MRM
PROJ. ASSOC.	RWG
DRAWN BY	TLW
SHEET	
1	OF 2





EASTMAN STREET APARTMENTS
116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL
FIRE TRUCK MANEUVERING PLAN

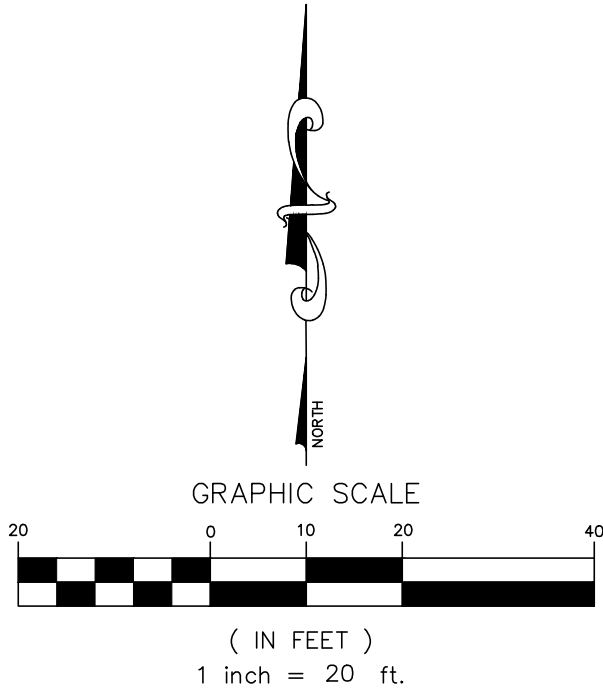
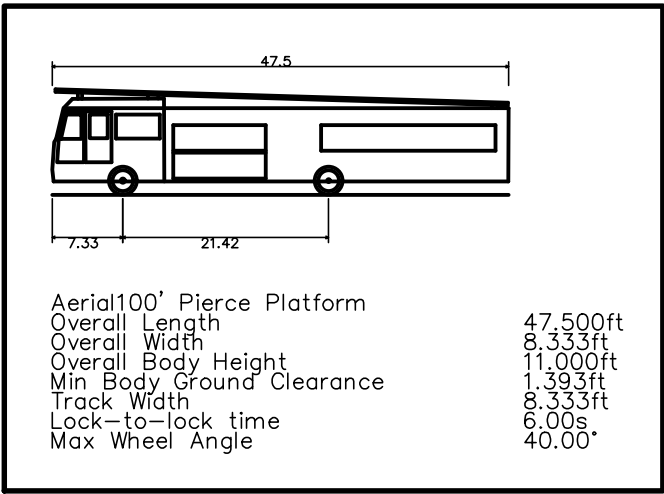
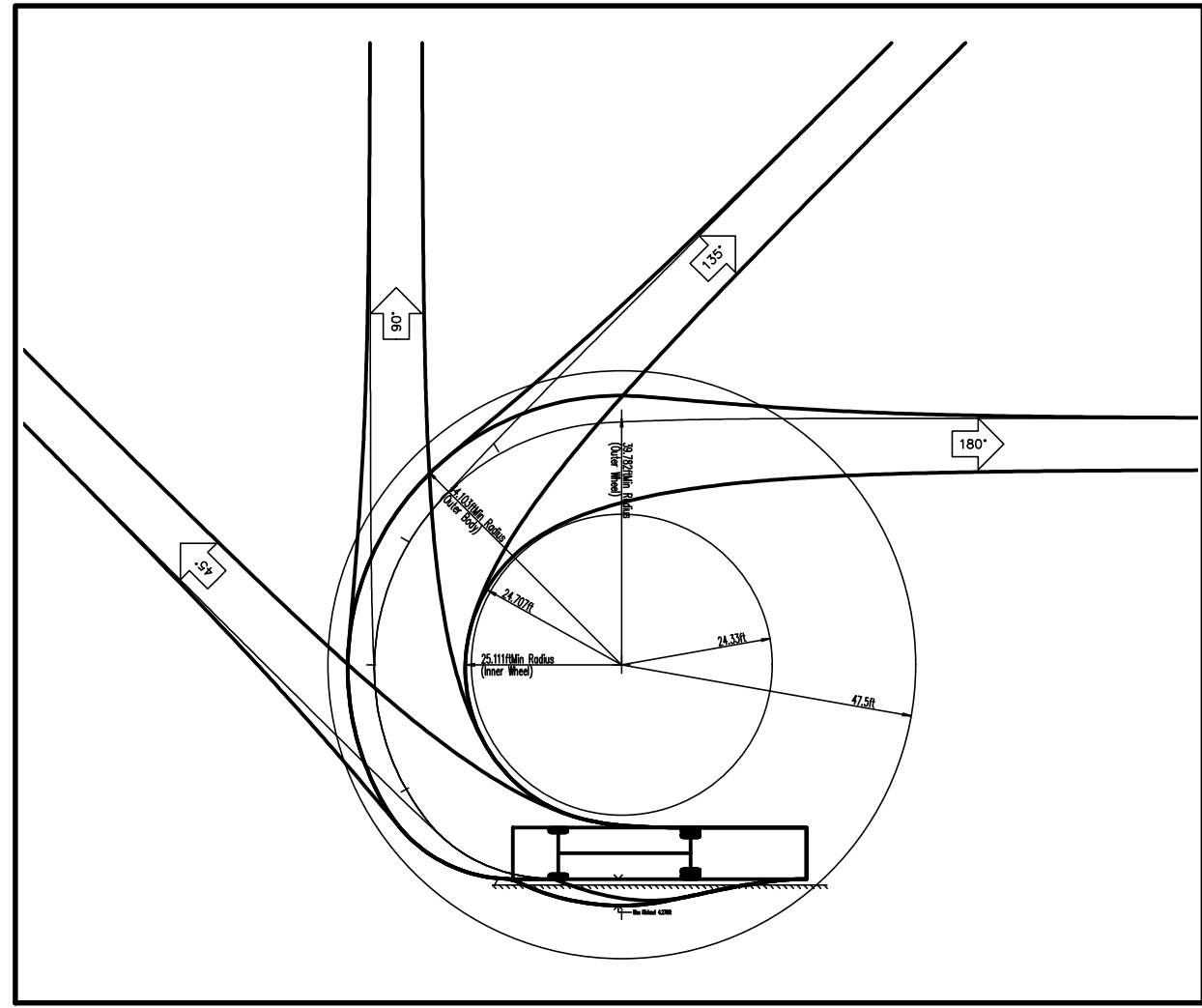
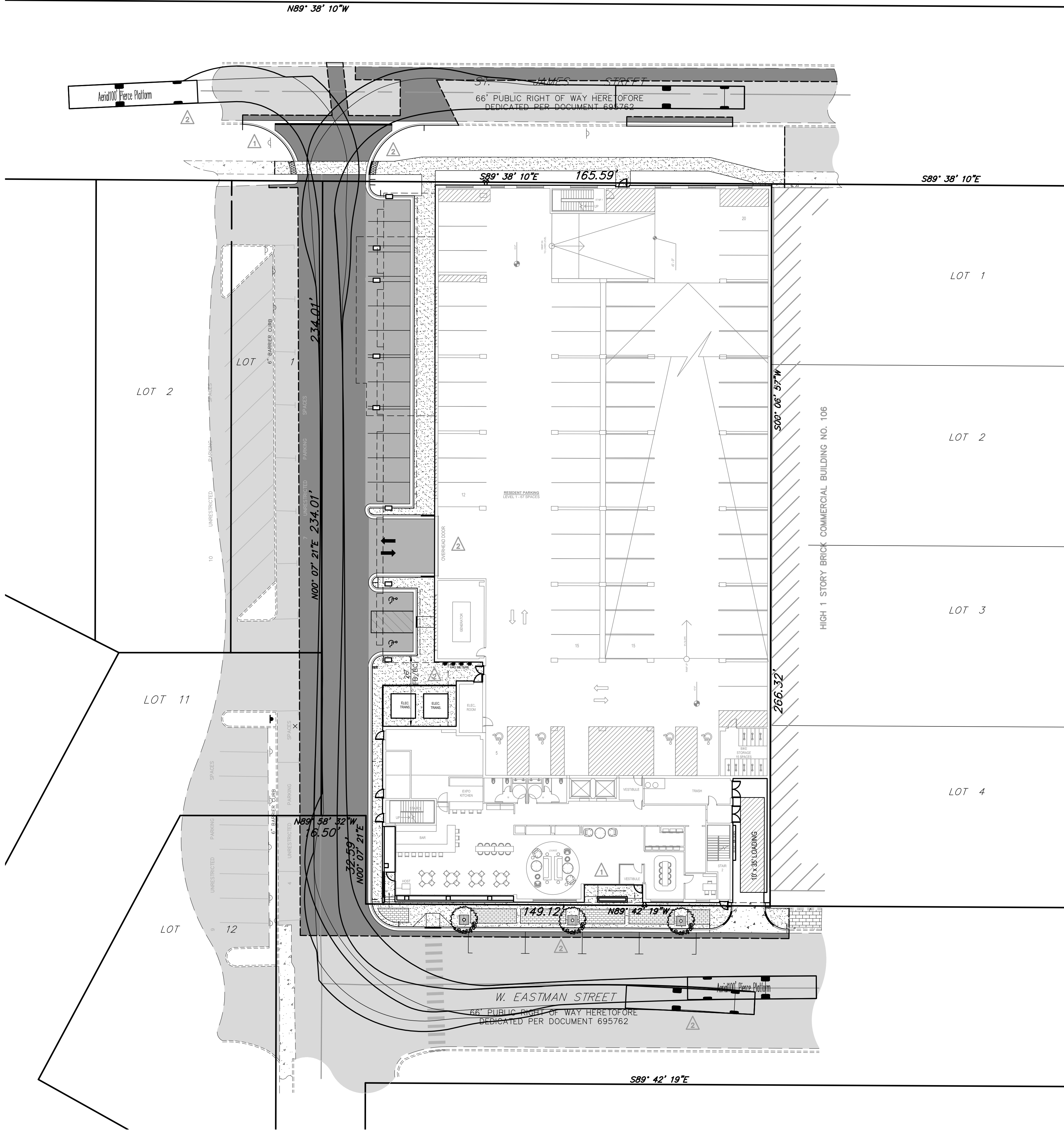
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

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

PROJECT NO. 68512022
DATE 11/16/22
SCALE 1"=20'
PROJ. MGR. MRM
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
1 OF 2

DATE	REVISIONS	DRAWN BY
1. 03/13/23	PER VILLAGE REVIEW #1	TLM
2. 04/17/23	PER VILLAGE REVIEW #2	TLM



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EASTMAN STREET APARTMENTS
116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL
FIRE TRUCK MANEUVERING PLAN

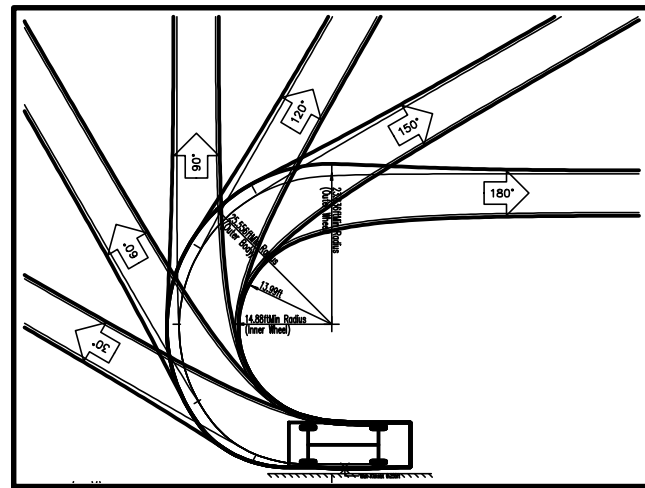
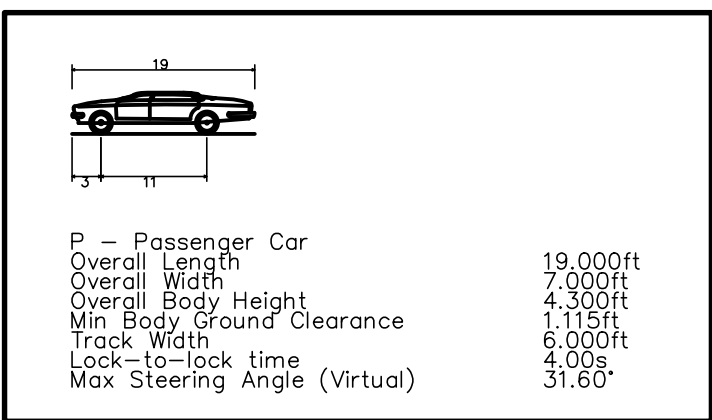
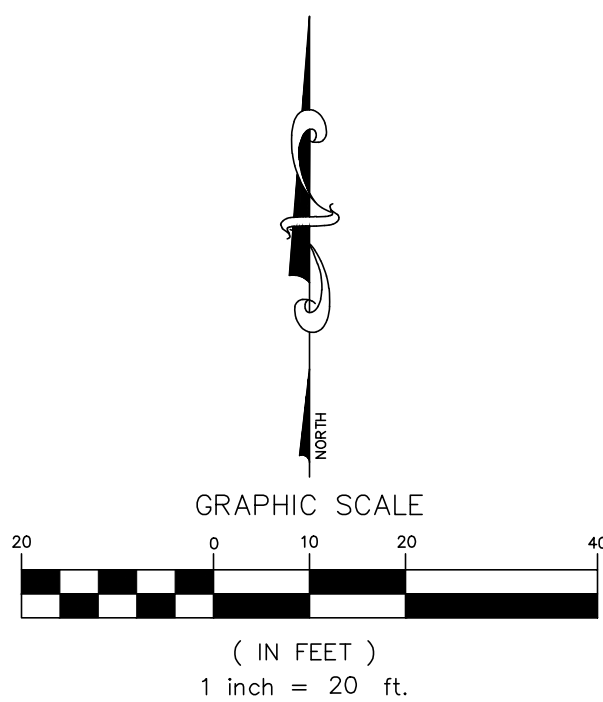
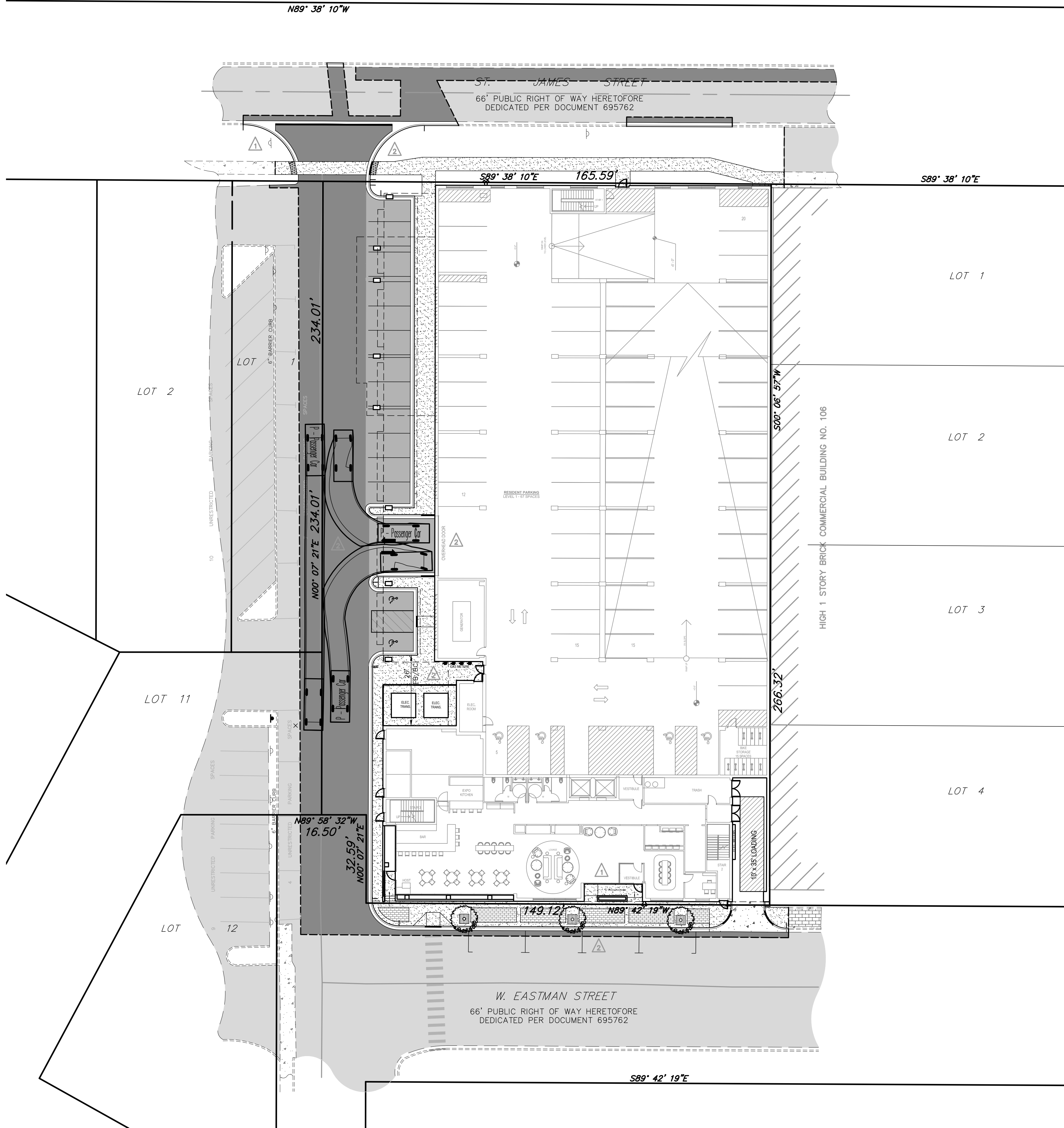
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DATE 11/16/22
SCALE 1"=20'
PROJ. MGR. MRM
PROJ. ASSOC. RWG
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SHEET

2 OF 2

DATE	REVISIONS	DRAWN BY
1 03/13/23	PER VILLAGE REVIEW #1	TLM
1 04/17/23	PER VILLAGE REVIEW #2	TLM

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EASTMAN STREET APARTMENTS
116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL
PASSENGER CAR MANEUVERING PLAN

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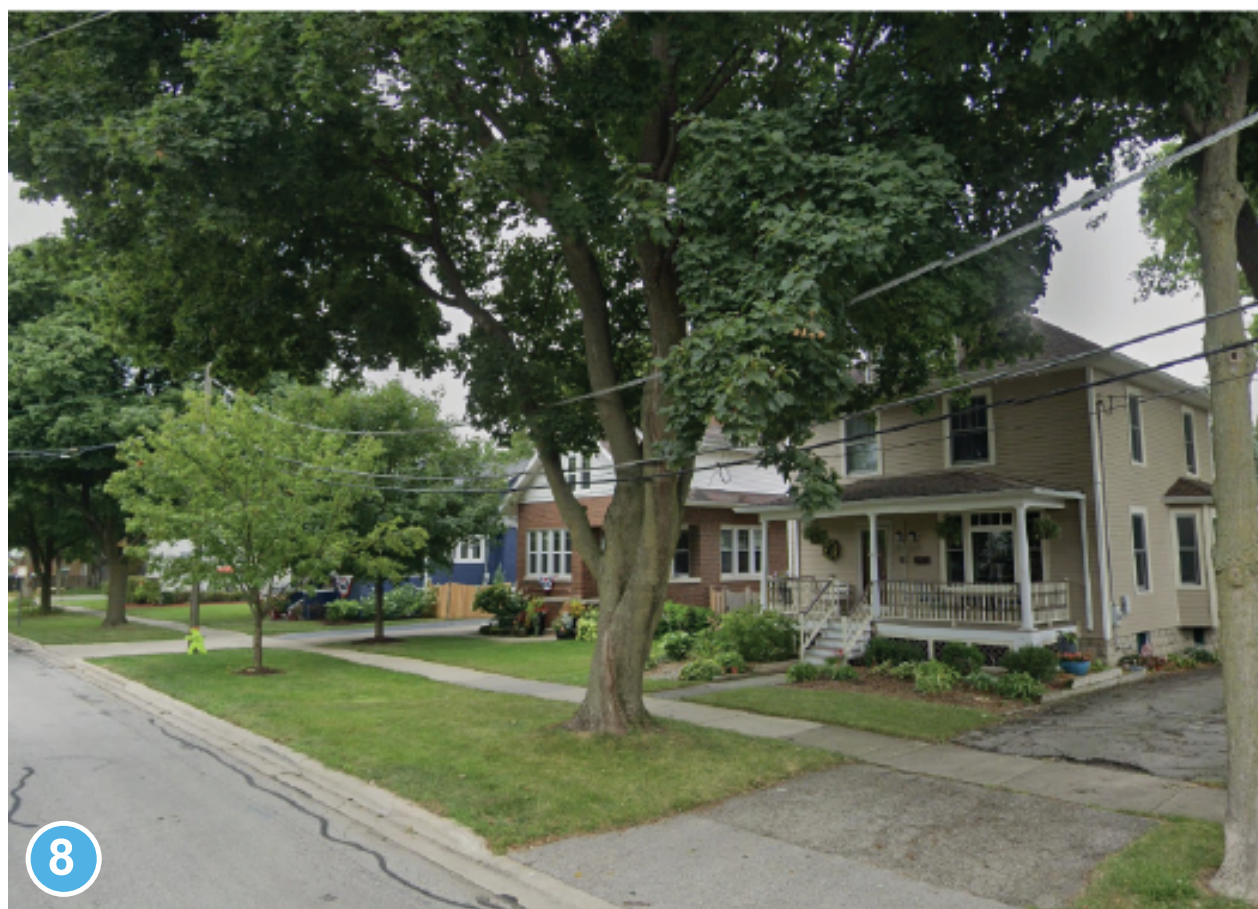
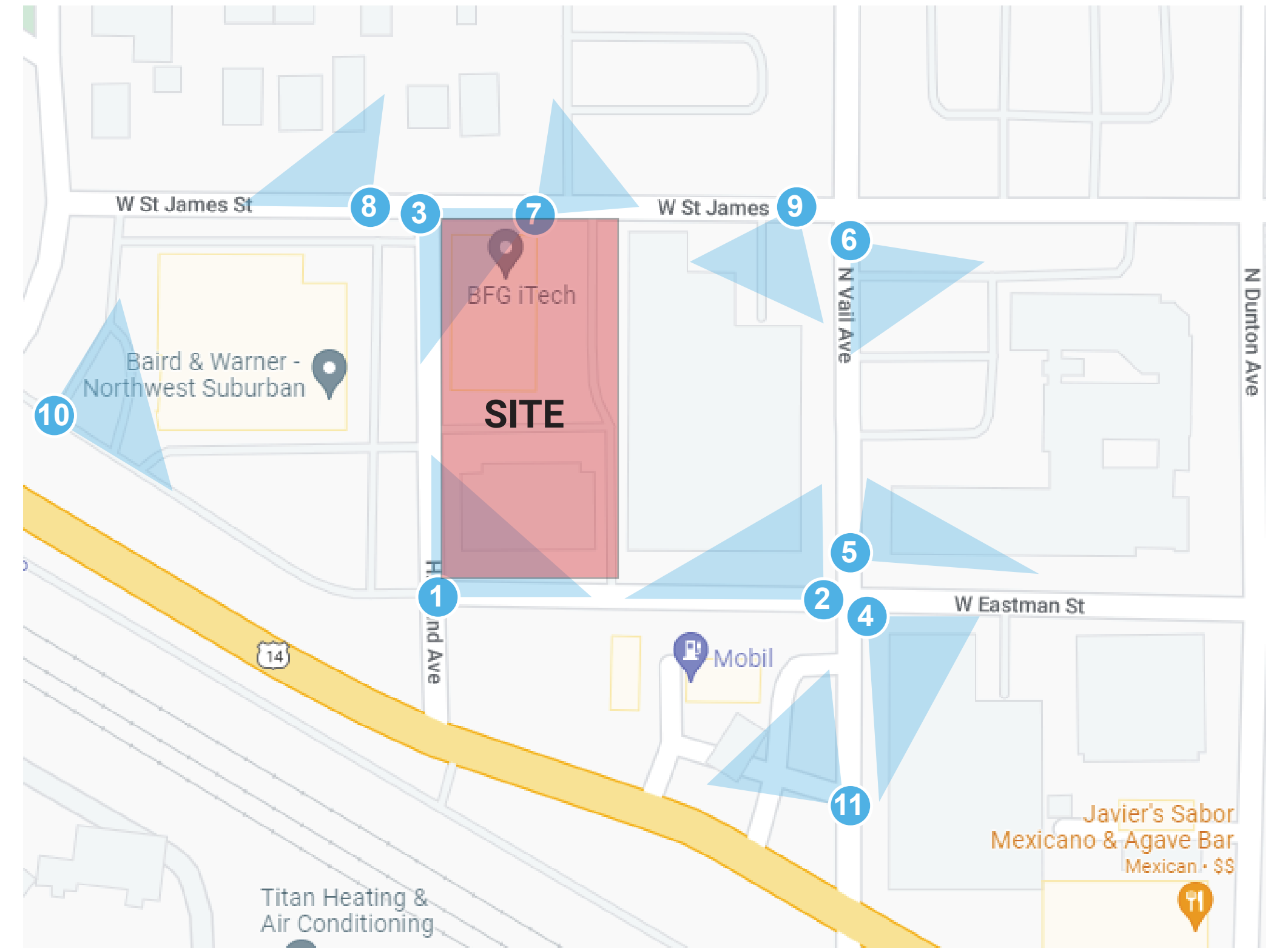
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DATE 11/21/22
SCALE 1"=20'
PROJ. MGR. MRM
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET

1 OF 1

DATE	REVISIONS	DRAWN BY
03/13/23	PER VILLAGE REVIEW #1	TLM
04/17/23	PER VILLAGE REVIEW #2	TLM

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Home > Parking Garage Voice Alert And Exit Light



Parking Garage Voice Alert and Exit Light



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\$2,464.50

AVAILABILITY: 3-4 WEEKS

SKU#: PASCAR

Parking Lot, Parking Ramps, Hotel Circles, Valet Lanes

The CAR COMING Sign is a self contained system that warns pedestrians that vehicle is about to exit a parking garage or other blind spot. When a vehicle is detected, the CAR COMING Parking Garage Exit Light SIGN activates a Visual Flashing Alert and a Voice Message stating "Attention, vehicles exiting. Watch for vehicles." The alert system works to warn distracted pedestrians and drivers of a vehicle exiting the garage.

If you are concerned about the sounder at night because of nearby residents then we can put in a timer board to cut the audio at certain times. (For example 10 pm to 7 am.)

Motion detector option available.

Also available CAR sign small profile needs.

Select Sign *

CAR COMING 40X10 +\$533.00

Voice Timer *

Voice Timer +\$135.00

Motion Detector Option *

Hawk 2 Motion Detector +\$365.50

QTY

1

ADD TO CART

Details

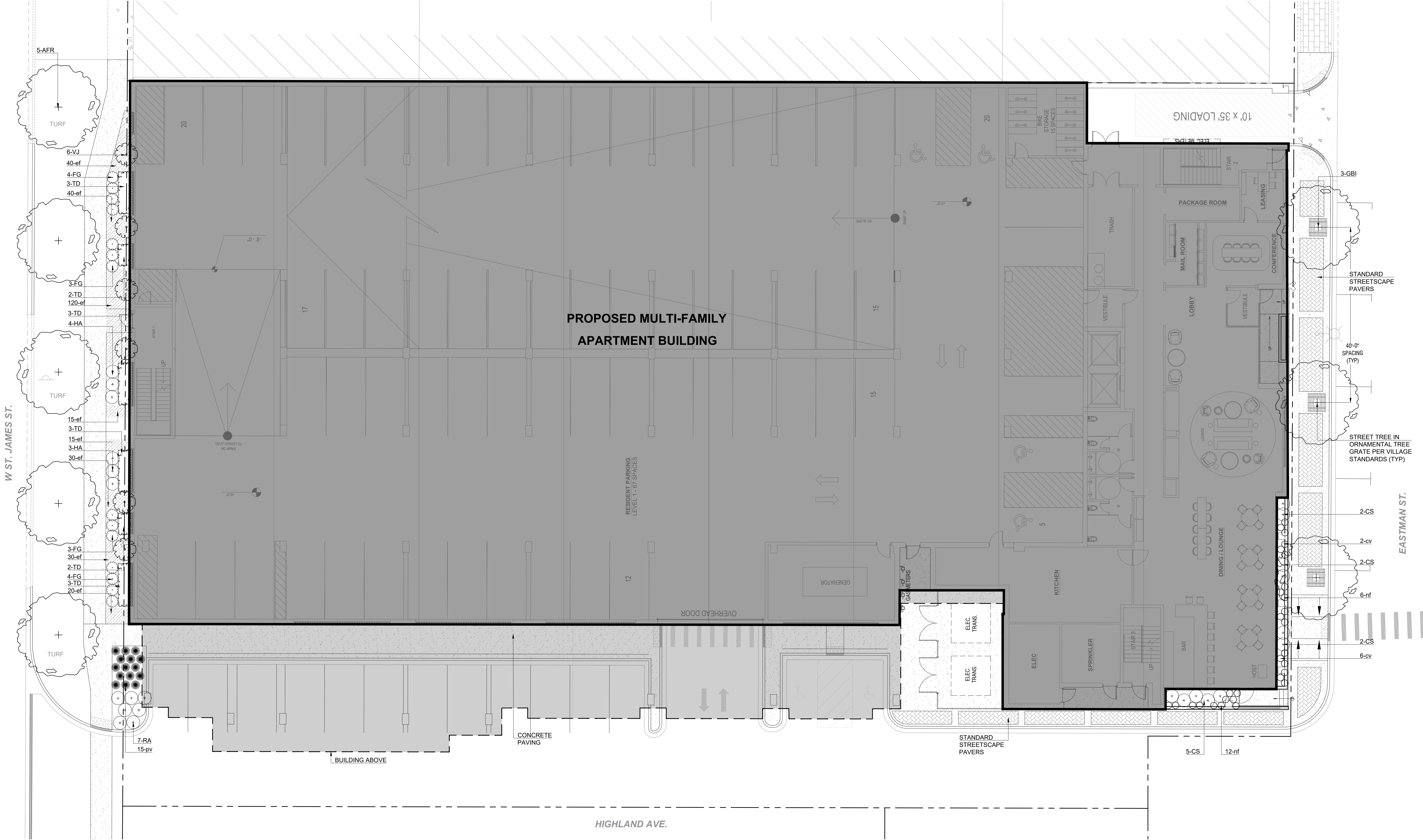
Reviews

FAQ's

Detect vehicle exiting and warn pedestrians with a Voice and Flashing Alert.

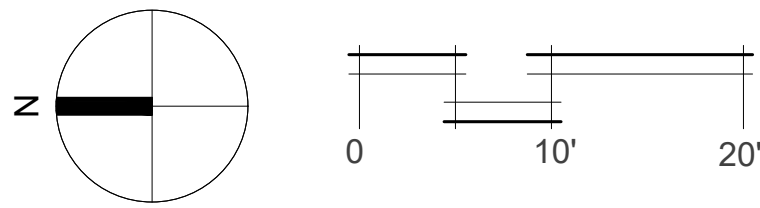
More and more municipalities, campuses and government bodies are creating codes and standards to protect pedestrians and ADA pedestrians. Be proactive today and protect pedestrians and protect your organization from liability.

Pedestrians
Distracted phone users
Bicyclists
Joggers



OVERALL LANDSCAPE PLAN

SCALE: 1" = 10'-0"



PRELIMINARY LANDSCAPE PLAN
LANDSCAPE REQUIREMENTS

ARLINGTON HEIGHTS
MULTI-FAMILY
116 W EASTMAN ST
ARLINGTON HEIGHTS, IL

DATE

01-10-23

DRAWN

DW

CHECKED

KMT

JOB NO.

23010

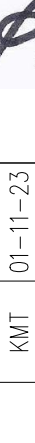
SHEET NO.

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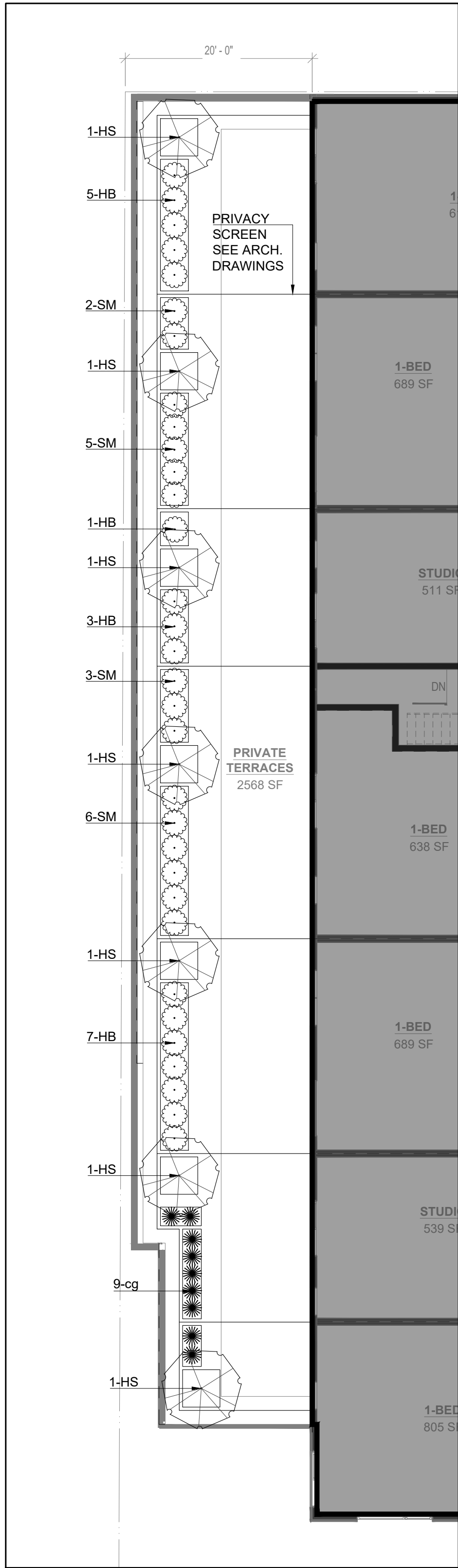
Kathryn Talty
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Winnetka, Illinois 60093
847.612.5154
www.kmtaltydesign.com

REGISTERED LANDSCAPE ARCHITECT
KATHRYN MAXWELL
TALTY
157-001116
STATE OF ILLINOIS

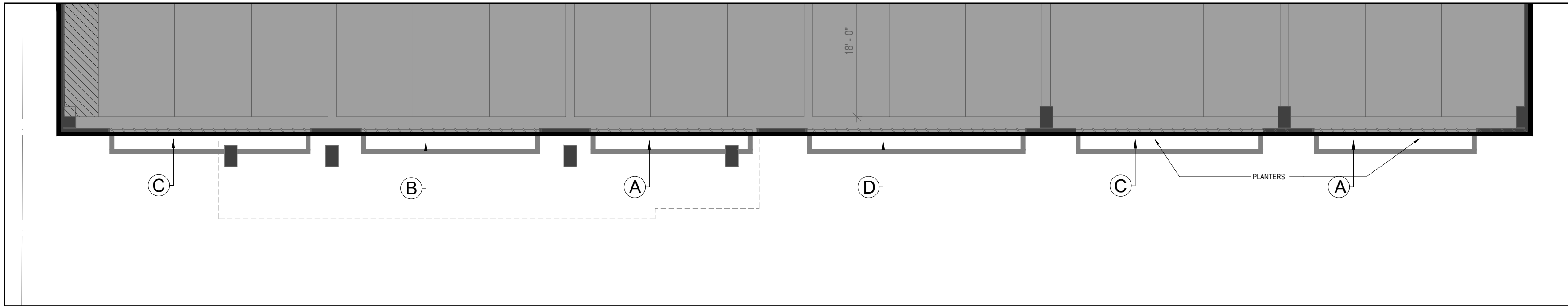


no.	revision	description	initial	date
		ISSUED FOR REVIEW	KMT	01-11-23
		PER VILLAGE COMMENTS	KMT	04-04-23
		PER VILLAGE COMMENTS	KMT	05-15-23



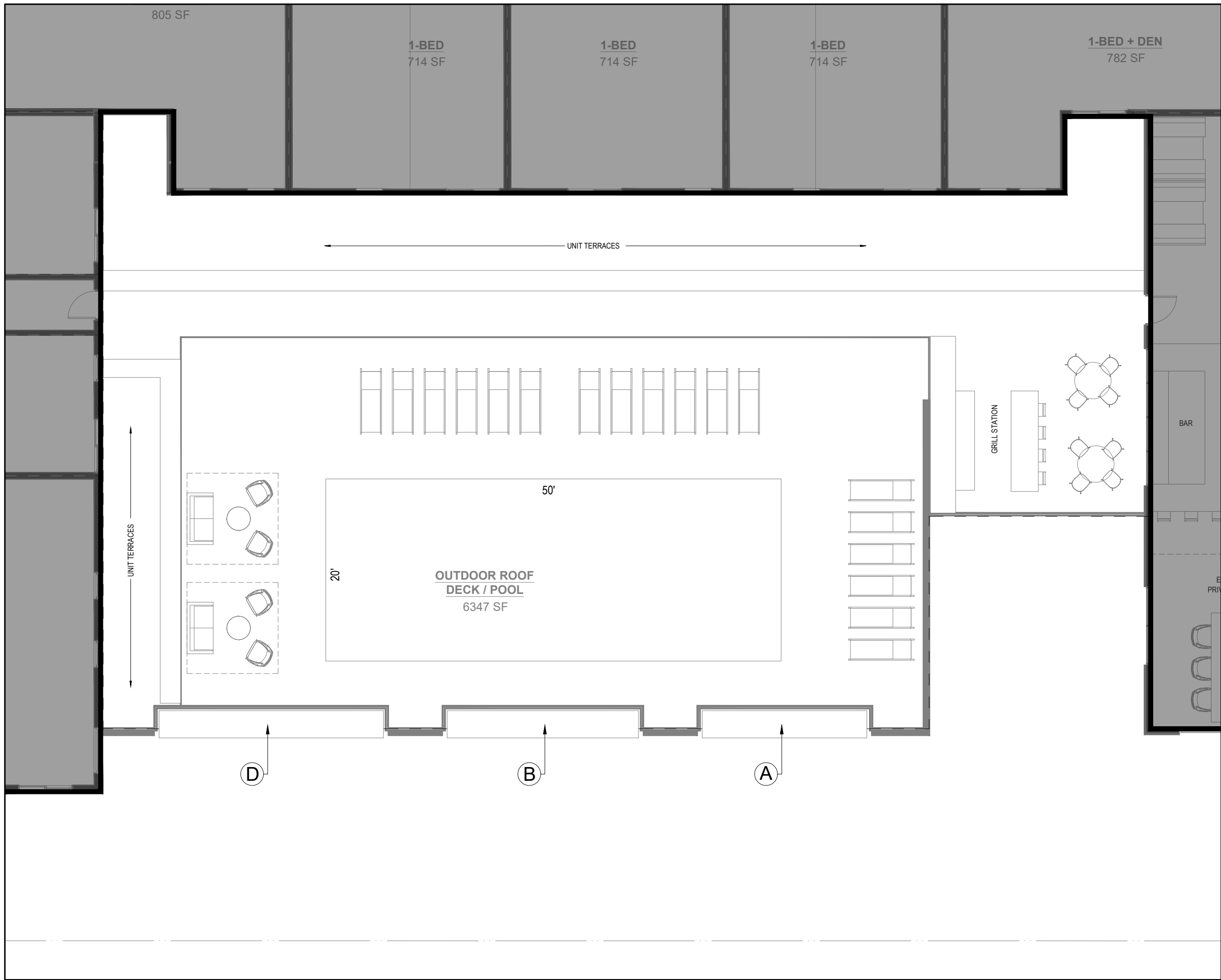
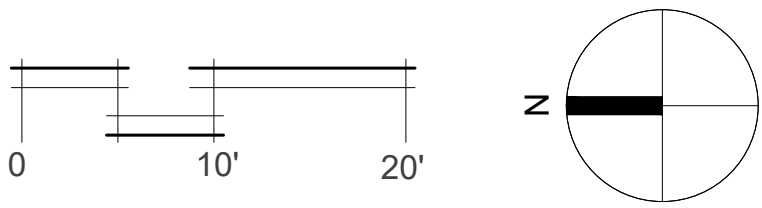
THIRD FLOOR
PRIVATE TERRACE PLAN

SCALE: 1" = 10'-0"



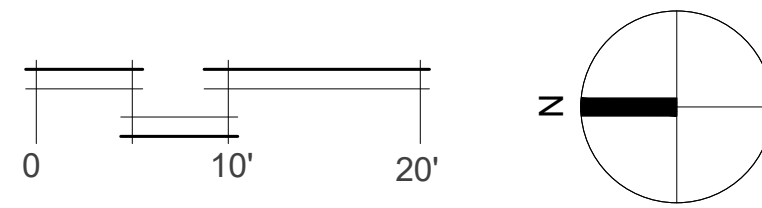
SECOND FLOOR PLANTER KEY

SCALE: 1" = 10'-0"



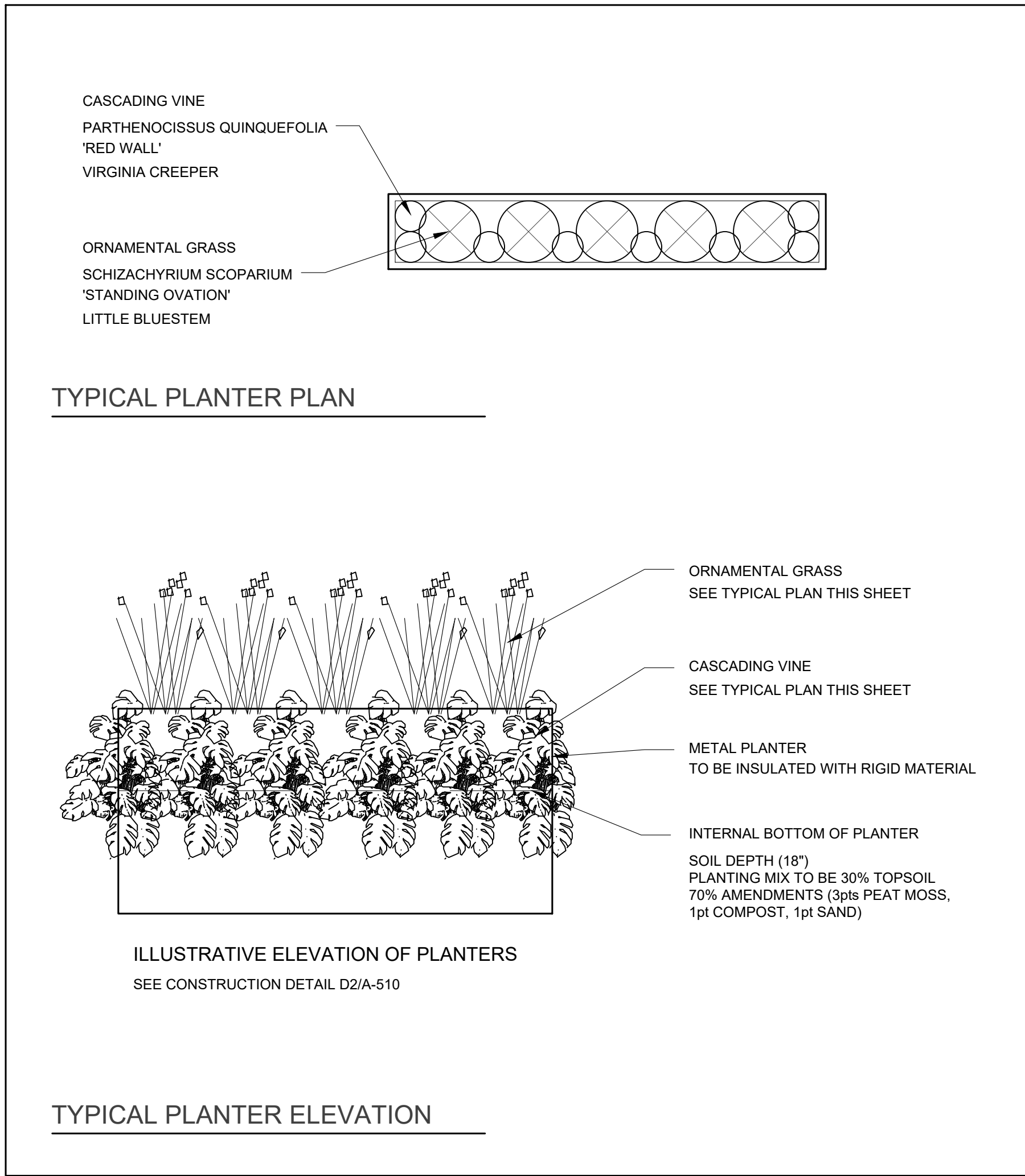
THIRD FLOOR TERRACE PLAN

SCALE: 1" = 10'-0"



PLANTER QUANTITY LSIT	
Planter Type	Quantity
A	3
B	2
C	2
D	2

PLANTER CONTENTS LIST				
Planter Type	Plant Type	Quantity	Plant Type	Quantity
A	Schizachyrium scoparium	9	Parthenocissus quinquefolia	12
B	'Standing ovation'	10	'Red Wall'	13
C	Little bluestem	11	Virginia creeper	14
D		12		15



TYPICAL PLANTER PLAN

ILLUSTRATIVE ELEVATION OF PLANTERS

SEE CONSTRUCTION DETAIL D2/A-510

TYPICAL PLANTER ELEVATION

2ND & 3RD FLOOR PLANTER PLANT LIST				
Symbol	Quantity	Botanical Name	Common Name	Size
Ornamental Trees				
HS	7	HIBISCUS SYRIACUS	DOUBLE PURPLE ROSE OF SHARON	6' BB
Deciduous Shrubs				
HB	16	HYDRANGEA PANICULATA 'ILVOBO'	BOBO HYDRANGEA	24" BB
SM	16	SYRINGA MEYER 'PALIBIN'	DWARF KOREAN LILAC	24" BB
Grasses				
cg	9	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	3 GAL
ss	42	SCHIZACHYRIUM SCOPARIUM 'STANDING OVATION'	STANDING OVATION LITTLE BLUESTEM	1 GAL
Vines				
pq	54	PARTHENOCISSUS QUINQUEFOLIA	VIRGINIA CREEPER	2 GAL

no.	revision	description	initial	date
1	ISSUED FOR REVIEW	KMT	01-11-23	
2	PER VILLAGE COMMENTS	KMT	03-13-23	
3	PER VILLAGE COMMENTS	KMT	05-15-23	

date	01-10-23	drawn	DW	checked	KMT
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job no.

23010

sheet no.

L 1.2

1		2		3	
Master Plant List					
Shade Trees					
Symbol	Quantity	Botanical Name	Common Name	Size	Origin Notes
AFR	5	ACER X FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE FREEMAN MAPLE	3" BB	MOIST
GBI	3	GINKGO BILOBA	GINKGO	3" BB	URBAN, MALE SPEC. ONLY
Evergreen Shrubs					
TD	16	TAXUS x MEDIA 'DENSII'	DENSE YEW	24" BB	
Deciduous Shrubs					
CS	11	CORNUS SERICEA 'ISANTI'	ISANTI RED TWIG DOGWOOD	24" BB	NATIVE
FG	14	FOTHERGILLA GARDENII	DWARF FOTHERGILLA	24" BB	NATIVE
HA	6	HYDRANGEA ARBORESCENS	ANNABELLE HYDRANGEA	5 GAL	NATIVE
RA	7	RHUS AROMATICA 'GRO LOW'	GRO LOW SUMAC	5 GAL	NATIVE
VJ	6	VIBURNUM X JUDDI	JUDD VIBURNUM	36" BB	
Groundcover					
ef	310	EUONYMUS FORTUNEI 'COLORATUS'	PURPLELEAF WINTERCREEPER	3" POTS	
Perennials					
cv	12	COREOPSIS VERTICILLATA 'CRÈME BRULÉE'	TICKSEED	1 GAL	18" YELLOW
nf	18	NEPETA X FAASSENII	FAASSEN'S CATMINT	1 GAL	12" LAVENDER
Grasses					
pv	15	PANICUM VIRGATUM 'NORTH WIND'	SWITCH GRASS	3 GAL	4'

GENERAL CONSTRUCTION NOTES

1. REQUIRED LANDSCAPE MATERIAL SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND BE STAKED, WRAPPED, WATERED AND MULCHED PER ORDINANCE.
2. BEFORE ANY EXCAVATION ON THE SITE, CALL TO LOCATE ANY EXISTING UTILITIES ON THE SITE. THE CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LOCATIONS OF ALL BURIED UTILITIES IN THE AREAS OF WORK BEFORE STARTING OPERATIONS. THE CONTRACTOR SHALL BE LIABLE FOR THE COST OF REPAIRING OR REPLACING ANY BURIED CONDUITS, CABLES OR PIPING DAMAGED DURING THE INSTALLATION OF THIS WORK.
3. FOUR FOOT HIGH FENCING OR OTHER RIGID MATERIAL IS TO BE ERRECTED AROUND THE DRIP-LINE OF ALL TREES TO BE SAVED.
4. PLANT QUANTITIES ON PLANT LIST INTENDED TO BE A GUIDE. ALL QUANTITIES SHALL BE CHECKED AND VERIFIED ON PLANTING PLAN. ANY DISCREPANCIES SHALL BE DISCUSSED WITH THE LANDSCAPE ARCHITECT.
5. ANY DEVIATIONS FROM OR MODIFICATIONS TO THIS PLAN SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
6. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT UPON DELIVERY OF PLANT MATERIAL TO THE SITE. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL THAT DOESN'T MEET STANDARDS OR SPECIFICATIONS OF THE PROJECT.
7. ALL PLANT MATERIAL TO BE INSTALLED PER THE PLANTING DETAILS PROVIDED ON THIS PLAN SET.
8. ALL BED EDGES TO BE WELL SHAPED, SPADE CUT, WITH LINES AND CURVES AS SHOWN ON THIS PLAN SET.
9. ALL PLANTING BEDS TO BE PREPARED WITH PLANTING MIX: 50% TOPSOIL, 50% SOIL AMENDMENTS (3 PARTS PEATMOSS, 1 PART COMPOST, 1 PART SAND)
10. ALL PARKING LOT ISLANDS SHALL BE BACKFILLED WITH THE FOLLOWING: 2" OF BLENDED GARDEN SOIL MIX (60% TOPSOIL, 30% COMPOST, 10% SAND) OR 6" OF ONE STEP BY MIDWEST TRADING, TOP DRESSED AND TILLED INTO 18" OF TOPSOIL.
11. ALL SPECIFIED LANDSCAPE MATERIAL INDICATED ON THE CONSTRUCTION DOCUMENTS WILL BE REQUIRED TO BE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT AND MUST BE REPLACED SHOULD IT DIE OR BECOME DAMAGED.
12. ALL PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE FROM SUBSTANTIAL COMPLETION AS DETERMINED BY THE LANDSCAPE ARCHITECT, AND SHALL BE REPLACED SHOULD IT DIE WITHIN THAT PERIOD.
13. PROTECT STRUCTURES, SIDEWALKS, PAVEMENTS AND UTILITIES TO REMAIN FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS AND OTHER HAZARDS CAUSED BY SITE IMPROVEMENT OPERATIONS.
14. ALL LAWN AREAS TO BE SEEDED WITH STANDARD TURF GRASS SEED AND COVERED WITH EROSION CONTROL BLANKET. UNLESS OTHERWISE SPECIFIED ON THE PLAN.
15. CAREFULLY MAINTAIN PRESENT GRADE AT BASE OF ALL EXISTING TREES TO REMAIN. PREVENT ANY DISTURBANCE OF EXISTING TREES INCLUDING ROOT ZONES. USE TREE PROTECTION BARRICADES WHERE INDICATED. PROTECT EXISTING TREES TO REMAIN AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, BRUISING OF BARK OR SMOTHERING OF TREES. DRIVING, PARKING, DUMPING, STOCKPILING AND/OR STORAGE OF VEHICLES, EQUIPMENT, SUPPLIES, MATERIALS OR DEBRIS ON TOP THE ROOT ZONES AND/OR WITHIN THE DRIPLINE OF EXISTING TREES OR OTHER PLANT MATERIAL TO REMAIN IS STRICTLY PROHIBITED.
16. THE CONTRACTOR AT ALL TIMES SHALL KEEP THE PREMISES ON WHICH WORK IS BEING DONE, CLEAR OF RUBBISH AND DEBRIS. ALL PAVEMENT AND DEBRIS REMOVED FROM THE SITE SHALL BE DISPOSED OF LEGALLY.
17. ALL WORK AND OPERATIONS SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.

LANDSCAPE MAINTENANCE SPECIFICATIONS

LANDSCAPE MAINTENANCE SPECIFICATIONS

The Contractor shall provide as a separate bid, maintenance for a period of 1 year after final acceptance of the project landscaping. The Contractor must be able to provide continued maintenance if requested by the Owner or provide the name of a reputable landscape contractor who can provide maintenance.

STANDARDS

All landscape maintenance services shall be performed by trained personnel using current, acceptable horticultural practices.

All work shall be performed in a manner that maintains the original intent of the landscape design.

All chemical applications shall be performed in accordance with current county, state and federal laws, using EPA registered materials and methods of application. These applications shall be performed under the supervision of a Licensed Certified applicator.

APPROVALS

Any work performed in addition to that which is outlined in the contract shall only be done upon written approval by the Owner's Representative.

All seasonal color selections shall be approved by the Owner's Representative prior to ordering and installation.

SOIL TESTING

The maintenance contractor shall perform soil tests as needed to identify imbalances or deficiencies causing plant material decline. The owner shall be notified of the recommendation for approval, and the necessary corrections made at an additional cost to the owner.

Acceptable Soil Test Results:

	Landscap	Turf
pH Range	5.0-7.0	6.0-7.0
Organic Matter	>1.5%	>2.5%
Magnesium (Mg)	100+lbs./acre	100+lbs./acre
Phosphorus (P2O5)	150+lbs./acre	150+lbs./acre
Potassium (K2O)	120+lbs./acre	120+lbs./acre
Soluble salts	Not to exceed 900ppm/1.9 mmhos/cm in soil; not to exceed 1400 ppm/2.5 mmhos/cm in high organic mix	Not to exceed 750ppm/0.75 mmhos/cm in soil; not to exceed 2000 ppm/2.0 mmhos/cm in high organic mix

For unusual soil conditions, the following optional tests are recommended with levels not to exceed:

Boron	3 pounds per acre
Manganese	50 pounds per acre
Potassium (K2O)	450 pounds per acre
Sodium	20 pounds per acre

WORKMANSHIP

During landscape maintenance operations, all areas shall be kept neat and clean. Precautions shall be taken to avoid damage to existing structures. All work shall be performed in a safe manner to the operators, the occupants and any pedestrians.

Upon completion of maintenance operations, all debris and waste material shall be cleaned up and removed from the site, unless provisions have been granted by the owner to use on-site trash receptacles.

Any damage to the landscape, the structure, or the irrigation system caused by the maintenance contractor, shall be repaired by the maintenance contractor without charge to the owner.

TURF

GENERAL CLEAN UP

Prior to mowing, all trash, sticks, and other unwanted debris shall be removed from lawns, plant beds, and paved areas.

MOWING

Turf grasses, including blue grass, tall fescue, perennial ryegrass, etc., shall be maintained at a height of 2" to 3" in spring and fall. From June through September, mowing height shall be maintained at no less than 3".

The mowing operation includes trimming around all obstacles, raking excessive grass clippings and removing debris from walks, curbs, and parking areas. Caution: Mechanical weeders should NOT be used around trees because of potential damage to the bark.

EDGING

Edging of all sidewalks, curbs and other paved areas shall be performed once every other mowing. Debris from the edging operations shall be removed and the areas swept clean. Caution shall be used to avoid flying debris.

FERTILIZING

Seasonally stepped fertilizer shall be applied in areas based on the existing turf species.

LAWN WEED CONTROL: HERBICIDES

Selection and proper use of herbicides shall be the landscape contractor's responsibility. All chemical applications shall be performed under the supervision of a Licensed Certified Applicator. Read the label prior to applying any chemical.

INSECT & DISEASE CONTROL FOR TURF

The contractor shall be responsible for monitoring the site conditions on each visit to determine if any insect pest or disease problems exist. The contractor shall identify the insect pest or disease, as well as the host plant, and then consult the most current edition of the Cooperative Extension Service's "Commercial Insecticide Recommendation for Turf" for control. The licensed applicator shall be familiar with the label provided for the selected product prior to application.

Inspection and treatment to control insect pests shall be included in the contract price.

TREES, SHRUBS, & GROUND COVER

PRUNING

All ornamental trees, shrubs and ground cover shall be pruned when appropriate to remove dead or damaged branches, develop the natural shapes. Do not shear trees or shrubs. If previous maintenance practice has been to shear and ball, then a natural shape will be restored gradually.

Pruning Guidelines:

1. Prune plants that flower before the end of June (spring blooming) immediately after flowering. Flower buds develop during the previous growing season. Fall, winter or spring pruning would reduce the spring flowering display.
2. Prune plants that flower in July – September (summer or autumn blooming) in winter or spring before new growth begins, since these plants develop flowers on new growth.
3. Delay pruning plants grown for ornamental fruits, such as Cotoneasters and Viburnums.
4. Hollies and other evergreens may be pruned during winter in order to use their branches for seasonal decoration. However, severe pruning of evergreens should be done in early spring only.
5. Broadleaf evergreen shrubs shall be hand-pruned to maintain their natural appearance after the new growth hardens off.
6. Hedges or shrubs that require shearing to maintain a formal appearance shall be pruned as required. Dead wood shall be removed from sheared plants before the first shearing of the season.
7. Conifers shall be pruned, if required, according to their genus.

A. Yews, Junipers, Hemlocks and Arborvitae may be pruned after new growth has hardened off in late summer. If severe pruning is necessary, it must be done in early spring.

B. Firs and spruces may be lightly pruned in late summer, fall, or winter after completing growth. Leave side buds. Never cut central leader.

C. Pines may be lightly pruned in early June by reducing candles.
8. Groundcover shall be edged and pruned as needed to contain it within its borders.
9. Thinning: Remove branches and water sprouts by cutting them back to their point of origin on parent stems. This method results in a more open plant, without stimulating excessive growth. Thinning is used on Crab Apples, Lilacs, Viburnums, etc.
10. Renewal pruning: Remove oldest branches of shrub at ground, leaving the younger, more vigorous branches. Also remove weak stems. On overgrown plants, this method may be best done over a three-year period. Renewal pruning may be used on Forsythia, Hydrangea, Spiraea, etc.

Plants overhanging passageways and parking areas and damaged plants shall be pruned as needed.

Shade trees that cannot be adequately pruned from the ground shall not be included in the Maintenance Contract. A certified arborist under a separate contract shall perform this type of work.

SPRING CLEANUP

Plant beds shall receive a general cleanup before fertilizing and mulching. Cleanup includes removing debris and trash from beds and cutting back herbaceous perennials left standing through winter, e.g. ornamental grasses, Sedum Autumn Joy.

FERTILIZING

For trees, the rate of fertilization depends on the tree species, tree vigor, area available for fertilization, and growth stage of the tree. Mature specimens benefit from fertilization every 3 to 4 years; younger trees shall be fertilized more often during rapid growth stages.

The current recommendation is based on the rate of 1000 square feet of area under the tree to be fertilized. For deciduous trees, 2 to 6 pounds of Nitrogen per 100 square feet; for narrow-leaf evergreens, 1 to 4 pounds of Nitrogen per 1000 square feet; for broadleaf evergreens, 1 to 3 pounds of Nitrogen per 1000 square feet.

Shrubs and groundcover shall be top-dressed with compost 1" deep or fertilized once in March with 10-6-4 analysis fertilizer at the rate of 3 pounds per 100 square feet of bed area. Ericaceous material shall be fertilized with an ericaceous fertilizer at the manufacturer's recommendation rate. If plants are growing poorly, a soil sample should be taken.

TREES, SHRUBS, & GROUND COVER (CONT.)

MULCHING

Annually, all tree and shrub beds will be prepared and mulched, to a minimum depth of 3" with quality mulch to match existing. Bed preparation shall include removing all weeds, cleaning up said bed, edging and cultivating decayed mulch into the soil. Debris from edging is to be removed from beds where applicable. If deemed necessary, a pre-emergent herbicide may be applied to the soil to inhibit the growth of future weeds.

Organically maintained gardens shall not receive any pre-emergent herbicides. Mulch in excess of 4" will be removed from the bed areas. SPECIAL CARE shall be taken in the mulching operation not to over-mulch or cover the base of trees and shrubs. This can be detrimental to the health of the plants.

WEEDING

All beds shall be weeded on a continuous basis throughout the growing season to maintain a neat appearance at all times.

Pre-emergent (soil-applied) and post-emergent (foliar-applied) herbicides shall be used where and when applicable and in accordance with the product's label.

INSECT & DISEASE CONTROL: TREES, SHRUBS & GROUNDCOVER

The maintenance contractor shall be responsible for monitoring the landscape site on a regular basis. The monitoring frequency shall be monthly except for growing season, which will be every other week. Trained personnel shall monitor for plant damaging insect activity, plant pathogenic diseases and potential cultural problems in the landscape. The pest or cultural problem will be identified under the supervision of the contractor.

For plant damaging insects and mites identified in the landscape, the contractor shall consult and follow the recommendations of the most current edition of the state Cooperative Service publication on insect control on landscape plant material.

Plant pathogenic disease problems identified by the contractor that can be resolved by pruning or physical removal of damaged plant parts will be performed as part of the contract. For an additional charge, plant pathogenic diseases that can be resolved through properly timed applications of fungicides shall be made when the owner authorizes it.

If the contractor notes an especially insect-or disease-prone plant species in the landscape, he/she will suggest replacement with a more pest-resistant cultivar or species that is consistent with the intent of the landscape design.

NOTE: For identification of plant-damaging insects and mites, a reference textbook that can be used is Insects that feed on Trees and Shrubs by Johnson and Lyon, Comstock Publishing Associates. For plan pathogenic diseases, two references are suggested: Scouting and Controlling Woody Ornamental Diseases in Landscapes and Nurseries, authorized by Gary Moorman, published by Penn State College of Agricultural Sciences, and Diseases of Trees and Shrubs by Sinclair and Lyon, published by Comstock Publishing Press.

TRASH REMOVAL

The maintenance contractor shall remove trash from all shrub and groundcover beds with each visit.

LEAF REMOVAL

All fallen leaves shall be removed from the site in November and once in December. If requested by the owner, the maintenance contractor, at an additional cost to the owner shall perform supplemental leaf removals.

WINTER CLEAN-UP

The project shall receive a general clean-up once during each of the winter months, i.e., January, February, and March.

Clean-up includes:

- Cleaning curbs and parking areas
- Removing all trash and unwanted debris
- Turning mulch where necessary
- Inspection of grounds

SEASONAL COLOR: PERENNIALS, ANNUALS, AND BULBS

The installation of perennials, annuals, and bulbs, unless specified herein, shall be reviewed with the owner, and, if accepted, installed and billed to the owner.

SEASONAL COLOR MAINTENANCE

Perennialization of Bulbs:

1. After flowering, cut off spent flower heads.
2. Allow leaves of daffodils and hyacinths to remain for six weeks after flowers have faded. Cut off at base.
3. Allow leaves of other bulbs to yellow naturally and then cut off at base.
4. Apply fertilizer after flowering in spring, possibly again in fall. Apply 10-10-10 at the rate of 2 pounds per 1000 square feet or top-dress with compost 1" deep. Fall fertilization with a bulb fertilizer or mulching with 1" of compost is optional.

Flower Rotation:

1. Bulbs: Remove the entire plant and bulb after flowers have faded or at the direction of the owner and install new plants if included in contract.
2. Summer Annuals or Fall Plants:

A. Dead heading: Pick and remove dead flowers on annuals as necessary.

B. Fertilizing Summer Annuals: Fertilize using one or two methods: Apply a slow-release fertilizer in May following manufacturer's recommendations. A booster such as 10-10-10 may be necessary in late summer. Or, apply liquid fertilizations of 20-20-20 water-soluble fertilizers, not to exceed 2 pounds of 20-20-20 per 100 gallons of water, monthly; or mulch with compost 1" deep.

C. Removal: If fall plants are to be installed, summer annuals shall be left in the ground until the first killing frost and then removed, unless otherwise directed by the owner.

Perennials:

1. After initial installation, if a time-released fertilizer has been incorporated during plant installation, no more fertilizer need be applied the first growing season.
2. The following year:

A. Fertilize perennials with a slow-release fertilizer or any 50% organic fertilizer, or mulch perennials with compost 1" deep.

B. Cut all deciduous perennials flush to the ground by March 1, if this was not done the previous fall, to allow new growth to develop freely.

C. Mow the perennial bed once in early spring at 1"-2" depth. If soil is bared in late fall, re-mulch lightly after ground is frozen to protect perennials.

D. Inspect for insect or disease problems on perennials. Monitor and control slugs on hostas and ligularias. Powdery mildew on phlox, monardas, and asters can be prevented with properly timed fungicides or use of disease-resistant varieties.

E. Weed perennial bed as specified in "WEEDING" above.

F. Prune branching species to increase density. Cut only the flowering stems after blooming. Do not remove the foliage.

3. The following fall cut back deteriorating plant parts unless instructed to retain for winter interest, e.g. Sedum Autumn Joy and ornamental grasses.

4. Long-term Care:

A. Divide plants that overcrowd the space provided. Divide according to the species. Some need frequent dividing, e.g. asters and yarrow every two years; other rarely, if ever, e.g. peonies, hostas, and astilbe.

B. For detailed information regarding the care of specific perennials, refer to All About Perennials by Ortho; Perennials: How to Select, Grow and Enjoy by Pamela Harper and Frederick McGouty, Hp Books Publisher; Herbaceous Perennial Plants: A Treatise on their Identification, Culture and Garden Attributes by Allan Armitage, Stipes Pub LLC.

SUMMARY OF MAINTENANCE

LAWN MAINTENANCE

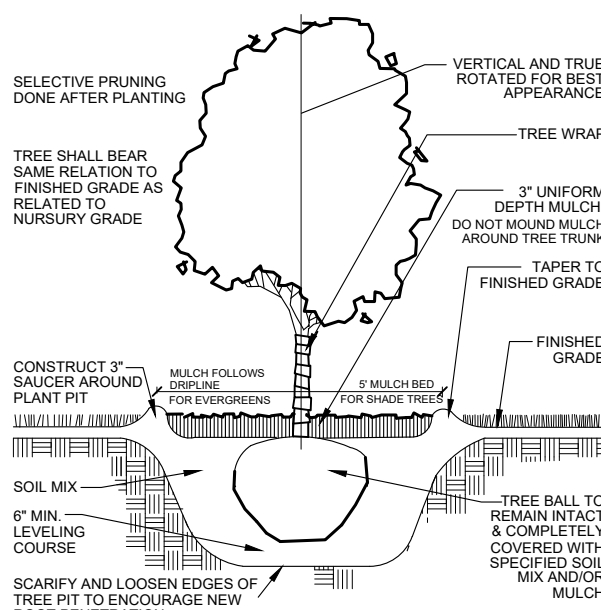
1. Soil analysis performed annually to determine pH. If pH does not fall within specified range, adjust according to soil test recommendations.
2. Maintain proper fertility and pH levels of the soil to provide an environment conducive to turf vitality for turf grasses.
3. Mow turf on a regular basis and as season and weather dictates. Remove no more than the top 1/3 of leaf blade. Clippings on paved and bed areas will be removed.
4. Aerate warm season turf areas to maintain high standards of turf appearance.
5. Apply pre-emergent to turf in two applications in early February and early April to extend barrier.
6. Apply post emergent as needed to control weeds.
7. Mechanically edge curbs and walks.
8. Apply non-selective herbicide, to mulched bed areas and pavement and remove excess runners to maintain clean defined beds.

TREE, GROUNDCOVER AND SHRUB BED MAINTENANCE

1. Prune shrubs, trees and groundcover to encourage healthy growth and create a natural appearance.
2. Mulch to be applied in February/March with a half rate in late summer to top dress.
3. Apply pre-emergent herbicides in February and April.
4. Manual weed control to maintain clean bed appearance.
5. Apply fungicides and insecticides as needed to control insects and disease.
6. Ornamental shrubs, trees and groundcovers to be fertilized three (3) times per year with a balanced material (January/February, April/May, and October/November)
7. Edge all mulched beds.
8. Remove all litter and debris.

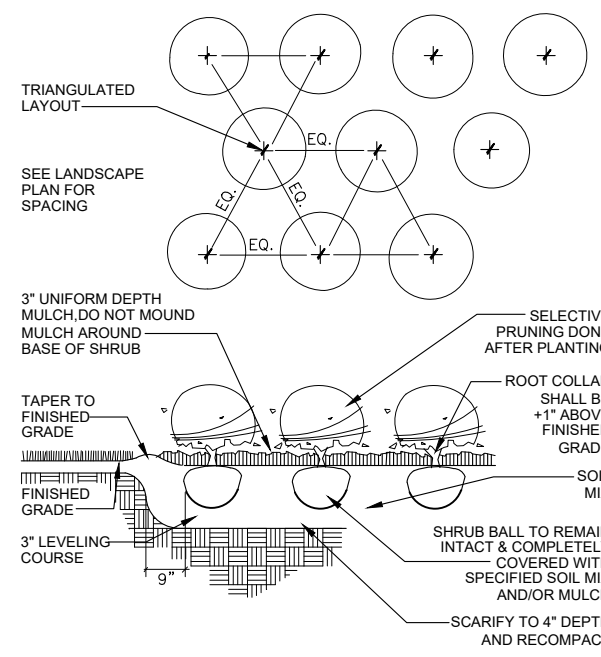
GENERAL MAINTENANCE

1. Remove all man-made debris, blow edges.
2. Inspect grounds on a monthly basis and schedule inspection with Unit Operator.



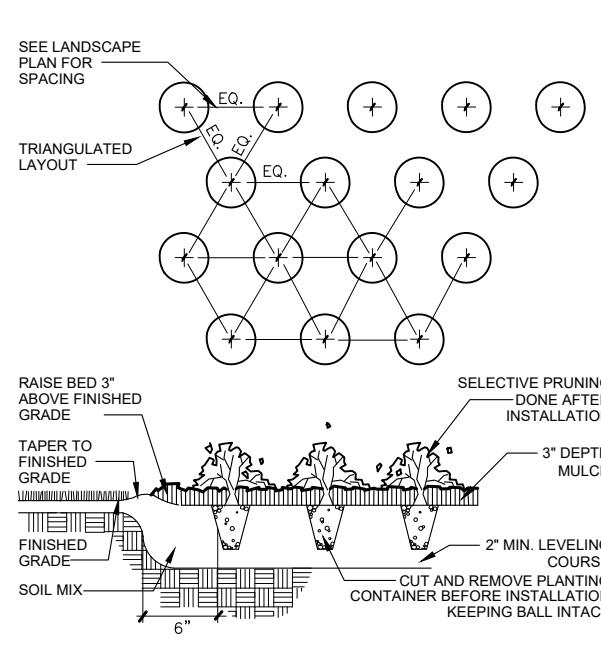
1 TREE PLANTING DETAIL

L2.1 SCALE: NO SCALE



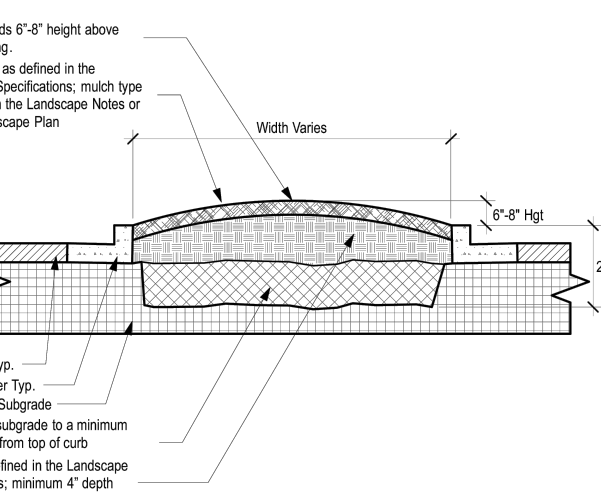
2 SHRUB PLANTING DETAIL

L2.1 SCALE: NO SCALE



3 GROUNDCOVER DETAIL

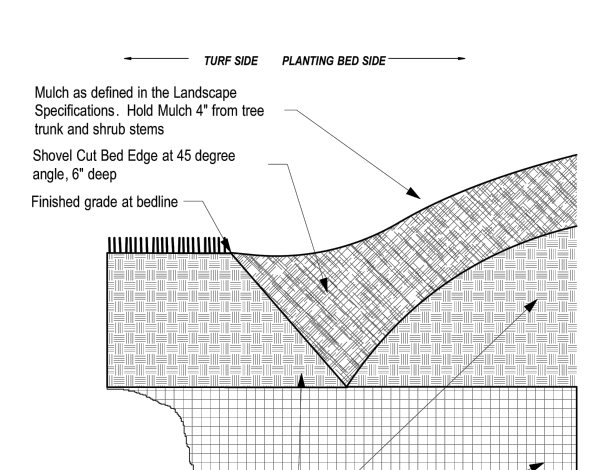
L2.1 SCALE: NO SCALE



NOTE: 1. Clean construction debris from within landscape island areas (i.e. concrete, rocks, rubble, building materials, etc.) prior to installing island and plant material. 2. Fracture/seal existing subgrade to a minimum 2" depth. Remove and replace any subgrade unavailable for grading. Once subgrade is clean of debris and basecoat, add topsoil to a minimum bottom 6" height above sand cutting. 3. Install plant material as per the Landscape Plan. 4. Install plant material as per tree, shrub and ground cover planting details, and as defined in the Landscape Specifications. 5. Install mulch or soil as specified on the Landscape Plan, and as defined in the Landscape Specifications.

4 PARKING LOT ISLAND

L2.1 SCALE:



5 SPADED PLANTING BED EDGE

L2.1 SCALE:

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initial	date	01-11-23
revision	description	ISSUED FOR REVIEW
no.	revision	PER VILLAGE COMMENTS
1	1	PER VILLAGE COMMENTS
2	2	PER VILLAGE COMMENTS

ARLINGTON HEIGHTS
MULTI-FAMILY

116 EASTMAN ST
ARLINGTON HEIGHTS, ILLINOIS

LANDSCAPE NOTES
MASTER PLANT LIST
PLANTING SPECIFICATIONS
DETAILS

date	01-10-23	drawn	KMT	checked	KMT
job no.	23010				
sheet no.	L 2.1				

Executive Summary Market Report

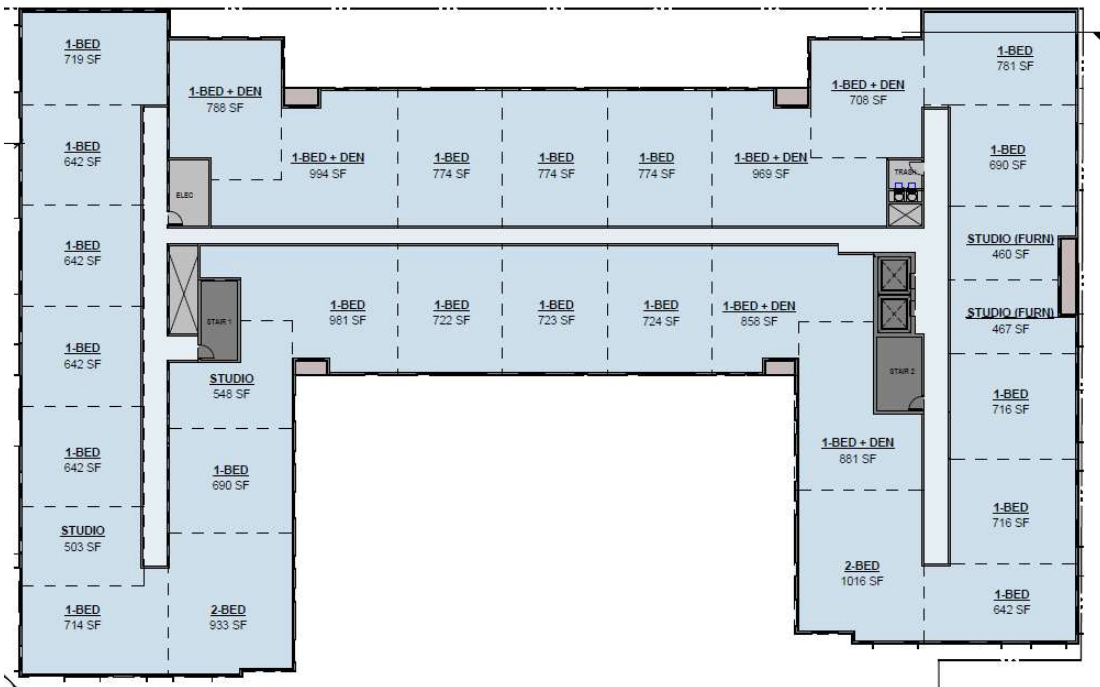
Proposed Rental Apartment Property
116-120 W. Eastman
Arlington Heights, Cook County, Illinois 60004

Prepared For:
Compasspoint Development, LLC

Report Date:
March 13, 2023

File Number: 194-2023-0230





Proposed Rental Apartment Development
 116-120 W. Eastman
 Arlington Heights, Illinois



March 13, 2023

Mr. Joe Taylor, III
Compasspoint Development, LLC
202 S. Cook St., Suite 210
Barrington, IL 60010

SUBJECT: Executive Summary Market Report
 Proposed Rental Apartment Development
 116-120 W. Eastman
 Arlington Heights, Cook County, Illinois 60004
 IRR - Chicago File No. 194-2023-0230

Dear Mr. Taylor:

Integra Realty Resources – Chicago is pleased to submit the accompanying executive summary market report pertaining to the referenced property. You are the client for this assignment and the intended use is for This is the first phase of research regarding the proposed development. A market study with supporting commentary for our conclusions can be provided as the second phase.

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

Mr. Joe Taylor, III
Compasspoint Development, LLC
March 13, 2023
Page 2

If you have any questions or comments, please contact the undersigned. Thank you for the opportunity to be of service.

Respectfully submitted,

Integra Realty Resources - Chicago

A handwritten signature in dark ink, reading "Gail Lissner". The signature is fluid and cursive, with a long horizontal stroke at the end.

Gail Lissner, SRA, CRE
Illinois Certified General Real Estate Appraiser
#553.001842
Expires 9/30/23
Telephone: 312.565.3423
Email: glissner@irr.com



Table of Contents

General Information	2
Executive Summary and Conclusions	4
Apartment Survey - Project Data Sheets	20
Certification	36
Assumptions and Limiting Conditions	38
Addenda	
A. Qualifications	

General Information

Identification of Subject

116-120 W. Eastman is a 154 unit rental apartment development which is proposed for construction in downtown Arlington Heights. The property will consist of 145 market-rate units along with nine affordable units.

Purpose of the Executive Summary Market Report

The focus of this report is the market-rate component of the property and the purpose of this report is to provide:

- A summary of the primary competitive rental apartment product in the market
- Critique of the market-rate units which are proposed for development in terms of unit mix, unit sizes, unit finishes and project amenities.
- Conclusions regarding market rent levels and absorption projections for the proposed market-rate units.

Effective Date

The effective date of the analysis and conclusions is February 2023. The date of the report is March 13, 2023.

Intended Use and User

The intended use of the executive summary market report is for planning purposes. The client and intended user is Compasspoint Development.

Sources of Data/Extent of Research

An inspection of the subject site and neighborhood was completed along with a review of the preliminary site plan and building plans for the subject property.

The following data sources were researched:

- Visual inspection of the subject site and immediate neighborhood
- Review of the preliminary drawings by OKW Architects dated December 1, 2022
- Ongoing discussions with brokers, developers, lenders, and investors active in the suburban rental apartment market
- Ongoing inspection of competing rental projects in the market and discussions with management and leasing agents

- Previous assignments where information was not confidential

Scope of Work

To determine the appropriate scope of work for the assignment, we considered the intended use of the report, the needs of the user, the complexity of the property, and other pertinent factors.

This is the first phase of research regarding the proposed development. A market study with supporting commentary for our conclusions can be provided as the second phase assignment.

Inspection

Gail Lissner, CRE viewed the property on February 23, 2023.

Executive Summary and Conclusions



Location

The subject site is located at 116-120 W. Eastman in downtown Arlington Heights, IL. The overall site area is reported to be 43,584 SF.

Proposed Development Plan

The subject property is currently proposed to be a 7-story building with a total of 154 residential units and 203 parking spaces. Parking for the apartments will be located on the lower level (9 spaces), first floor (72 spaces) and second floor (80 spaces, of which 19 are tandem spaces and can accommodate two cars).

The developer's current plan includes the following unit mix and sizes:

Unit Type	No. Units	%	Avg SF	Total SF
Studio/1	26	17%	549	14,274
1BR/1	93	60%	713	66,309
1BR/1+Den	18	12%	952	17,136
2BR/2	8	5%	1,150	9,200
Total Market Rate Units	145	94%	737	106,919
Affordable Units	9	6%	890	8,010
Total Units	154	100%	746	114,929

The developer is planning this to be a high-end building with an abundance of amenity spaces including co-working areas, fitness center, resident lounge, outdoor swimming pool and sun deck, roof top sky lounge and outdoor roof deck

Occupancy is being planned for 2025.

Summary of Rent and Lease-up Projections

Based upon our review of the subject location and the rental competition in the market, it appears that the units will be well received by renters in the market. Unlike typical rental properties which have a larger number of two bedroom units and some three bedroom units, subject's units are positioned to appeal to persons with more limited space needs, instead focusing on the studio, one bedroom and one bedroom plus den segments of the market, with only 5% two bedroom units and no three bedroom units. One bedroom units have historically been in good demand and studio units are a newer product type in the suburbs, but have been extremely popular. The one bedroom plus den segment has emerged in greater numbers in new developments since the onset of COVID due to the increasing remote and hybrid work arrangements. Thus, this unit mix appears to be oriented to the needs of renters in the market.

Regarding subject's amenities, by incorporating a swimming pool, deck area, multiple lounge areas, and a roof deck, the property will be competitive with the larger apartment developments in the market.

The following are our recommended rents for the subject units in 2023 dollars:

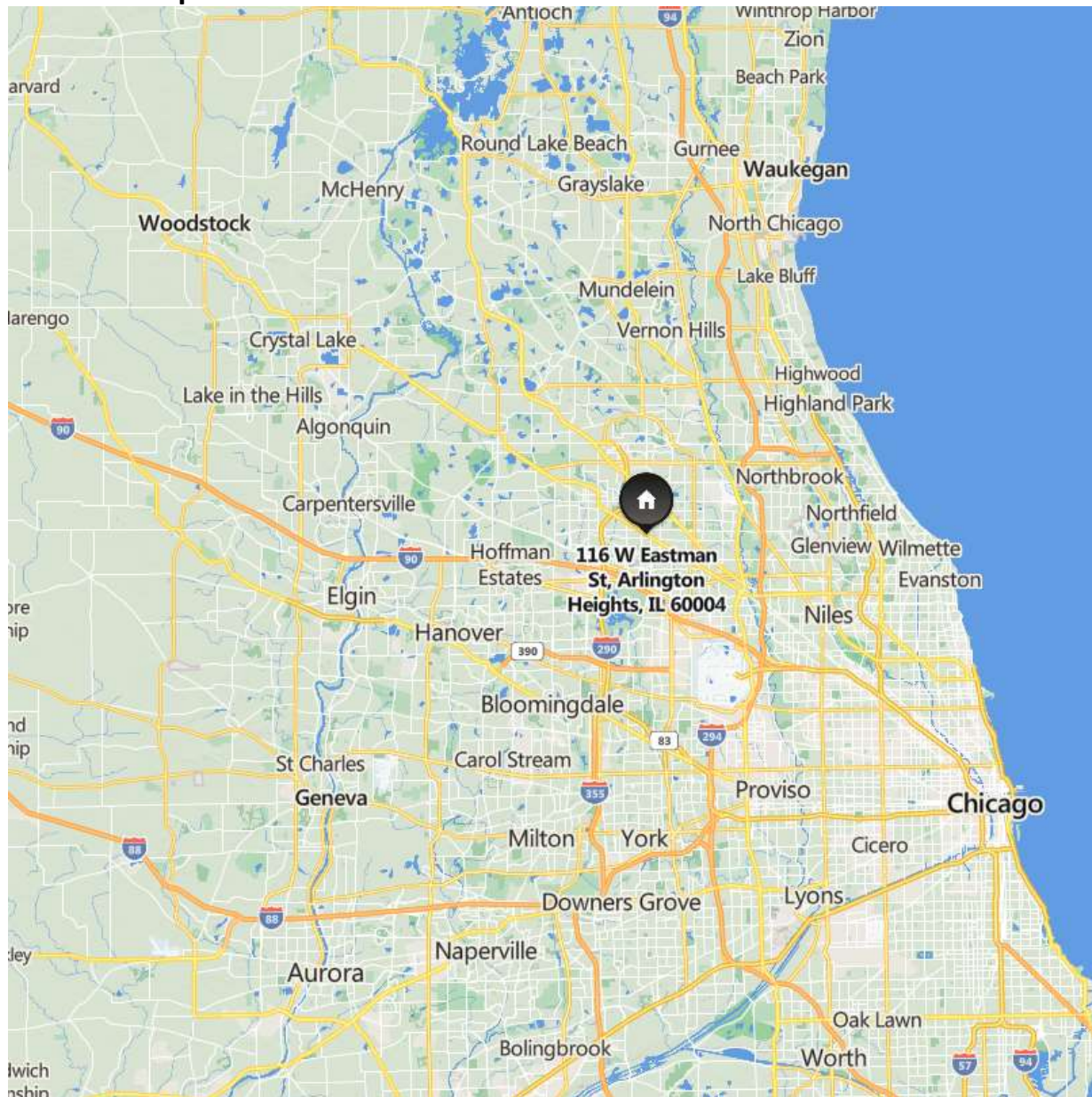
Projected Rents

Unit Type	No. Units	%	Avg SF	Avg Net Effective Rent	Avg Net Effective Rent PSF
Studio/1	7	5%	580	\$1,750	\$3.02
Studio/1	19	12%	537	\$1,750	\$3.26
1BR/1	93	60%	713	\$2,100	\$2.95
1BR/1+Den	18	12%	952	\$2,450	\$2.57
2BR/2	8	5%	1,150	\$2,950	\$2.57
Total Market Rate Units	145	94%	737	\$2,128	\$2.89
Affordable Units	9	6%	890		
Total Units	154	100%	746		

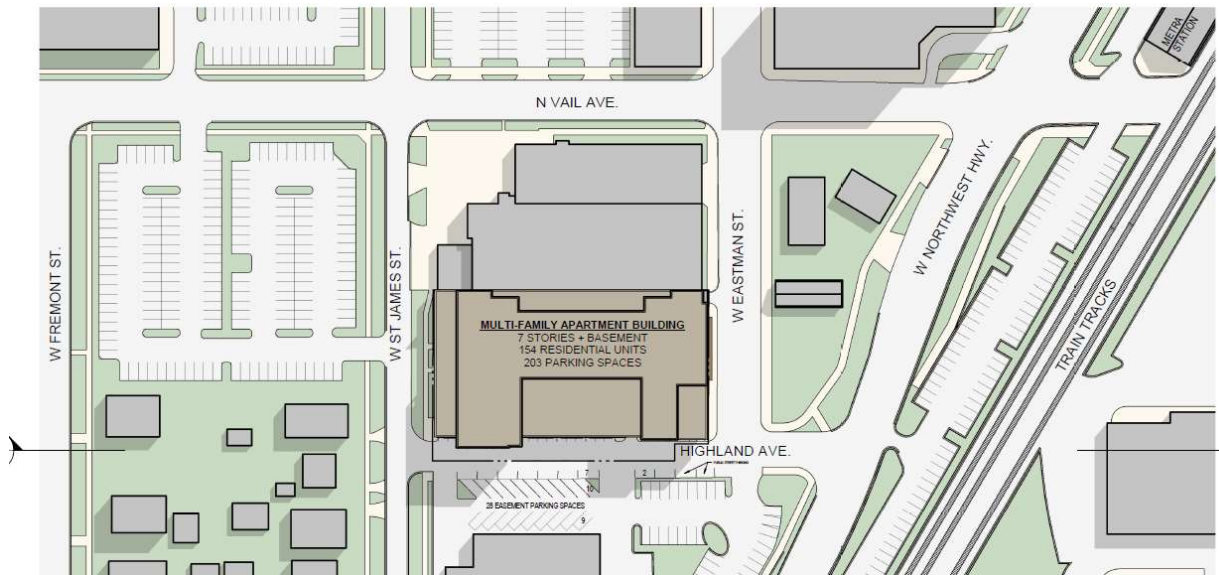
We note, detailed floor plans that depict partitions and room placement were not available for the property. Our conclusions assume the project has functional, efficient layouts that will be competitive with the market. Revisions may be required when detailed plans become available.

The rents shown are in current dollars, with rents expected to grow at a rate of approximately 3% per year until construction completion. Parking is estimated at approximately \$100-\$125 per month. Lease-up is expected at an average pace of approximately 9 to 10 units per month based upon the lease-up pace occurring in the market.

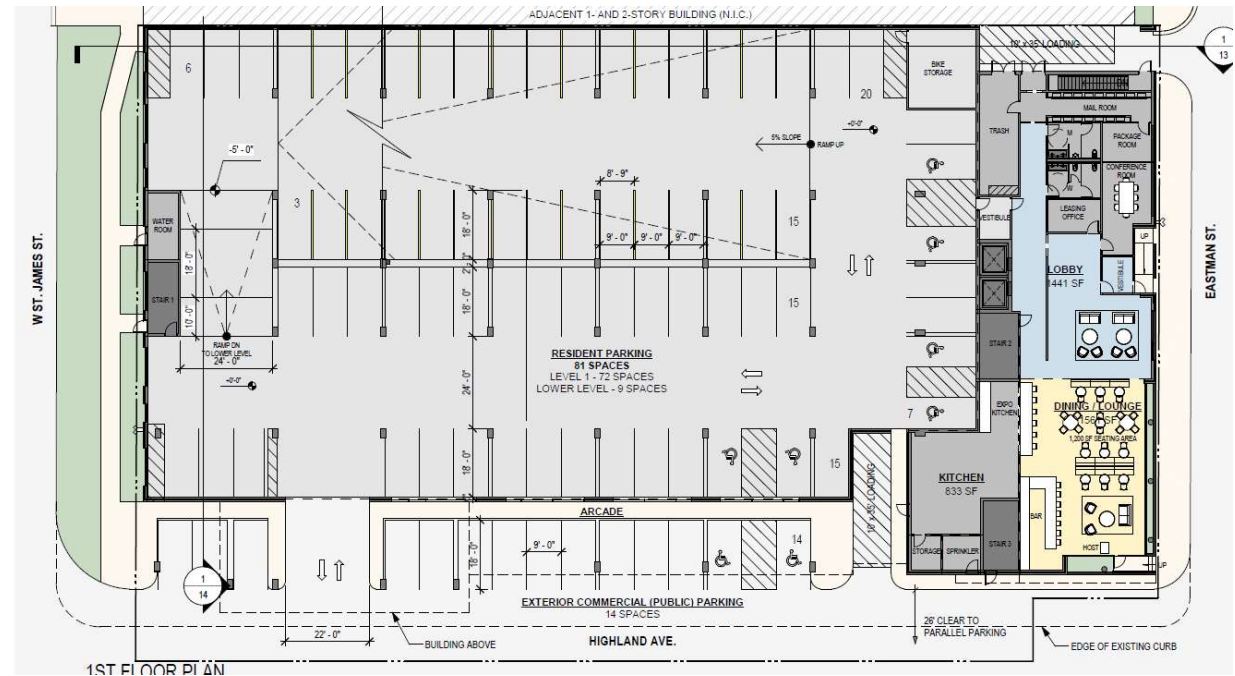
Location Map



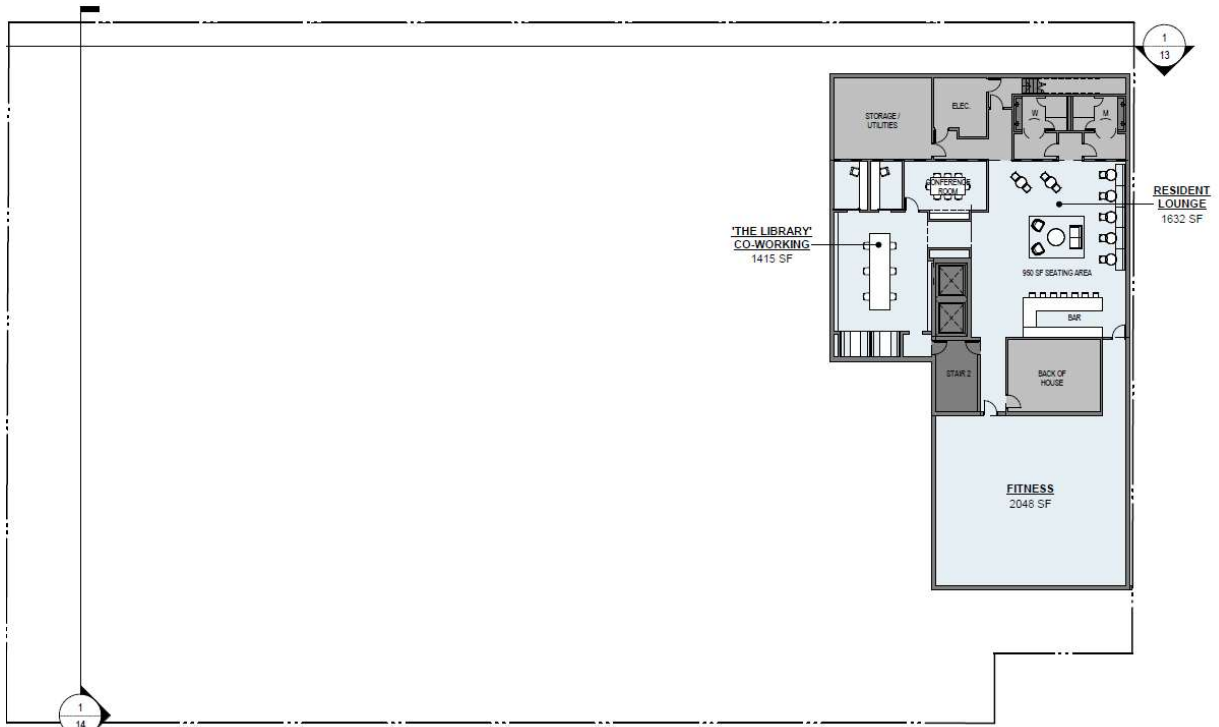
Site Plan



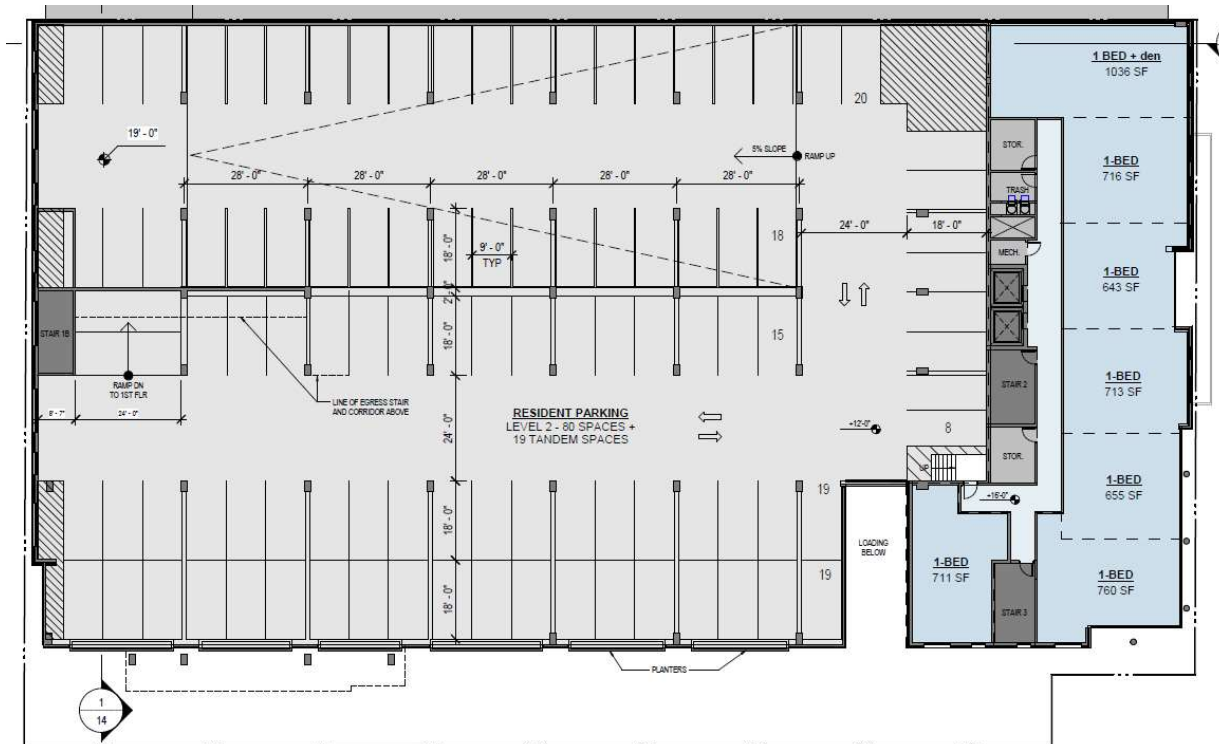
First Floor



Basement

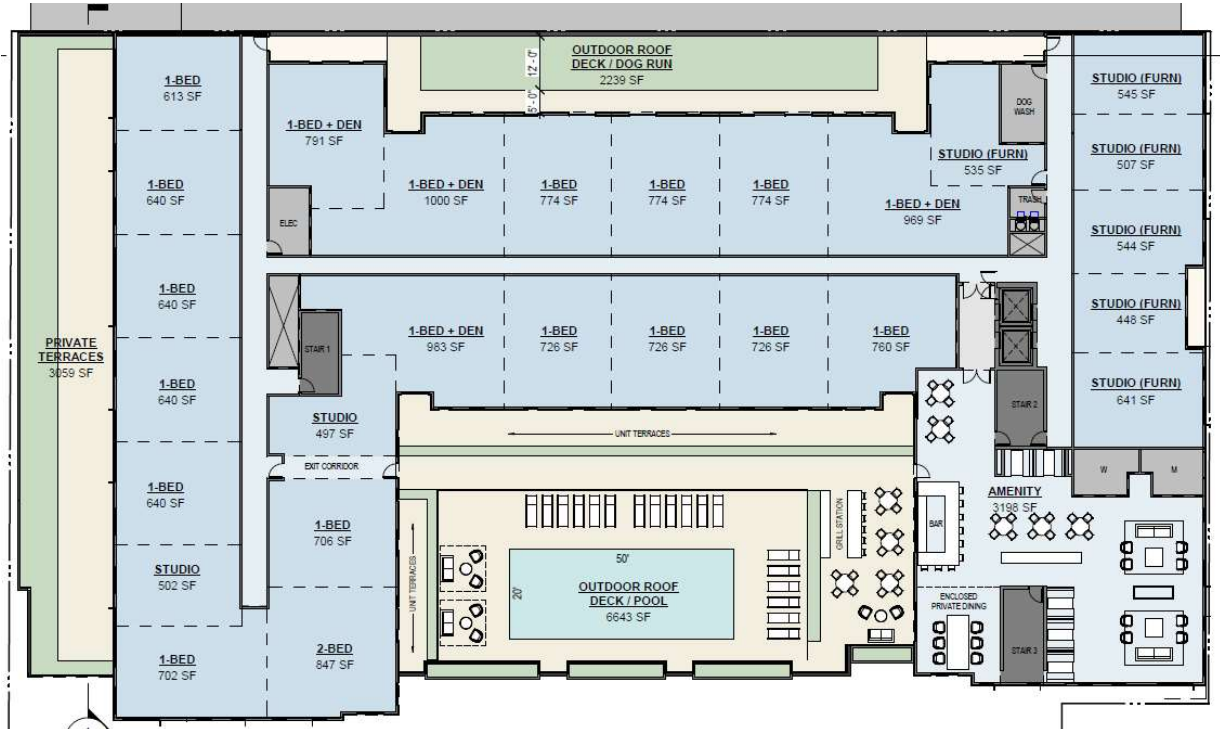


Second Floor

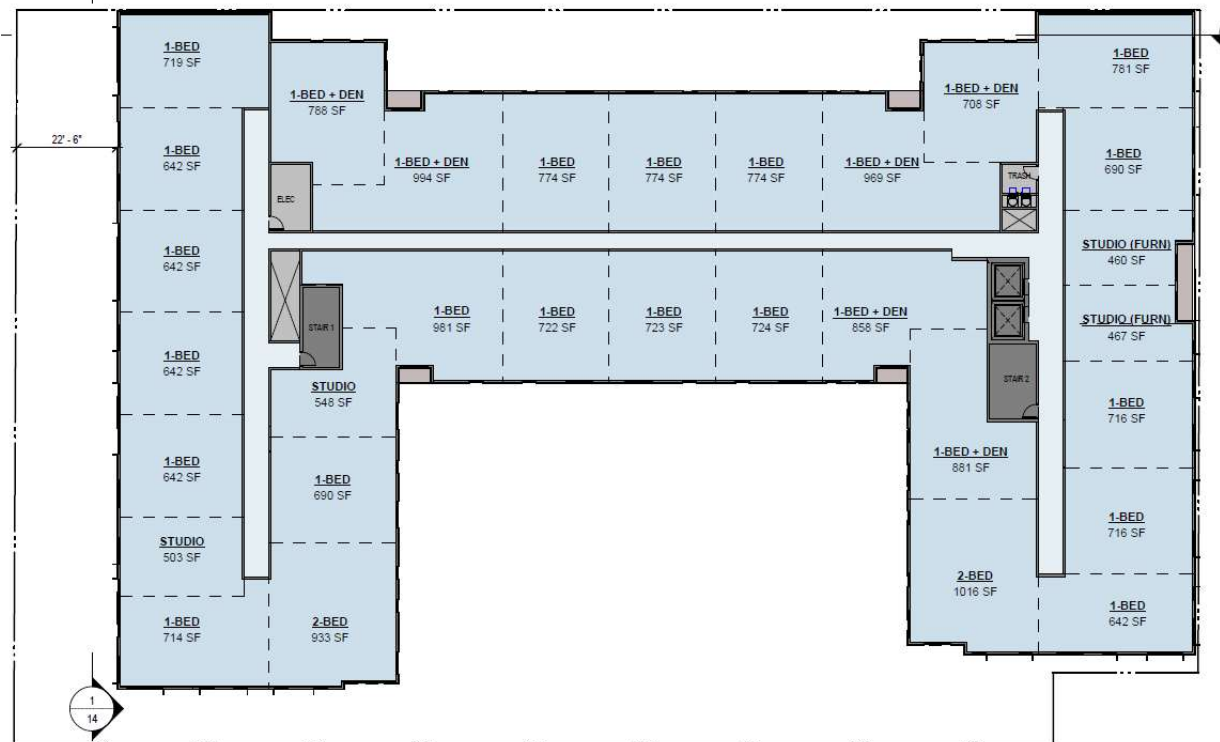


2ND FLOOR PLAN - 7 UNITS

Third Floor



Typical Floor



TYPICAL FLOOR PLAN (4TH - 6TH) - 31 UNITS

Seventh Floor



Analysis and Conclusions

Property Location

The subject property has a good location in downtown Arlington Heights. The downtown area has been a popular location for residential units of all types including rental apartments, condominiums, and single family residences. New residential development has been very limited in the downtown market in recent years, which provides an excellent opportunity for the subject property to capture the demand from renters desiring the new construction amenities not currently available in the downtown area.

The immediate area of the subject property is more residential in character than the area to the south of the Metra tracks which contains a broader mix of retail uses and restaurants. Proximity to the Metra station is excellent and is expected to generate demand among the potential renters. As seen by the two largest apartment developments in the downtown area (Hancock Square and Dunton Tower), apartment demand is good both north and south of the train tracks which divide the downtown market.

While Arlington Heights may be undergoing some substantial changes to its western region if the new stadium and associated development moves forward, this will be a long-term project that will not diminish the desirability of the village's downtown area. In fact, this stadium development plan will generate new jobs and additional rental demand for apartments in the downtown area.

Suburban Chicago Rental Market Area

On a quarterly basis, Integra Realty Resources – Chicago is surveying approximately 350 apartment complexes with over 100,000 dwelling units in the suburban market. Our primary research of the suburban Chicago rental market is gathered from property inspections and conversations with brokers, developers, lenders, investors, managers, and leasing agents involved in the apartment market. Our survey includes virtually every major apartment community developed since 1995 plus older developments (primarily post-1970) throughout the MSA. The data is gathered by direct contact with on-site staff and/or ownership.

As of our 4Q 2022 survey, median net rent per square foot is at \$1.90 which is up 7.5 percent from a year ago and accompanied by stable occupancy. Rent growth remains elevated but slowed due to economic uncertainty and a reduction in household formation. Compared to two years ago, net rent growth has amounted to a positive 22.7 percent, or from \$1.55 per square foot to \$1.90 per square foot. These recent gains remain well above the historical levels of three to four percent. One bedroom units have a median net rent of \$1,566 per month while two bedrooms are at \$1,833. We expect rent growth of 3-4 percent annually going forward.

Physical occupancy is at 97.5 percent for the entire market – albeit off 50 bps from a year ago. The suburban market overall is considered “full”, contributing to escalated pricing. Tenant income levels will likely constrain rent growth. The lack of notable suburban employment growth has not hindered

demand. While some renters transitioned to single family home ownership during the pandemic, others have taken advantage of higher prices in the for-sale market and sold their homes, moving to rental product potentially as a short-term play until they determine their next move. Rising interest rates will curtail home purchases, increasing retention in the rental market. We expect occupancy to remain stable in the near term.

Competition Overview

With a focus on rental apartment alternatives to a newly construction downtown Arlington Heights apartment property, the rent survey comprising 16 properties and nearly 2,900 units included the following:

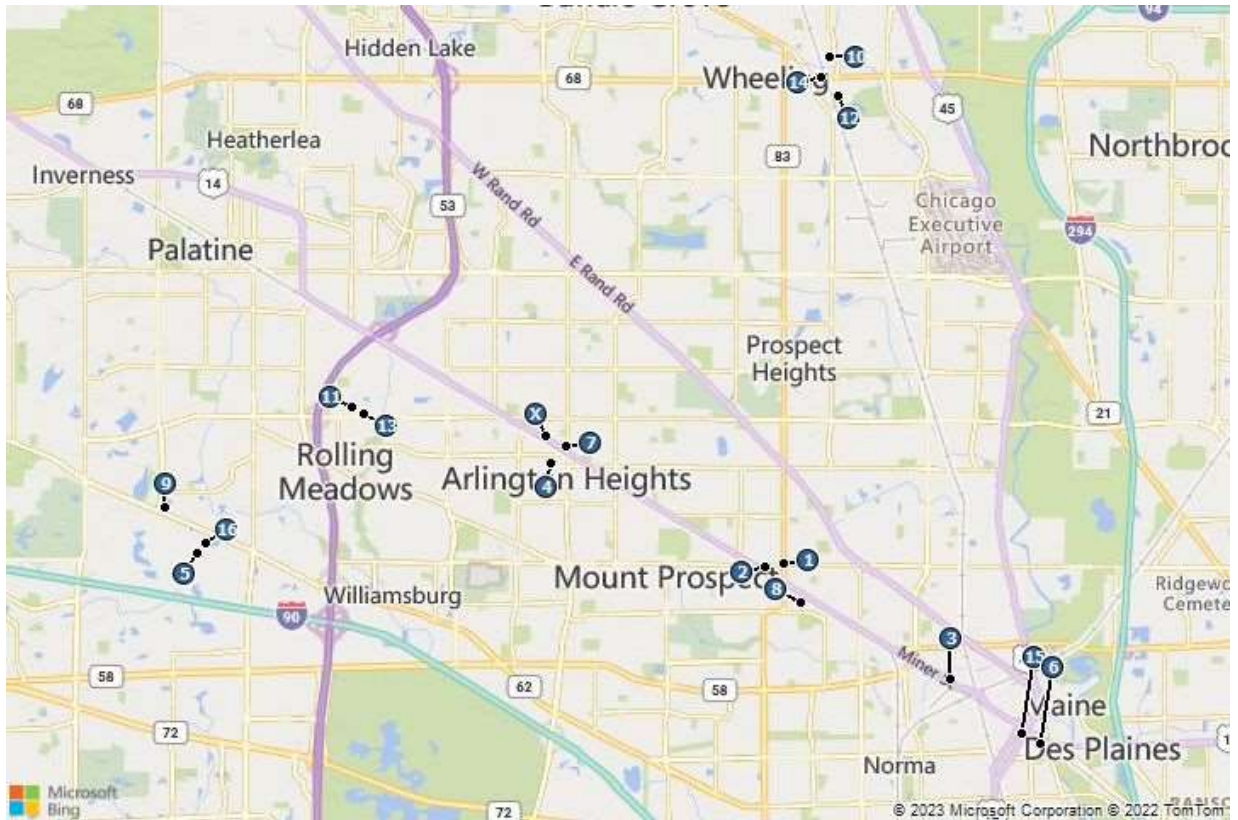
- Apartment buildings in downtown Arlington Heights
- Newer apartment developments in nearby suburban downtown locations close to a Metra station
- Newer apartment developments within a reasonable driving distance of downtown Arlington Heights, although not situated in a suburban downtown

A summary of the comparable data for the existing properties is presented below and on the following pages.

Apartment Rental Competition Overview by Unit Type

Unit Type	No. Units	Unit Mix	Avg SF	Gross		Net Effective	
				Avg Rent	Avg PSF	Avg Rent	Avg PSF
Studio	138	5%	581	\$1,585	\$2.73	\$1,529	\$2.63
1BR	1,517	53%	814	\$1,865	\$2.29	\$1,829	\$2.25
1BR+Den	62	2%	989	\$2,153	\$2.18	\$2,087	\$2.11
2BR	963	33%	1,168	\$2,526	\$2.16	\$2,478	\$2.12
2BR+Den	77	3%	1,368	\$2,592	\$1.89	\$2,536	\$1.85
3BR	130	5%	1,404	\$3,042	\$2.17	\$2,976	\$2.12
Total	2,887	100%					

Rental Competition Survey Map



No.	Name	Suburb
Subject	116-120 W. Eastman	Arlington Hts
1	10 N. Main	Mt Prospect
2	20 West	Mt Prospect
3	Buckingham Place	Des Plaines
4	Dunton Tower	Arlington Hts
5	Element at Veridian	Schaumburg
6	Ellison Apts	Des Plaines
7	Hancock Square	Arlington Hts
8	Maple Street Lots	Mt Prospect
9	North 680	Schaumburg
10	Northgate Crossing	Wheeling
11	One Arlington	Arlington Hts
12	One Wheeling Town Center	Wheeling
13	Res. At Payton Place	Arlington Hts
14	Uptown 500	Wheeling
15	Welkin Apartments	Des Plaines
16	The Quin	Schaumburg

Rental Market Survey Summaries

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No.	Name	Address	Suburb	Date Blt	Total Units	Avg Size (SF)	Quoted Rent PSF	Net Rent PSF	Occup	Parking
Subject	116-120 W. Eastman	116-120 W. Eastman	Arlington Hts (including affordables)	Prop	145	737				
					154	746				
1	10 N. Main	10 N. Main	Mt Prospect	2021	97	885	\$2.52	\$2.52	95.9%	\$75-\$125
2	20 West	20 W. Northwest Hwy	Mt Prospect	2019	71	866	\$2.62	\$2.62	90.1%	\$125
3	Buckingham Place	750 E. Northwest Hwy	Des Plaines	2018	267	961	\$2.35	\$2.22	95.9%	\$65-\$100
4	Dunton Tower	55 S Vail	Arlington Hts	1986	216	902	\$2.08	\$2.08	94.4%	\$75
5	Element at Veridian	2200 Progress Pky	Schaumburg	2020	260	947	\$2.45	\$2.45	97.3%	\$75-\$100
6	Ellison Apts	1555 Ellinwood	Des Plaines	2019	113	839	\$2.75	\$2.75	99.1%	\$35-\$100
7	Hancock Square	200 N Arlington Hts Rd	Arlington Hts	1988	409	849	\$2.62	\$2.62	95.6%	\$75
8	Maple Street Lots	207 S Maple	Mt Prospect	2021	192	749	\$2.91	\$2.72	94.8%	\$125-\$175
9	North 680	680 E. Algonquin	Schaumburg	2017	180	894	\$2.43	\$2.43	95.6%	\$75-\$120
10	Northgate Crossing	200 Hudson Ct	Wheeling	2016	300	969	\$2.33	\$2.33	95.3%	\$145-\$175
11	One Arlington	3400 W Stonegate	Arlington Hts	2014	214	936	\$2.51	\$2.51	97.2%	\$99-\$198
12	One Wheeling Town Center	375 W Dundee	Wheeling	2018	324	1,015	\$2.34	\$2.27	89.5%	\$80
13	Res. At Payton Place	3401 W. Payton Pl.	Arlington Hts	2021	263	981	\$2.52	\$2.31	Lease up	\$110
14	Uptown 500	500 W. Dundee	Wheeling	2020	319	949	\$2.30	\$2.20	88.7%	\$70
15	Welkin Apartments	1425 Ellinwood	Des Plaines	2022	212	891	\$2.67	\$2.45	Lease up	\$125
16	The Quin	2450 Plum Grove Rd	Schaumburg	2023	373	908	\$2.73	\$2.56	Lease up	Inc.

Rental Apartment Survey – Unit Mix

Unit Mix

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No.	Name	Suburb	Date Blt	Total Units	Avg Size (SF)	Studio		1BR		1BR+Den		2BR		2BR+Den		3BR	
						Units	%	Units	%	Units	%	Units	%	Units	%	Units	%
Subject	116-120 W. Eastman	Arlington Hts	Prop	145	737	26	18%	93	64%	18	12%	8	4%				
		(including affordables)		154	746												
1	10 N. Main	Mt Prospect	2021	97	885	14	14%	51	53%			29	30%			3	3%
2	20 West	Mt Prospect	2019	71	866	9	13%	41	58%			20	28%			1	1%
3	Buckingham Place	Des Plaines	2018	267	961	19	7%	130	49%			113	42%			5	2%
4	Dunton Tower	Arlington Hts	1986	216	902	27	13%	108	50%			81	37%				
5	Element at Veridian	Schaumburg	2020	260	947	58	22%	143	55%			51	20%			8	3%
6	Ellison Apts	Des Plaines	2019	113	839	15	13%	60	53%	15	13%	18	16%	5	4%		
7	Hancock Square	Arlington Hts	1988	409	849	30	7%	143	35%	89	22%	147	15%				
8	Maple Street Lots	Mt Prospect	2021	192	749	38	20%	124	65%			30	16%				
9	North 680	Schaumburg	2017	180	894			104	59%	24	13%	52	30%				
10	Northgate Crossing	Wheeling	2016	300	969			162	54%			126	42%			12	4%
11	One Arlington	Arlington Hts	2014	214	936	51	24%	113	53%			50	23%				
12	One Wheeling Town Center	Wheeling	2018	324	1,015	34	10%	129	40%			152	47%			9	3%
13	Res. At Payton Place	Arlington Hts	2021	263	981	34	13%	81	31%	34	13%	82	31%	5	2%	27	10%
14	Uptown 500	Wheeling	2020	319	949	83	26%	102	32%			134	42%				
15	Welkin Apartments	Des Plaines	2022	212	891	25	12%	111	52%	31	15%	45	21%				
16	The Quin	Schaumburg	2023	373	908			185	50%	91	24%	76	20%	21	6%		

Rental Apartment Survey – Unit Square Footages

Unit Size (Square Feet)

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No.	Name	Suburb	Date Blt	Total Units	Avg Size (SF)	Studio	1BR	1+Den	2BR	2+Den	3BR
Subject	116-120 W. Eastman	Arlington Hts	Prop	145	737	659	713	952	1,150		
		(including affordables)		154	746						
1	10 N. Main	Mt Prospect	2021	97	885	598	730-874		1,058-1,184		1,353
2	20 West	Mt Prospect	2019	71	866	582-647	744-844		921-1,147		2,731
3	Buckingham Place	Des Plaines	2018	267	961	603	743-960		951-1,271		1,786
4	Dunton Tower	Arlington Hts	1986	216	902	600	785-800		1,100-1,200		
5	Element at Veridian	Schaumburg	2020	260	947	577-820	825-1,039		1,183-1,199		1,466
6	Ellison Apts	Des Plaines	2019	113	839	575-638	730-764	895-921	1,128-1,199	1,262	
7	Hancock Square	Arlington Hts	1988	409	849	608	677	850-925	975-1,128		
8	Maple Street Lots	Mt Prospect	2021	192	749	591-663	663-747		992-1,180		
9	North 680	Schaumburg	2017	180	894		665-785	1,039	1,130-1,588		
10	Northgate Crossing	Wheeling	2016	300	969		696-873		883-1,212		1,971-2,005
11	One Arlington	Arlington Hts	2014	214	936	549-769	803-1,012		1,193-1,521		
12	One Wheeling Town Center	Wheeling	2018	324	1,015	565-660	635-1,016		1,120-1,355		1,420-1,554
13	Res. At Payton Place	Arlington Hts	2021	263	981	495-518	732-1,107	915-919	1,120-1,269	1,312	1,440-1,541
14	Uptown 500	Wheeling	2020	319	949	622-720	722-799		1,111-1,452		
15	Welkin Apartments	Des Plaines	2022	212	891	604-623	744-897	872-908	1,087-1,348		
16	The Quin	Schaumburg	2023	373	908		691-842	901-1,030	1,109	1,282-1,394	

Existing Competition

As a newly constructed apartment building with extensive amenities and a downtown Arlington Heights location, the subject property is expected to be able to command rent levels at the top of the northwest Cook submarket. With its heavy concentration of smaller unit types, it will be able to generate rents at the upper end of the market on a rent per square foot basis.

The bulk of subject's competition is comprised of newer rental apartment buildings located in Mount Prospect and Des Plaines. The two primary competitors in Arlington Heights are significantly older than subject, constructed in the 1980s and cannot compete with subject in terms of unit finishes and building common areas.

Additional competition is also located in the western section of Arlington Heights near the new proposed stadium along with properties in the Schaumburg market to the west. These properties lack the walkability provided by subject's location as these are isolated suburban apartment developments which are not part of a cohesive downtown area. They also lack the Metra accessibility and will indicate rent levels below what would be indicated for the subject units.

The Wheeling properties were included as secondary competition, as Wheeling lacks a traditional downtown area. However, these three properties are within walking distance of the Metra station, with One Wheeling Town Center located adjacent to the station. While subject's Metra location has a full schedule of trains, the line that services Wheeling offers much more infrequent service, thus being less desirable for train commuters. Overall, the new construction alternatives in Wheeling provide a lower rent alternative to subject's downtown Arlington Heights location.

Future Competition – Proposed for Development or Under Construction

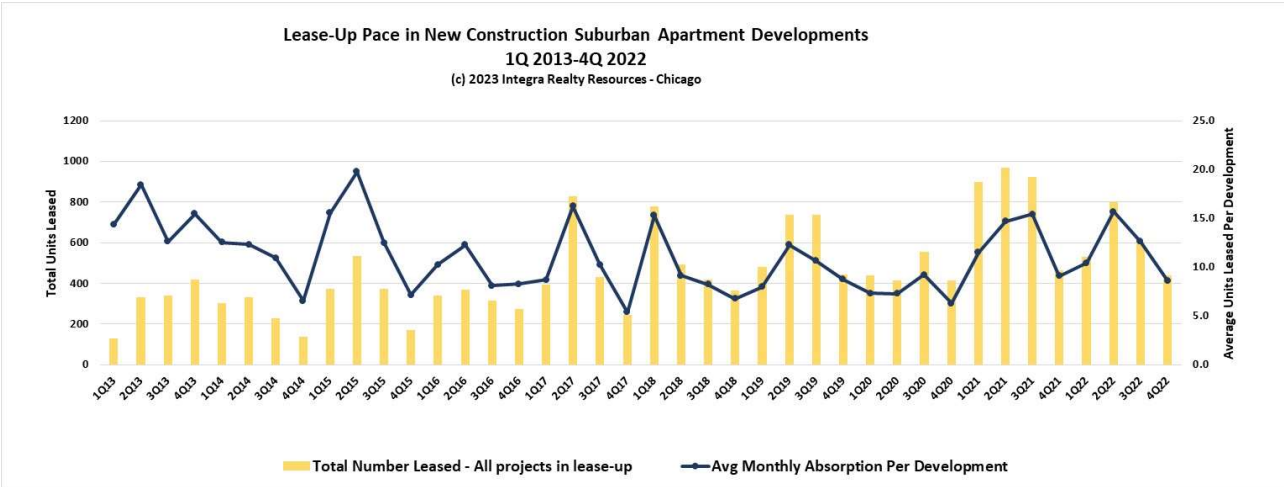
In addition to the developments which are currently offering rental apartment units in the area, there is a large amount of new apartment development occurring throughout the suburban metropolitan area.

As already mentioned, the Quin in Schaumburg is currently under construction, with deliveries expected to begin in mid March 2023. In addition, the 76 unit Hickory Apartments at Hickory and Kensington are under construction close to downtown Arlington Heights and the 80-unit One West Prospect project is under construction in downtown Mt. Prospect. There have been numerous other proposals for apartment developments in the Northwest Cook submarket, but none which are currently moving forward in downtown Arlington Heights. Thus, the subject property will be uniquely positioned to capture the demand from renters who want a full amenity, new construction rental apartment building in downtown Arlington Heights.

Absorption of New Suburban Rental Apartment Units

Integra Realty Resources – Chicago has been tracking the lease-up pace in new suburban developments since 1Q 2013. This coincided with the beginning of rental development occurring in the suburban market after a nearly 8 year hiatus. As shown below, the lease-up pace is seasonal and also tied to the number of new projects in lease-up. Analyzing this activity on a project basis, monthly absorption tends to average approximately 8 to 15 units, with some quarters exceeding this pace. Smaller developments tend to achieve a slower pace as they frequently have lower-profile marketing

efforts. A multitude of factors can influence the lease-up pattern of a development including its location, pricing, quantity of competing new product, marketing strategy, and the seasonal timing of the project. COVID-19, which initially caused the shutdown of in-person leasing, has not negatively impacted lease-ups of new properties, with projects generally tracking the absorption seen in prior years, if not performing even better.



It should be noted that this chart includes the vast majority of apartment developments engaged in lease-up. For the occasional project where management will not provide their lease-up numbers, those projects have been excluded.

In the Northwest Cook submarket since 2013, 17 properties have been added to the market comprising over 3,500 units. Overall, these developments have averaged 9 units per month. This is also consistent with the Residences at Payton Place which has averaged 9 units per month and One Arlington which averaged 10 units per month. With subject’s strong downtown Arlington Heights location, it is expected that its lease-up will do at least as well as these properties and that stabilized occupancy will be achieved within slightly more than one year.

Detailed Project Data Sheets for the Existing Competition

On the following pages is the survey of the 16 projects which are considered to be comprise primary and secondary competition for the subject units.



Apartment Survey - Project Data Sheets

10 North Main

10 N Main St

Mount Prospect, Cook County, IL 60056



Cook County-Northwest

Class: A, Market Rate

ID: 2022; YrQtr: 20224



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile

Units:	97
Avg Unit SF:	885
Built:	2021
Renovated:	na

Economic Profile

Occupancy:	95.9%
Quoted Rent:	\$2.52
Concessions:	0.0%
Effective Rent:	\$2.52

Unit Description	Units	Pct	Sq Ft	Quoted Rent				Net Effective Rent		
				Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	14	14.4%	598	\$1,790	\$2.99	\$2.99	0.0%	\$1,790	\$2.99	\$2.99
1.0 Bath			598	\$1,790	\$2.99			\$1,790	\$2.99	
One Bedroom	51	52.6%	730	\$1,614	\$2.21	\$2.27	0.0%	\$1,614	\$2.21	\$2.27
1.0 Bath			874	\$2,040	\$2.33			\$2,040	\$2.33	
Two Bedroom	29	29.9%	1,058	\$2,760	\$2.61	\$2.70	0.0%	\$2,760	\$2.61	\$2.70
2.0 Bath			1,184	\$3,300	\$2.79			\$3,300	\$2.79	
Three Bedroom	3	3.1%	1,353	\$3,377	\$2.50	\$2.51	0.0%	\$3,377	\$2.50	\$2.51
2.0 Bath			1,353	\$3,417	\$2.53			\$3,417	\$2.53	

Paid Parking: \$75 (Reserved Gar/Encl) to \$125 (Reserved Gar/Encl) per month.

Amenities

Unit	Appliance	Common
Vinyl Plank Floors	Dishwasher	Party/Social Room
Smooth Ceiling	Microwave	Pets Allowed
Window Blinds	Range - Gas	Fire Pit
Quartz Counters	Refrigerator	Grilling Area
Tile Backsplash	WasherDryer Incl	Parking
Undermount Sinks	Fitness	Surface Parking
Patio/Balcony/Deck	Fitness Center	Reserved Gar/Encl
	Rooftop Sundek	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20224	\$2.52	0.0%	95.9%	\$2.52
20223	\$2.55	0.0%	91.8%	\$2.55
20222	\$2.55	2.1%	94.8%	\$2.49
20221	\$2.55	0.0%	93.8%	\$2.55
20214	\$2.55	6.5%	95.9%	\$2.38
20213	\$2.47	17.0%	92.8%	\$2.05
20212	\$2.47	17.0%	68.0%	\$2.05
20211	\$2.51	14.3%	32.7%	\$2.15

Notes: Parking Range is covered vs uncovered.**RMK**

20 West

20 W Northwest Hwy

Mount Prospect, Cook County, IL 60056**Cook County-Northwest**

Class: A, Market Rate

ID: 1916; YrQtr: 20224



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights		✓	Trash		✓
Electric Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Internet	✓	

Physical Profile

Units:	71
Avg Unit SF:	866
Built:	2019
Renovated:	na

Economic Profile

Occupancy:	90.1%
Quoted Rent:	\$2.62
Concessions:	0.0%
Effective Rent:	\$2.62

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
Studio	9	12.7%	582	\$1,685	\$2.90	\$2.77	0.0%	\$1,685	\$2.90	\$2.77
1.0 Bath			647	\$1,710	\$2.64			\$1,710	\$2.64	
One Bedroom	41	57.7%	744	\$2,050	\$2.76	\$2.70	0.0%	\$2,050	\$2.76	\$2.70
1.0 Bath			844	\$2,230	\$2.64			\$2,230	\$2.64	
Two Bedroom	20	28.2%	921	\$2,195	\$2.38	\$2.50	0.0%	\$2,195	\$2.38	\$2.50
2.0 Bath			1,147	\$3,000	\$2.62			\$3,000	\$2.62	
Three Bedroom	1	1.4%	2,731	\$6,434	\$2.36	\$2.36	0.0%	\$6,434	\$2.36	\$2.36
3.0 Bath & up			2,731	\$6,434	\$2.36			\$6,434	\$2.36	

Paid Parking: \$125 (Reserved Gar/Encl) per month.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Dishwasher	Extra Storage
Vinyl Plank Floors	Microwave	Pets Allowed
Smooth Ceiling	Range - Electric	
Window Blinds	Refrigerator	
Quartz Counters	WasherDryer Incl	
Tile Backsplash	Fitness	
Undermount Sinks	Fitness Center	
Patio/Balcony/Deck		

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20224	\$2.62	0.0%	90.1%	\$2.62
20223	\$2.73	0.0%	95.8%	\$2.73
20222	\$2.52	0.0%	94.4%	\$2.52
20221	\$2.28	0.0%	91.7%	\$2.28
20214	\$2.18	7.1%	94.4%	\$2.03
20213	\$2.18	7.1%	97.2%	\$2.03
20212	\$2.17	7.1%	94.4%	\$2.02
20211	\$2.27	8.3%	88.9%	\$2.08
20204	\$2.33	16.7%	88.9%	\$1.94

Notes: Leasing began 9/2019**Daniel management Group**

Buckingham Place

750 E Northwest Hwy

Des Plaines, Cook County, IL 60016

**Cook County-Northwest**

Class: A, Market Rate

ID: 1796; YrQtr: 2022A



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

<u>Physical Profile</u>	
Units:	267
Avg Unit SF:	961
Built:	2018
Renovated:	na

<u>Economic Profile</u>	
Occupancy:	95.9%
Quoted Rent:	\$2.35
Concessions:	5.5%
Effective Rent:	\$2.22

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
Studio	19	7.1%	603	\$1,730	\$2.87	\$2.87	7.2%	\$1,605	\$2.66	\$2.66
1.0 Bath			603	\$1,730	\$2.87			\$1,605	\$2.66	
One Bedroom	130	48.7%	743	\$1,881	\$2.53	\$2.35	6.3%	\$1,763	\$2.37	\$2.21
1.0 Bath			960	\$2,090	\$2.18			\$1,958	\$2.04	
Two Bedroom	113	42.3%	951	\$2,258	\$2.37	\$2.35	4.8%	\$2,150	\$2.26	\$2.24
2.0 Bath			1,271	\$2,959	\$2.33			\$2,817	\$2.22	
Three Bedroom	5	1.9%	1,786	\$3,455	\$1.93	\$1.93	3.6%	\$3,330	\$1.86	\$1.86
2.0 Bath			1,786	\$3,455	\$1.93			\$3,330	\$1.86	

Paid Parking: \$65 (Reserved Gar/Encl) to \$100 (Reserved Gar/Encl) per month.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Disposal	Party/Social Room
Vinyl Plank Floors	Dishwasher	Smoke Free
9' Ceiling	Microwave	Extra Storage
Smooth Ceiling	Range - Electric	Pets Allowed
Window Blinds	WasherDryer Incl	Grilling Area
Quartz Counters	Fitness	Pet Wash Station
Tile Backsplash	Fitness Center	Parking
Undermount Sinks	Outdoor Pool	Reserved Gar/Encl
Patio/Balcony/Deck	Hot Tub	
	Bike Storage	
	Rooftop Sundeck	

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
2022A	\$2.35	5.5%	95.9%	\$2.22
2022B	\$2.30	0.0%	93.6%	\$2.30
2022C	\$2.37	0.0%	95.9%	\$2.37
2022D	\$2.23	0.0%	94.0%	\$2.23
2021A	\$2.10	0.0%	97.0%	\$2.10
2021B	\$2.09	6.8%	94.4%	\$1.95
2021C	\$2.09	5.3%	91.8%	\$1.98
2021D	\$2.04	13.9%	78.3%	\$1.76
2020A	\$2.06	10.7%	73.4%	\$1.84

Notes: Occupancy began Mid August 2018. Parking range is one space vs two spaces**The 601 Companies**

Dunton Tower

55 South Vail Avenue (Vail Ave, S of Northwest Hwy)
Arlington Heights, Cook County, IL 60005

**Cook County-Northwest**

Class: B, Market Rate
 ID: 407; YrQtr: 2022A



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

<u>Physical Profile</u>	
Units:	216
Avg Unit SF:	902
Built:	1986
Renovated:	2006

<u>Economic Profile</u>	
Occupancy:	94.4%
Quoted Rent:	\$2.08
Concessions:	0.0%
Effective Rent:	\$2.08

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
Studio	27	12.5%	600	\$1,449	\$2.42	\$2.47	0.0%	\$1,449	\$2.42	\$2.47
1.0 Bath			600	\$1,517	\$2.53			\$1,517	\$2.53	
One Bedroom	108	50.0%	785	\$1,786	\$2.28	\$2.33	0.0%	\$1,786	\$2.28	\$2.33
1.0 Bath			800	\$1,902	\$2.38			\$1,902	\$2.38	
Two Bedroom	81	37.5%	1,100	\$1,970	\$1.79	\$1.79	0.0%	\$1,970	\$1.79	\$1.79
2.0 Bath			1,200	\$2,145	\$1.79			\$2,145	\$1.79	

Paid Parking: \$75 (Attached Garage) per month.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Disposal	Laundry Room
Vinyl Plank Floors	Dishwasher	Business Center
Popcorn Ceiling	Microwave	Clubhouse
Window Blinds	Range - Electric	Party/Social Room
Granite Counters	Refrigerator	Extra Storage
Undermount Sinks	Fitness	Pets Allowed
Patio/Balcony/Deck	Fitness Center	Grilling Area
	Outdoor Pool	Parking
	Sauna	Detached Garage
	Whirlpool	Self-Park Gar/Encl

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
2022A	\$2.08	0.0%	94.4%	\$2.08
20223	\$2.25	0.0%	97.7%	\$2.25
20222	\$2.39	0.0%	98.1%	\$2.39
20221	\$2.19	0.0%	97.7%	\$2.19
20214	\$2.14	0.0%	96.3%	\$2.14
20213	\$2.03	0.0%	96.3%	\$2.03
20212	\$1.95	0.0%	97.2%	\$1.95
20211	\$1.87	0.0%	94.4%	\$1.87
20204	\$1.78	0.0%	94.0%	\$1.78

Notes:

TLC Management

Element at Veridian

2200 Progress Pky

Schaumburg, Cook County, IL 60173**Cook County-Northwest**

Class: A, Market Rate

ID: 1959; YrQtr: 20224



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Internet	✓	

<u>Physical Profile</u>	
Units:	260
Avg Unit SF:	947
Built:	2020
Renovated:	na

<u>Economic Profile</u>	
Occupancy:	97.3%
Quoted Rent:	\$2.45
Concessions:	0.0%
Effective Rent:	\$2.45

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
Studio	58	22.3%	577	\$1,717	\$2.98	\$2.83	0.0%	\$1,717	\$2.98	\$2.83
1.0 Bath			820	\$2,205	\$2.69			\$2,205	\$2.69	
One Bedroom	143	55.0%	825	\$1,950	\$2.36	\$2.44	0.0%	\$1,950	\$2.36	\$2.44
1.0 Bath			1,039	\$2,609	\$2.51			\$2,609	\$2.51	
Two Bedroom	51	19.6%	1,183	\$2,650	\$2.24	\$2.23	0.0%	\$2,650	\$2.24	\$2.23
2.0 Bath			1,199	\$2,650	\$2.21			\$2,650	\$2.21	
Three Bedroom	8	3.1%	1,466	\$3,616	\$2.47	\$2.47	0.0%	\$3,616	\$2.47	\$2.47
2.0 Bath			1,466	\$3,633	\$2.48			\$3,633	\$2.48	

Paid Parking: \$75 (Reserved Gar/Encl) to \$100 (Reserved Gar/Encl) per month. Free parking available.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Dishwasher	Business Center
Vinyl Plank Floors	Microwave	Clubhouse
Quartz Counters	Range - Gas	Extra Storage
Tile Backsplash	Refrigerator	Pets Allowed
Undermount Sinks	WasherDryer Incl	Fire Pit
Patio/Balcony/Deck	Fitness	Grilling Area
	Fitness Center	Car Charging Station
	Outdoor Pool	Dog Run
	Bike Storage	Pet Wash Station

ParkingSurface Parking
Reserved Gar/Encl**Trends**

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20224	\$2.45	0.0%	97.3%	\$2.45
20223	\$2.65	0.0%	96.9%	\$2.65
20222	\$2.55	0.0%	95.0%	\$2.55
20221	\$2.47	0.0%	86.9%	\$2.47
20214	\$2.35	16.7%	83.1%	\$1.96
20213	\$2.35	16.7%	80.0%	\$1.96
20212	\$2.35	16.7%	69.2%	\$1.96
20211	\$2.36	16.7%	43.1%	\$1.96
20204	\$2.36	18.8%	36.2%	\$1.92

Notes: Property began leasing in March, 2020. Occupancies began in June, 2020. Phase 3 construction finished August, 2020. Parking is all reserved (uncovered \$50, covered \$75 and VIP \$100). Elec car parking \$225/mo. There is also free surface parking.**RPM**

Ellison Apartments

1555 Ellinwood Avenue

Des Plaines, Cook County, IL 60016

**Cook County-Northwest**

Class: A, Market Rate

ID: 1885; YrQtr: 20224



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Electric Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile

Units:	113
Avg Unit SF:	839
Built:	2019
Renovated:	na

Economic Profile

Occupancy:	99.1%
Quoted Rent:	\$2.75
Concessions:	0.0%
Effective Rent:	\$2.75

Unit Description	Units	Pct	Sq Ft	Quoted Rent				Net Effective Rent		
				Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Convertible	15	13.3%	575	\$1,965	\$3.42	\$3.25	0.0%	\$1,965	\$3.42	\$3.25
1.0 Bath			638	\$1,965	\$3.08			\$1,965	\$3.08	
One Bedroom	60	53.1%	730	\$1,979	\$2.71	\$2.82	0.0%	\$1,979	\$2.71	\$2.82
1.0 Bath			764	\$2,243	\$2.94			\$2,243	\$2.94	
One Bedroom + Den	15	13.3%	895	\$2,292	\$2.56	\$2.62	0.0%	\$2,292	\$2.56	\$2.62
1.0 Bath			921	\$2,470	\$2.68			\$2,470	\$2.68	
Two Bedroom	18	15.9%	1,128	\$2,446	\$2.17	\$2.47	0.0%	\$2,446	\$2.17	\$2.47
2.0 Bath			1,199	\$3,315	\$2.76			\$3,315	\$2.76	
Two Bedroom + Den	5	4.4%	1,262	\$3,328	\$2.64	\$2.64	0.0%	\$3,328	\$2.64	\$2.64
2.0 Bath			1,262	\$3,328	\$2.64			\$3,328	\$2.64	

Paid Parking: \$35 (Surface Parking) to \$100 (Self-Park Gar/Encl) per month.

Amenities

Unit	Appliance	Common
Carpeting	Disposal	Clubhouse
Vinyl Plank Floors	Dishwasher	Party/Social Room
9' Ceiling	Microwave	Extra Storage
Exp Concrete Ceil	Range - Gas	Pets Allowed
Window Roller Shades	Refrigerator	Valet Dry Cleaning
Quartz Counters	WasherDryer Incl	Parking
Tile Backsplash	Fitness	Surface Parking
	Fitness Center	Self-Park Gar/Encl
	Outdoor Pool	
	Bike Storage	
	Rooftop Sundeck	

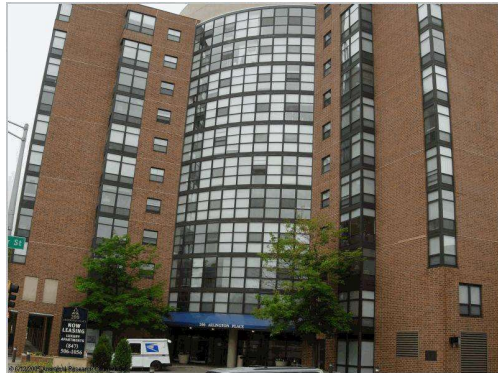
Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20224	\$2.75	0.0%	99.1%	\$2.75
20223	\$2.82	0.0%	100.0%	\$2.82
20222	\$2.77	0.0%	96.5%	\$2.77
20221	\$2.61	0.0%	98.2%	\$2.61
20214	\$2.37	0.0%	97.3%	\$2.37
20213	\$2.36	2.2%	96.5%	\$2.31
20212	\$2.34	0.0%	94.7%	\$2.34
20211	\$2.37	7.4%	93.8%	\$2.20
20204	\$2.30	7.4%	88.5%	\$2.13

Notes: Leasing started 5/19. First move-in 7/20/19. 1,39 SF retail space. Two-level parking, covered and uncovered.**Berkshire (Devel. By Opus)**

Hancock Square At Arlington Station

200 North Arlington Heights Road (Arlington Hts Rd, N of Northwest Hwy)

Arlington Heights, Cook County, IL 60004**Cook County-Northwest**

Class: B, Market Rate

ID: 178; YrQtr: 20224



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

<u>Physical Profile</u>	
Units:	409
Avg Unit SF:	849
Built:	1988
Renovated:	2016

<u>Economic Profile</u>	
Occupancy:	95.6%
Quoted Rent:	\$2.62
Concessions:	0.0%
Effective Rent:	\$2.62

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
Studio	30	7.3%	608	\$1,446	\$2.38	\$2.43	0.0%	\$1,446	\$2.38	\$2.43
1.0 Bath			608	\$1,510	\$2.48			\$1,510	\$2.48	
One Bedroom	143	35.0%	677	\$2,018	\$2.98	\$3.05	0.0%	\$2,018	\$2.98	\$3.05
1.0 Bath			677	\$2,115	\$3.12			\$2,115	\$3.12	
One Bedroom + Den	89	21.8%	850	\$2,251	\$2.65	\$2.63	0.0%	\$2,251	\$2.65	\$2.63
1.0 Bath			925	\$2,420	\$2.62			\$2,420	\$2.62	
Two Bedroom	87	21.3%	975	\$2,186	\$2.24	\$2.27	0.0%	\$2,186	\$2.24	\$2.27
2.0 Bath			991	\$2,283	\$2.30			\$2,283	\$2.30	
Two Bedroom	60	14.7%	1,128	\$2,730	\$2.42	\$2.49	0.0%	\$2,730	\$2.42	\$2.49
2.0 Bath			1,128	\$2,887	\$2.56			\$2,887	\$2.56	
• 30 units incl a den										

Paid Parking: \$75 (Attached Garage) per month.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Disposal	Business Center
Popcorn Ceiling	Dishwasher	Clubhouse
Window Blinds	Microwave	Party/Social Room
Granite Counters	Range - Electric	Extra Storage
Undermount Sinks	Refrigerator	Pets Allowed
Patio/Balcony/Deck	WasherDryer Incl	Grilling Area
	Fitness	Picnic Tables
	Fitness Center	Parking
	Outdoor Pool	Self-Park Gar/Encl
	Indoor Pool	
	Sauna	
	Whirlpool	
	Bike Storage	

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20224	\$2.62	0.0%	95.6%	\$2.62
20223	\$2.47	0.0%	96.1%	\$2.47
20222	\$2.60	0.0%	96.8%	\$2.60
20221	\$2.56	0.0%	95.1%	\$2.56
20214	\$2.30	0.0%	93.6%	\$2.30
20213	\$2.29	0.0%	91.9%	\$2.29
20212	\$2.29	0.0%	96.6%	\$2.29
20211	\$2.26	0.0%	97.1%	\$2.26
20204	\$2.12	0.0%	95.4%	\$2.12

Notes: Mixed use building with 40,297 square feet of retail and 346,570 square feet of residential space.**Lincoln Property**

Maple Street Lofts

207 S Maple St

Mount Prospect, Cook County, IL 60056

**Cook County-Northwest**

Class: A, Market Rate

ID: 2043; YrQtr: 20224



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Internet	✓	

<u>Physical Profile</u>	
Units:	192
Avg Unit SF:	749
Built:	2021
Renovated:	na

<u>Economic Profile</u>	
Occupancy:	94.8%
Quoted Rent:	\$2.91
Concessions:	6.7%
Effective Rent:	\$2.72

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
Studio	38	19.8%	591	\$1,785	\$3.02	\$2.97	6.7%	\$1,666	\$2.82	\$2.77
1.0 Bath			663	\$1,933	\$2.92			\$1,804	\$2.72	
One Bedroom	124	64.6%	663	\$1,875	\$2.83	\$2.97	6.7%	\$1,750	\$2.64	\$2.77
1.0 Bath			747	\$2,323	\$3.11			\$2,168	\$2.90	
Two Bedroom	30	15.6%	992	\$2,810	\$2.83	\$2.72	6.7%	\$2,623	\$2.64	\$2.54
2.0 Bath			1,180	\$3,070	\$2.60			\$2,865	\$2.43	

Paid Parking: \$125 (Reserved Gar/Encl) to \$175 (Reserved Gar/Encl) per month.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Vinyl Plank Floors	Disposal	Business Center
Smooth Ceiling	Dishwasher	Conference Room
Exp Concrete Ceil	Microwave	Pets Allowed
Quartz Counters	Range - Gas	Fire Pit
Tile Backsplash	Refrigerator	Grilling Area
Undermount Sinks	WasherDryer Incl	Dog Run
Patio/Balcony/Deck	Fitness	Pet Wash Station
	Fitness Center	Parking
	Outdoor Pool	Reserved Gar/Encl
	Hot Tub	
	Bike Storage	

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20224	\$2.91	6.7%	94.8%	\$2.72
20223	\$2.88	4.2%	93.8%	\$2.76
20222	\$2.88	0.0%	94.3%	\$2.88
20221	\$2.88	5.7%	68.8%	\$2.71
20214	\$2.88	11.4%	54.2%	\$2.55
20213	\$2.88	11.4%	50.0%	\$2.55
20212	\$2.81	10.2%	40.1%	\$2.52

Notes: Leasing began April, 2021 and occupancy began June 1, 2021. Range in parking is un-heated spaces vs heated spaces.

Lincoln Property

North 680

680 E Algonquin Rd

Schaumburg, Cook County, IL 60173**Cook County-Northwest**

Class: A, Market Rate

ID: 1645; YrQtr: 20224



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical ProfileUnits: **180**Avg Unit SF: **894**Built: **2017**Renovated: **na****Economic Profile**Occupancy: **95.6%**Quoted Rent: **\$2.43**Concessions: **0.0%**Effective Rent: **\$2.43**

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
One Bedroom	104	57.8%	665	\$1,742	\$2.62	\$2.53	0.0%	\$1,742	\$2.62	\$2.53
1.0 Bath			785	\$1,923	\$2.45			\$1,923	\$2.45	
One Bedroom + Den	24	13.3%	1,039	\$2,257	\$2.17	\$2.17	0.0%	\$2,257	\$2.17	\$2.17
1.0 Bath			1,039	\$2,257	\$2.17			\$2,257	\$2.17	
Two Bedroom	48	26.7%	1,130	\$2,733	\$2.42	\$2.44	0.0%	\$2,733	\$2.42	\$2.44
2.0 Bath			1,130	\$2,788	\$2.47			\$2,788	\$2.47	
Two Bedroom	4	2.2%	1,588	\$3,508	\$2.21	\$2.21	0.0%	\$3,508	\$2.21	\$2.21
2.0 Bath			1,588	\$3,508	\$2.21			\$3,508	\$2.21	
● Townhomes										

Paid Parking: \$75 (Detached Garage) to \$120 (Attached Garage) per month. Free parking available.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Disposal	Business Center
Vinyl Plank Floors	Dishwasher	Clubhouse
9' Ceiling	Microwave	Party/Social Room
Smooth Ceiling	Range - Electric	Extra Storage
Window Blinds	Refrigerator	Pets Allowed
Granite Counters	WasherDryer Incl	Fire Pit
Tile Backsplash	Fitness	Grilling Area
Undermount Sinks		Dog Run
Patio/Balcony/Deck	Outdoor Pool	Parking
	Bike Storage	
		Surface Parking
		Attached Garage
		Detached Garage

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20224	\$2.43	0.0%	95.6%	\$2.43
20223	\$2.61	0.0%	93.3%	\$2.61
20222	\$2.76	0.0%	96.1%	\$2.76
20221	\$2.53	0.0%	94.9%	\$2.53
20214	\$2.43	0.0%	96.0%	\$2.43
20213	\$2.32	3.9%	96.1%	\$2.23
20212	\$2.32	2.2%	96.1%	\$2.27
20211	\$2.06	5.6%	95.0%	\$1.94
20204	\$1.89	1.5%	95.6%	\$1.86

Notes: Occupancy started April 17, 2017. Tenants to be billed for water and trash, estimated at about \$20 per month.**Draper & Kramer**

Northgate Crossing

200 Hudson Court

Wheeling, Cook County, IL 60090

**Cook County-Northwest**

Class: A, Market Rate

ID: 1505; YrQtr: 20224



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile

Units: **300**
 Avg Unit SF: **969**
 Built: **2016**
 Renovated: **na**

Economic Profile

Occupancy: **95.3%**
 Quoted Rent: **\$2.33**
 Concessions: **0.0%**
 Effective Rent: **\$2.33**

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
One Bedroom	162	54.0%	696	\$1,735	\$2.49	\$2.48	0.0%	\$1,735	\$2.49	\$2.48
1.0 Bath			873	\$2,155	\$2.47			\$2,155	\$2.47	
Two Bedroom	36	12.0%	883	\$2,300	\$2.60	\$2.60	0.0%	\$2,300	\$2.60	\$2.60
1.0 Bath			883	\$2,300	\$2.60			\$2,300	\$2.60	
Two Bedroom	90	30.0%	1,190	\$2,695	\$2.26	\$2.25	0.0%	\$2,695	\$2.26	\$2.25
2.0 Bath			1,212	\$2,720	\$2.24			\$2,720	\$2.24	
Three Bedroom	12	4.0%	1,971	\$3,075	\$1.56	\$1.55	0.0%	\$3,075	\$1.56	\$1.55
2.0 Bath			2,005	\$3,075	\$1.53			\$3,075	\$1.53	
• TH										

Paid Parking: \$145 (Self-Park Gar/Encl) to \$175 (Self-Park Gar/Encl) per month. Free parking available.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Disposal	Business Center
Vinyl Plank Floors	Dishwasher	Clubhouse
Smooth Ceiling	Microwave	Movie Theater Rm
Window Blinds	Range - Gas	Party/Social Room
Granite Counters	Refrigerator	Smoke Free
Granite Islands	WasherDryer Incl	Extra Storage
Undermount Sinks	Fitness	Pets Allowed
Patio/Balcony/Deck	Fitness Center	Fire Pit
	Outdoor Pool	Grilling Area
	Fitness Trails	LEED Silver
		Parking
		Self-Park Gar/Encl

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20224	\$2.33	0.0%	95.3%	\$2.33
20223	\$2.28	3.6%	97.0%	\$2.19
20222	\$2.38	0.0%	97.3%	\$2.38
20221	\$2.22	0.0%	98.7%	\$2.22
20214	\$2.06	0.0%	97.7%	\$2.06
20213	\$1.96	0.0%	98.0%	\$1.96
20212	\$1.94	8.3%	96.0%	\$1.78
20211	\$1.88	4.2%	95.0%	\$1.80
20204	\$1.88	8.3%	94.3%	\$1.72

Notes: Occupancy began 12/2015. Construction complete Summer 2017. Parking range is based on size of the space.

Harbor Group Management

One Arlington

3400 W Stonegate Blvd

Arlington Heights, Cook County, IL 60005

**Cook County-Northwest**

Class: A, Market Rate

ID: 1342; YrQtr: 2022A



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

<u>Physical Profile</u>	
Units:	214
Avg Unit SF:	936
Built:	2014
Renovated:	na

<u>Economic Profile</u>	
Occupancy:	97.2%
Quoted Rent:	\$2.51
Concessions:	0.0%
Effective Rent:	\$2.51

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
Studio	51	23.8%	549	\$1,626	\$2.96	\$3.06	0.0%	\$1,626	\$2.96	\$3.06
1.0 Bath			769	\$2,436	\$3.17			\$2,436	\$3.17	
One Bedroom	113	52.8%	803	\$2,092	\$2.61	\$2.46	0.0%	\$2,092	\$2.61	\$2.46
1.0 Bath			1,012	\$2,348	\$2.32			\$2,348	\$2.32	
Two Bedroom	36	16.8%	1,193	\$2,529	\$2.12	\$2.10	0.0%	\$2,529	\$2.12	\$2.10
2.0 Bath			1,273	\$2,639	\$2.07			\$2,639	\$2.07	
Two Bedroom	14	6.5%	1,303	\$3,958	\$3.04	\$2.86	0.0%	\$3,958	\$3.04	\$2.86
2.0 Bath			1,521	\$4,066	\$2.67			\$4,066	\$2.67	
• PH										

Paid Parking: \$99 (Reserved Gar/Encl) to \$198 (Reserved Gar/Encl) per month.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Disposal	Business Center
Wood Floors	Dishwasher	Clubhouse
8.5' Ceiling	Microwave	Craft/DIY Room
Window Roller Shades	Range - Electric	Movie Theater Rm
Granite Counters	Refrigerator	Party/Social Room
Undermount Sinks	WasherDryer Incl	Extra Storage
Patio/Balcony/Deck	Fitness	Pets Allowed
	Fitness Center	Car Charging Station
	Bike Storage	Pet Wash Station
	Rooftop Sundeck	Golf Simulator
		Parking
		Surface Parking
		Attached Garage

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
2022A	\$2.51	0.0%	97.2%	\$2.51
20223	\$2.46	0.0%	96.7%	\$2.46
20222	\$2.52	0.0%	98.6%	\$2.52
20221	\$2.45	0.0%	97.7%	\$2.45
20214	\$2.27	0.0%	96.7%	\$2.27
20213	\$2.23	0.0%	98.1%	\$2.23
20212	\$2.17	0.0%	95.8%	\$2.17
20211	\$2.02	8.3%	94.4%	\$1.85
20204	\$2.08	8.3%	91.1%	\$1.91

Notes: Occupancy began 10/2/14. Upper floors have 9-10' ceilings. Parking range is for regular space vs car charging space.

Stoneleigh Companies

One Wheeling Town Center

375 W Dundee Rd

Wheeling, Cook County, IL 60090

**Cook County-Northwest**

Class: A, Market Rate

ID: 1849; YrQtr: 2022A



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Electric Baseboard Heat	✓		Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	324
Avg Unit SF:	1,015
Built:	2018
Renovated:	na

Economic Profile	
Occupancy:	89.5%
Quoted Rent:	\$2.34
Concessions:	3.1%
Effective Rent:	\$2.27

Unit Description	Units	Pct	Sq Ft	Quoted Rent				Net Effective Rent		
				Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	34	10.5%	565	\$1,655	\$2.93	\$2.72	0.0%	\$1,655	\$2.93	\$2.72
1.0 Bath			660	\$1,655	\$2.51			\$1,655	\$2.51	
One Bedroom	129	39.8%	635	\$1,949	\$3.07	\$2.70	3.9%	\$1,874	\$2.95	\$2.60
1.0 Bath			1,016	\$2,370	\$2.33			\$2,279	\$2.24	
Two Bedroom	152	46.9%	1,120	\$2,415	\$2.16	\$2.15	3.1%	\$2,339	\$2.09	\$2.08
2.0 Bath			1,355	\$2,894	\$2.14			\$2,803	\$2.07	
Three Bedroom	9	2.8%	1,420	\$3,480	\$2.45	\$2.42	2.3%	\$3,399	\$2.39	\$2.36
2.0 Bath			1,554	\$3,715	\$2.39			\$3,629	\$2.34	

Paid Parking: \$80 (Reserved Gar/Encl) per month.

Amenities

Unit	Appliance	Common
Vinyl Plank Floors	Disposal	Party/Social Room
9' Ceiling	Dishwasher	Extra Storage
Smooth Ceiling	Microwave	Pets Allowed
Window Roller Shades	Range - Electric	Fire Pit
Laminate Counters	WasherDryer Incl	Grilling Area
Tile Backsplash	Fitness	Picnic Tables
Patio/Balcony/Deck	Fitness Center	LEED Certified
	Outdoor Pool	Parking
		Reserved Gar/Encl

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
2022A	\$2.34	3.1%	89.5%	\$2.27
2022B	\$2.23	0.0%	91.7%	\$2.23
2022C	\$2.22	0.0%	96.9%	\$2.22
2022D	\$2.34	0.0%	97.8%	\$2.34
2021A	\$2.22	7.7%	95.4%	\$2.05
2021B	\$2.23	14.3%	96.6%	\$1.91
2021C	\$2.03	14.3%	93.2%	\$1.74
2021D	\$2.03	14.3%	89.8%	\$1.74
2020A	\$2.03	10.7%	89.8%	\$1.81

Notes:**Gold Oller**

Residences at Payton Place

3401 W Payton Pl

Arlington Heights, Cook County, IL 60005



Cook County-Northwest

Class: A, Market Rate

ID: 2044; YrQtr: 2022A



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Internet	✓	

Physical Profile

Units:	263
Avg Unit SF:	981
Built:	2021
Renovated:	na

Economic Profile

Occupancy:	63.9%
Quoted Rent:	\$2.52
Concessions:	8.3%
Effective Rent:	\$2.31

Unit Description	Units	Pct	Sq Ft	Quoted Rent				Net Effective Rent		
				Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	30	11.4%	495	\$1,750	\$3.54	\$3.47	8.3%	\$1,604	\$3.24	\$3.18
1.0 Bath			513	\$1,750	\$3.41			\$1,604	\$3.13	
Convertible	4	1.5%	518	\$1,866	\$3.60	\$3.60	8.3%	\$1,711	\$3.30	\$3.30
1.0 Bath			518	\$1,866	\$3.60			\$1,711	\$3.30	
One Bedroom	76	28.9%	732	\$2,045	\$2.79	\$2.69	8.3%	\$1,875	\$2.56	\$2.46
1.0-1.5 Bath			827	\$2,135	\$2.58			\$1,957	\$2.37	
One Bedroom	5	1.9%	1,107	\$2,300	\$2.08	\$2.08	8.3%	\$2,108	\$1.90	\$1.90
1.0 Bath			1,107	\$2,300	\$2.08			\$2,108	\$1.90	
One Bedroom + Den	34	12.9%	915	\$2,380	\$2.60	\$2.66	8.3%	\$2,182	\$2.38	\$2.43
1.0 Bath			919	\$2,490	\$2.71			\$2,283	\$2.48	
Two Bedroom	82	31.2%	1,120	\$2,450	\$2.19	\$2.32	8.3%	\$2,246	\$2.01	\$2.13
2.0 Bath			1,269	\$3,115	\$2.45			\$2,855	\$2.25	
Two Bedroom + Den	5	1.9%	1,312	\$3,200	\$2.44	\$2.44	8.3%	\$2,933	\$2.24	\$2.24
2.0 Bath			1,312	\$3,200	\$2.44			\$2,933	\$2.24	
Three Bedroom	27	10.3%	1,440	\$3,315	\$2.30	\$2.30	8.3%	\$3,039	\$2.11	\$2.11
2.0 Bath			1,541	\$3,545	\$2.30			\$3,250	\$2.11	

Paid Parking: \$110 (Reserved Gar/Encl) per month.

Amenities

Unit	Appliance	Common
Vinyl Plank Floors	Disposal	Party/Social Room
9' Ceiling	Dishwasher	Extra Storage
Smooth Ceiling	Microwave	Pets Allowed
Window Roller Shades	Range - Electric	Fire Pit
Quartz Counters	Refrigerator	Grilling Area
Tile Backsplash	WasherDryer Incl	Parking
Undermount Sinks	Fitness	Reserved Gar/Encl
Patio/Balcony/Deck	Fitness Center	
	Bike Storage	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
2022A	\$2.52	8.3%	63.9%	\$2.31
2022B	\$2.53	8.3%	58.2%	\$2.32
2022C	\$2.54	8.3%	46.0%	\$2.33
2022D	\$2.52	12.5%	30.8%	\$2.20
2023A	\$2.52	12.5%	20.2%	\$2.20
2023B	\$2.49	8.3%	2.9%	\$2.29

Notes: Leasing began in July 2021. Occupancy began 09/15/2021.

Greystar

Uptown 500

500 W Dundee Rd

Wheeling, Cook County, IL 60090

**Cook County-Northwest**

Class: A, Market Rate

ID: 1958; YrQtr: 20224



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights		✓	Trash		✓
Electric Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Internet	✓	

<u>Physical Profile</u>	
Units:	319
Avg Unit SF:	949
Built:	2020
Renovated:	na

<u>Economic Profile</u>	
Occupancy:	88.7%
Quoted Rent:	\$2.30
Concessions:	4.2%
Effective Rent:	\$2.20

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
Studio	83	26.0%	622	\$1,645	\$2.64	\$2.71	4.2%	\$1,576	\$2.53	\$2.60
1.0 Bath			720	\$2,005	\$2.78			\$1,921	\$2.67	
One Bedroom	102	32.0%	722	\$1,878	\$2.60	\$2.61	4.2%	\$1,800	\$2.49	\$2.50
1.0 Bath			799	\$2,098	\$2.63			\$2,011	\$2.52	
Two Bedroom	129	40.4%	1,111	\$2,486	\$2.24	\$2.02	4.2%	\$2,382	\$2.14	\$1.94
2.0 Bath			1,404	\$2,541	\$1.81			\$2,435	\$1.73	
Two Bedroom	5	1.6%	1,452	\$3,281	\$2.26	\$2.26	4.2%	\$3,144	\$2.17	\$2.17
2.5 Bath			1,452	\$3,281	\$2.26			\$3,144	\$2.17	
• TH										

Paid Parking: \$70 (Reserved Gar/Encl) per month. Free parking available.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Vinyl Plank Floors	Disposal	Business Center
10' Ceiling	Dishwasher	Clubhouse
Smooth Ceiling	Microwave	Conference Room
Window Roller Shades	Range - Electric	Party/Social Room
Quartz Counters	Refrigerator	Smoke Free
Tile Backsplash	WasherDryer Incl	Extra Storage
Undermount Sinks	Fitness	Pets Allowed
	Fitness Center	Grilling Area
	Outdoor Pool	Dog Run
	Bike Storage	Valet Dry Cleaning
	Rooftop Sundeck	Parking
		Surface Parking
		Reserved Gar/Encl

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20224	\$2.30	4.2%	88.7%	\$2.20
20223	\$2.32	3.8%	92.5%	\$2.23
20222	\$2.44	0.0%	95.9%	\$2.44
20221	\$2.32	0.0%	90.9%	\$2.32
20214	\$2.16	8.3%	84.3%	\$1.98
20213	\$2.09	8.3%	79.9%	\$1.92
20212	\$2.14	8.3%	53.3%	\$1.96
20211	\$2.11	15.4%	38.2%	\$1.78
20204	\$2.11	16.5%	32.6%	\$1.76

Notes:

Lincoln Property

Welkin Apartments

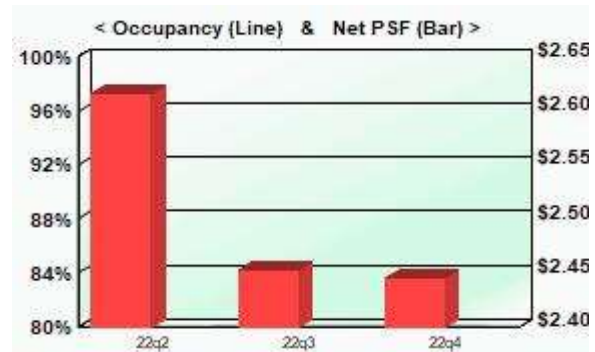
1425 Ellinwood St

Des Plaines, Cook County, IL 60016

**Cook County-Northwest**

Class: A, Market Rate

ID: 2082; YrQtr: 20224



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Internet	✓	

Physical Profile

Units:	212
Avg Unit SF:	891
Built:	2022
Renovated:	na

Economic Profile

Occupancy:	16.5%
Quoted Rent:	\$2.67
Concessions:	8.3%
Effective Rent:	\$2.45

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
Studio	25	11.8%	604	\$1,865	\$3.09	\$3.06	8.3%	\$1,710	\$2.83	\$2.81
1.0 Bath			623	\$1,895	\$3.04			\$1,737	\$2.79	
One Bedroom	111	52.4%	744	\$2,100	\$2.82	\$2.76	8.3%	\$1,925	\$2.59	\$2.53
1.0 Bath			897	\$2,425	\$2.70			\$2,223	\$2.48	
One Bedroom + Den	31	14.6%	872	\$2,405	\$2.76	\$2.71	8.3%	\$2,205	\$2.53	\$2.49
1.0 Bath			908	\$2,425	\$2.67			\$2,223	\$2.45	
Two Bedroom	45	21.2%	1,087	\$2,680	\$2.47	\$2.39	8.3%	\$2,457	\$2.26	\$2.19
2.0 Bath			1,348	\$3,130	\$2.32			\$2,869	\$2.13	

Paid Parking: \$125 (Reserved Gar/Encl) per month.

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Vinyl Plank Floors	Disposal	Party/Social Room
9' Ceiling	Dishwasher	Extra Storage
Smooth Ceiling	Microwave	Pets Allowed
Window Roller Shades	Range - Gas	Fire Pit
Quartz Counters	Refrigerator	Grilling Area
Tile Backsplash	WasherDryer Incl	Dog Run
Patio/Balcony/Deck	Fitness	Pet Wash Station
	Fitness Center	Parking
	Outdoor Pool	Surface Parking
	Bike Storage	Reserved Gar/Encl

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20224	\$2.67	8.3%	16.5%	\$2.45
20223	\$2.68	8.3%	3.3%	\$2.45
20222	\$2.73	4.2%	0.0%	\$2.62

Notes: Leasing began 8/2022. Occupancy begins 09/2022**Lincoln Properties**

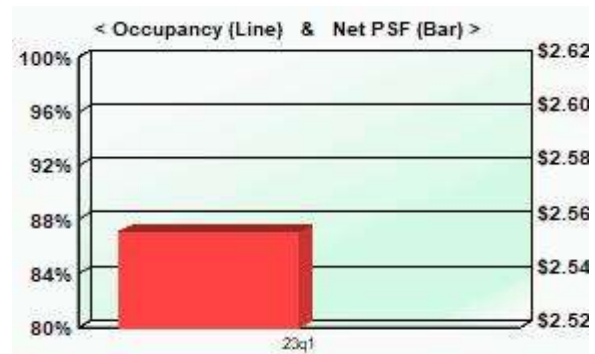
The Quin

2450 Plum Grove Rd

Schaumburg, Cook County, IL 60173**Cook County-Northwest**

Class: A, Market Rate

ID: 2099; YrQtr: 20231



<u>Utility Description</u>	<u>L</u>	<u>T</u>	<u>Service</u>	<u>L</u>	<u>T</u>
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile

Units:	373
Avg Unit SF:	908
Built:	2023
Renovated:	na

Economic Profile

Occupancy:	3.2%
Quoted Rent:	\$2.73
Concessions:	6.3%
Effective Rent:	\$2.56

<u>Unit Description</u>	<u>Units</u>	<u>Pct</u>	<u>Sq Ft</u>	<u>Quoted Rent</u>				<u>Net Effective Rent</u>		
				<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>	<u>Concession</u>	<u>Rent</u>	<u>PSF</u>	<u>PSF Avg</u>
One Bedroom	168	45.0%	691	\$2,000	\$2.89	\$2.77	6.3%	\$1,875	\$2.71	\$2.60
1.0 Bath			785	\$2,080	\$2.65			\$1,950	\$2.48	
One Bedroom	17	4.6%	842	\$2,435	\$2.89	\$2.89	6.3%	\$2,283	\$2.71	\$2.71
1.0 Bath			842	\$2,435	\$2.89			\$2,283	\$2.71	
One Bedroom + Den	91	24.4%	901	\$2,560	\$2.84	\$2.71	6.3%	\$2,400	\$2.66	\$2.54
2.0 Bath			1,030	\$2,660	\$2.58			\$2,494	\$2.42	
Two Bedroom	76	20.4%	1,109	\$2,950	\$2.66	\$2.70	6.3%	\$2,766	\$2.49	\$2.53
2.0 Bath			1,109	\$3,030	\$2.73			\$2,841	\$2.56	
Two Bedroom + Den	21	5.6%	1,282	\$3,460	\$2.70	\$2.63	6.3%	\$3,244	\$2.53	\$2.47
3.0 Bath & up			1,394	\$3,580	\$2.57			\$3,356	\$2.41	

Garage parking included in the apartment rent

Amenities

<u>Unit</u>	<u>Appliance</u>	<u>Common</u>
Carpeting	Disposal	Business Center
Vinyl Plank Floors	Dishwasher	Clubhouse
Smooth Ceiling	Microwave	Conference Room
Window Blinds	Range - Gas	Party/Social Room
Quartz Counters	Refrigerator	Extra Storage
Tile Backsplash	WasherDryer Incl	Pets Allowed
Undermount Sinks	Fitness	Fire Pit
Patio/Balcony/Deck	Fitness Center	Grilling Area
	Outdoor Pool	Picnic Tables
		Golf Simulator
		Parking
		Reserved Gar/Encl

Trends

<u>Yr-Qtr</u>	<u>Quoted PSF</u>	<u>Concession</u>	<u>Occup %</u>	<u>Net PSF</u>
20231	\$2.73	6.3%	3.2%	\$2.56

Notes: Leasing began 01/2023. Occupancy began 03/2023 with construction to be completed in Aug. 2023. One parking space incl for 1BD units and 2 spaces for 2BD units. Extra garage parking is \$100-125 per space.

Finger Companies

Certification

We certify that, to the best of our knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. We have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
4. We have provided no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding the agreement to perform this assignment.
5. We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
6. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
7. Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice as well as applicable state appraisal regulations.
9. The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
10. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
11. Gail Lissner, CRE, SRA personally viewed the site.
12. No one provided significant assistance.
13. We have experience in appraising properties similar to the subject and are in compliance with the Competency Rule of USPAP.

14. As of the date of this report, Gail Lissner, SRA, CRE, has completed the continuing education program for Designated Members of the Appraisal Institute.



Gail Lissner, SRA, CRE
Illinois Certified General Real Estate Appraiser
#553.001842

Assumptions and Limiting Conditions

This executive summary market report and any other work product related to this engagement are limited by the following standard assumptions, except as otherwise noted in the report:

1. The title is marketable and free and clear of all liens, encumbrances, encroachments, easements and restrictions. The property is under responsible ownership and competent management and is available for its highest and best use.
2. There are no existing judgments or pending or threatened litigation that could affect the value of the property.
3. There are no hidden or undisclosed conditions of the land or of the improvements that would render the property more or less valuable. Furthermore, there is no asbestos in the property.
4. The revenue stamps placed on any deed referenced herein to indicate the sale price are in correct relation to the actual dollar amount of the transaction.
5. The property is in compliance with all applicable building, environmental, zoning, and other federal, state and local laws, regulations and codes.
6. The information furnished by others is believed to be reliable, but no warranty is given for its accuracy.

This executive summary market report and any other work product related to this engagement are subject to the following limiting conditions, except as otherwise noted in the report:

1. The conclusions stated in our executive summary market report apply only as of the effective date of the executive summary market report, and no representation is made as to the effect of subsequent events.
2. No changes in any federal, state or local laws, regulations or codes (including, without limitation, the Internal Revenue Code) are anticipated.
3. No environmental impact studies were either requested or made in conjunction with this executive summary market report, and we reserve the right to revise or rescind any of the value opinions based upon any subsequent environmental impact studies. If any environmental impact statement is required by law, the executive summary market report assumes that such statement will be favorable and will be approved by the appropriate regulatory bodies.
4. Unless otherwise agreed to in writing, we are not required to give testimony, respond to any subpoena or attend any court, governmental or other hearing with reference to the property without compensation relative to such additional employment.
5. We have made no survey of the property and assume no responsibility in connection with such matters. Any sketch or survey of the property included in this report is for illustrative purposes only and should not be considered to be scaled accurately for size. The executive

- summary market report covers the property as described in this report, and the areas and dimensions set forth are assumed to be correct.
6. We accept no responsibility for considerations requiring expertise in other fields. Such considerations include, but are not limited to, legal descriptions and other legal matters such as legal title, geologic considerations such as soils and seismic stability; and civil, mechanical, electrical, structural and other engineering and environmental matters. Such considerations may also include determinations of compliance with zoning and other federal, state, and local laws, regulations and codes.
 7. The executive summary market report shall be considered only in its entirety. No part of the executive summary market report shall be utilized separately or out of context.
 8. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraisers, or any reference to the Appraisal Institute) shall be disseminated through advertising media, public relations media, news media or any other means of communication (including without limitation prospectuses, private offering memoranda and other offering material provided to prospective investors) without the prior written consent of the persons signing the report.
 9. Information, estimates and opinions contained in the report and obtained from third-party sources are assumed to be reliable and have not been independently verified.
 10. The current purchasing power of the dollar is the basis for the values stated in the executive summary market report; we have assumed that no extreme fluctuations in economic cycles will occur.
 11. The values found herein are subject to these and to any other assumptions or conditions set forth in the body of this report but which may have been omitted from this list of Assumptions and Limiting Conditions.
 12. The analyses contained in the report necessarily incorporate numerous estimates and assumptions regarding property performance, general and local business and economic conditions, the absence of material changes in the competitive environment and other matters. Some estimates or assumptions, however, inevitably will not materialize, and unanticipated events and circumstances may occur; therefore, actual results achieved during the period covered by our analysis will vary from our estimates, and the variations may be material.
 13. The Americans with Disabilities Act (ADA) became effective January 26, 1992. We have not made a specific survey or analysis of the property to determine whether the physical aspects of the improvements meet the ADA accessibility guidelines. We claim no expertise in ADA issues, and render no opinion regarding compliance of the subject with ADA regulations. Inasmuch as compliance matches each owner's financial ability with the cost to cure the non-conforming physical characteristics of a property, a specific study of both the owner's financial ability and the cost to cure any deficiencies would be needed for the Department of Justice to determine compliance.
 14. The executive summary market report is prepared for the exclusive benefit of the Client, its subsidiaries and/or affiliates. It may not be used or relied upon by any other party. All parties

- who use or rely upon any information in the report without our written consent do so at their own risk.
15. No studies have been provided to us indicating the presence or absence of hazardous materials on the subject property or in the improvements, and our valuation is predicated upon the assumption that the subject property is free and clear of any environment hazards including, without limitation, hazardous wastes, toxic substances and mold. No representations or warranties are made regarding the environmental condition of the subject property. Integra Realty Resources – Chicago, Integra Realty Resources, Inc., Integra Strategic Ventures, Inc. and/or any of their respective officers, owners, managers, directors, agents, subcontractors or employees (the “Integra Parties”), shall not be responsible for any such environmental conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because we are not experts in the field of environmental conditions, the appraisal report cannot be considered as an environmental assessment of the subject property.
 16. The persons signing the report may have reviewed available flood maps and may have noted in the appraisal report whether the subject property is located in an identified Special Flood Hazard Area. We are not qualified to detect such areas and therefore do not guarantee such determinations. The presence of flood plain areas and/or wetlands may affect the value of the property, and the value conclusion is predicated on the assumption that wetlands are non-existent or minimal.
 17. Integra Realty Resources – Chicago is not a building or environmental inspector. Integra Chicago does not guarantee that the subject property is free of defects or environmental problems. Mold may be present in the subject property and a professional inspection is recommended.
 18. The executive summary market report and value conclusions for the report assume the satisfactory completion of construction, repairs or alterations in a workmanlike manner.
 19. It is expressly acknowledged that in any action which may be brought against any of the Integra Parties, arising out of, relating to, or in any way pertaining to this engagement, the executive summary market report, and/or any other related work product, the Integra Parties shall not be responsible or liable for any incidental or consequential damages or losses, unless the executive summary market report was fraudulent or prepared with intentional misconduct.
 20. Integra Realty Resources – Chicago, an independently owned and operated company, has prepared the executive summary market report for the specific intended use stated elsewhere in the report. The use of the executive summary market report by anyone other than the Client is prohibited except as otherwise provided. Accordingly, the executive summary market report is addressed to and shall be solely for the Client’s use and benefit unless we provide our prior written consent. We expressly reserve the unrestricted right to withhold our consent to your disclosure of the executive summary market report or any other work product related to the engagement (or any part thereof including, without limitation, conclusions of value and our identity), to any third parties. Stated again for clarification, unless our prior written

- consent is obtained, no third party may rely on the executive summary market report (even if their reliance was foreseeable).
21. The conclusions of this report are estimates based on known current trends and reasonably foreseeable future occurrences. These estimates are based partly on property information, data obtained in public records, interviews, existing trends, buyer-seller decision criteria in the current market, and research conducted by third parties, and such data are not always completely reliable. The Integra Parties are not responsible for these and other future occurrences that could not have reasonably been foreseen on the effective date of this assignment. Furthermore, it is inevitable that some assumptions will not materialize and that unanticipated events may occur that will likely affect actual performance. While we are of the opinion that our findings are reasonable based on current market conditions, we do not represent that these estimates will actually be achieved, as they are subject to considerable risk and uncertainty. Moreover, we assume competent and effective management and marketing for the duration of the projected holding period of this property.
 22. All prospective value opinions presented in this report are estimates and forecasts which are prospective in nature and are subject to considerable risk and uncertainty. In addition to the contingencies noted in the preceding paragraph, several events may occur that could substantially alter the outcome of our estimates such as, but not limited to changes in the economy, interest rates, and capitalization rates, behavior of consumers, investors and lenders, fire and other physical destruction, changes in title or conveyances of easements and deed restrictions, etc. It is assumed that conditions reasonably foreseeable at the present time are consistent or similar with the future.

Addendum A

Qualifications

Gail Lissner, SRA, CRE

Experience

Managing Director for Integra Realty Resources
Former Vice President and Appraiser for Appraisal Research Counselors

Throughout her career, Ms. Lissner has focused on the housing/multi-family market, with a particular interest in condominium development, apartment development, and the condominium conversion/deconversion market. Gail's work with condominiums and apartments spans many decades, providing consulting services to the original Chicago condominium convertors in the 1970s, and expanding to work in the conversion market throughout the United States. Gail has produced a report on the condominium market on a quarterly basis since 1997 and is co-author of the Downtown Chicago Condominium Report, a quarterly report delineating development trends and condo pricing in Downtown Chicago. In Gail's consulting and valuation work for apartment and condominium developments, the scope of work ranges from site and building plan consultations at project inception to market and feasibility studies along with comprehensive appraisals. Her work includes both urban and suburban properties and also includes townhome and single family residential developments. Gail has also testified as an expert witness in a variety of housing.

Professional Activities & Affiliations

Appraisal Institute: SRA Designation
The Counselors of Real Estate: CRE Designation
Board Member (2017-2023): State of IL Real Estate Appraisal Administration and Disciplinary Board
Village Trustee (2017-2023): Village of Glencoe Board of Trustees
President: Realty Club of Chicago (2016)
Vice President: Realty Club of Chicago (2015)
Secretary/Treasurer: Counselors of Real Estate Midwest Chapter (2009-2014)
Mentor: Goldie B Wolfe Miller Women Leaders in Real Estate at Roosevelt University (2008-2010)
Member: Commercial Real Estate Women (CREW)
Member: Real Estate Investment Association (REIA) and Realty Club of Chicago
Member: Lambda Alpha International and Honorary Land Economics Society - Ely Chapter
Member: North Shore Barrington Board of Realtors
Crains Chicago Business: Named as one of Crains 20 Women to Watch 2008

Licenses

Illinois, Certified General Real Estate Appraiser, 553.001842, Expires September 2023
Illinois, Licensed Real Estate Managing Broker, 471.004757, Expires April 2023
Wisconsin, Certified General Real Estate Appraiser, 2282-10, Expires December 2023
Michigan, Certified General Real Estate Appraiser, 1205076446, Expires July 2024
Indiana, Certified General Real Estate Appraiser, CG42300003, Expires June 2024

Education

Bachelor of Arts from Washington University. Phi Beta Kappa.



Integra Realty Resources - Chicago

1 N Franklin St
Suite 3010
Chicago, IL 60606

T 312.565.0977

irr.com

glissner@irr.com - 312.565.3423



State of Illinois

Department of Financial and Professional Regulation Division of Real Estate

LICENSE NO.
553.001842

The person, firm, or corporation whose name appears on this certificate has complied with the provisions of the Illinois Statutes and/or rules and regulations and is hereby authorized to engage in the activity as indicated below.

EXPIRES:
09/30/2023

CERTIFIED GENERAL REAL ESTATE APPRAISER

GAIL S LISSNER



MARIO TRETO, JR.
ACTING SECRETARY

LAURIE MURPHY
ACTING DIRECTOR

The official status of this license can be verified at www.idfpr.com

15785034

About IRR

Integra Realty Resources, Inc. (IRR) provides world-class commercial real estate valuation, counseling, and advisory services. Routinely ranked among leading property valuation and consulting firms, we are now the largest independent firm in our industry in the United States, with local offices coast to coast and in the Caribbean.

IRR offices are led by MAI-designated Senior Managing Directors, industry leaders who have over 25 years, on average, of commercial real estate experience in their local markets. This experience, coupled with our understanding of how national trends affect the local markets, empowers our clients with the unique knowledge, access, and historical perspective they need to make the most informed decisions.

Many of the nation's top financial institutions, developers, corporations, law firms, and government agencies rely on our professional real estate opinions to best understand the value, use, and feasibility of real estate in their market.

Local Expertise...Nationally!

irr.com

To: Sam Hubbard
From: Bernard Citron
Date: April 19, 2023
Re: 116-120 Eastman

Parking Management and Operation Plan

Lincoln Properties, a nationally recognized professional property management company, will be providing leasing and ongoing management of the parking areas of the building. The operations staff will include a Regional Property Manager, an on-site Property Manager, a Marketing Manager, and several Leasing Professionals. Included in the personnel plan will include on-site Maintenance Technicians and daily Cleaning Professionals.

The parking will be leased to residents and will run concurrently with their lease term. All spaces internal to the building are reserved for tenant use only. Parking will be assigned by the management company on a first-come, first-served basis. Management will charge a monthly fee, collected as an additional payment under the lease. All studios, one bedrooms, and one-bedroom plus den units will be reserved one parking space per unit. All two bedrooms will be reserved two parking spaces. Only tandem spaces will be reserved for two-bedroom units.

Any excess parking spaces will be reserved for any tenant that doesn't already lease two spaces (i.e., a one-bedroom tenant with two drivers will be allowed to lease a second space) or will be reserved for guest overnight parking or other temporary parking needs. Parking will be limited to two spaces per unit, and no additional spaces may be rented in excess of this number.

All vehicles must be registered at the Management office. Any vehicle(s) not registered, considered abandoned, or violating the Lease, or the Community Rules, in the sole judgment of Management, will be towed at the vehicle owner's expense after a 24-hour notice is placed on the vehicle. Notwithstanding this, any vehicle illegally parked in a fire lane, designated no parking space or handicapped space, or blocking an entrance, exit, driveway, dumpster, or parked illegally in a designated parking space, will immediately be towed, without notice, at the vehicle owner's expense.

Management, our traffic and parking engineer, and the owner doesn't anticipate more than one space per bedroom will be demanded for this development. Please see the owner's traffic engineering report on parking utilization.

The current parking plan will show a revised entrance location closer to Eastman Ave. There will be an overhead garage door that will restrict access to those who have leased a parking stall. The parking will have a key fob system for entry to the garage.

Lastly, the parking structure will also include a number of stalls that are for electric vehicles, with dedicated charging systems. Parking assignments for these spaces will be limited to those who have certified EV electric vehicles. The garage will also have the capacity to create additional charging stations

Amenity Deck R

The outdoor amenity deck will be open from 10 am to 10 pm Sunday through Thursday and open from 10 am to 11 pm on Friday and Saturday. The outdoor amenity deck will only be available to residents and up to two guests per apartment home. Large groups or parties will be prohibited from the outdoor amenity deck unless approved in writing by the management office in advance. There will be both ambient and safety lighting installed on the amenity deck that will illuminate after sunset until sunrise. Ambient music will be played through all of the amenity spaces, including the outdoor amenity deck. Outdoor music will be set on a timer that will automatically shut off at 9 pm.

When using the pool, Resident(s) agrees to the following:

- No running or rough activities are allowed in the pool area. Respect others by minimizing noise, covering pool furniture with a towel when using suntan oils, leaving pool furniture in pool areas, disposing of trash, and keeping pool gates closed.
- Resident(s) must accompany their guests.
- Any swimming pools, saunas, spas, tanning beds, exercise rooms, storerooms, laundry rooms, and similar areas must be used with care in accordance with apartment rules and posted signs. Glass containers are prohibited in or near pools and all common areas. Response noted.

Trash Pick Up, Move In and Deliveries

Trash collection times:

Management and maintenance will coordinate with the trash collection company to ensure that the pickup time for the building occurs between the hours of 8:00 am to 5:00 pm to ensure that there is maintenance personnel available to oversee the collection and coordinate with the trash collection driver. During the lease-up of the community, trash collection will start with an estimated two pick-ups per week and will increase in frequency as occupancy and volume of refuse increase.

The restaurant will coordinate with management to coincide their trash collection within the same time frame of 8:00 am and 5:00 pm.

Move-In / Move-Out Procedures:

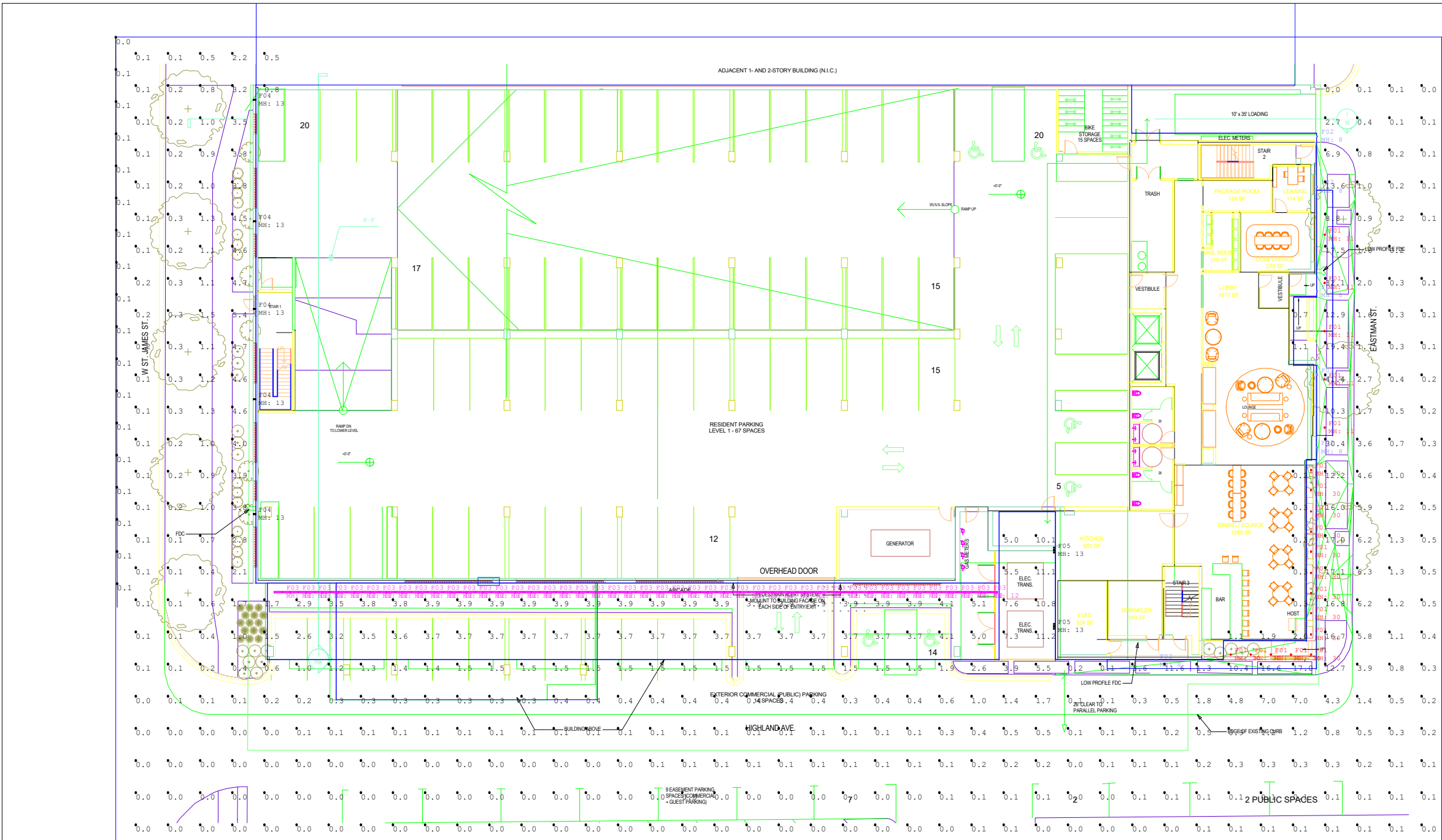
Residents moving in/out must schedule their loading dock time in advance. Deliveries will take place in the loading dock on Eastman and be allowed between the hours of 7:00 am to 7:00 pm. Additionally, please note that deliveries will be prohibited between the hours of 10:00 pm to 7:00 am and all loading/unloading must occur within the dedicated onsite loading zone(s) and on-street loading shall be prohibited.

Estimated deliveries for the restaurant:

Restaurant deliveries will take place in the loading dock on Eastman and be allowed between the hours of 7:00 am to 7:00 pm. Additionally, please note that deliveries will be prohibited between the hours of 10:00 pm to 7:00 am and all loading/unloading must occur within the dedicated onsite loading zone(s) and on-street loading shall be prohibited.

Luminaire Schedule					
Symbol	[MANUFAC]	Tag	Qty	Description	Info URL
	LUMENWERX	F01	19	AE4RR-TRM-SW-IC-ASB-UNV-20W-D1-NA/AE4RRB-SW-20W-35-2-80-35-NA-TRM-SDL-BAFFLE FINISH-TRIM FLANGE FINISH-WET	https://lumenwerx.com/wp-content/files/AERA4-DOWNLIGHT-ROUND-RECESSED-SPEC.pdf
	BK LIGHTING	F02	6	OL-LED-TR-X125-SP-FINISH-13-A-010-VOLTAGE	https://bklighting.com/collaterals/specs/specs-1372.pdf
	LUMENWERX	F03	45	VIAWETASY-D-TMG-HLO-SQ-80-100-35-LENGTH-UNV-D1-1C-NA-POWER FEED-GSM-FINISH-NA	https://lumenwerx.com/wp-content/files/VIAWET-SURFACE-ASY-SPEC.pdf
	BK LIGHTING	F04	5	YO-LED-TR-X116-WW-FINISH-9-0-10-MT-B-BC6-FINISH	https://bklighting.com/collaterals/specs/specs-1394.pdf
	LSI INDUSTRIES, INC	F05	2	XLCW-FT-LED-HO-NW-UE-FINISH	https://www.lsicorp.com/wp-content/uploads/2020/05/xlcw-specsheet.pdf

Calculation Summary					
Label	CalcType	Avg	Max	Min	Max/Min
Asphalt Planar	Illuminance	1.91	41.4	0.0	N.A.
CalcPts_1	Illuminance	3.75	4.7	2.6	1.81
RESIDENTIAL PROP LINE	Illuminance	0.09	0.1	0.0	N.A.



#	Date	Comments
Revisions		

Drawn By: JKE
Checked By:
Date: 5/12/2023
Scale:

COMPASSPOINT
ARLINGTON HEIGHTS

AERA 4" DOWNLIGHT

ROUND RECESSED

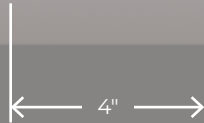
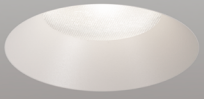
LUMENWERX



Project: _____

Type: _____

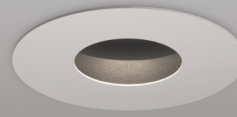
Bevel Trimless
Drywall Mudplate



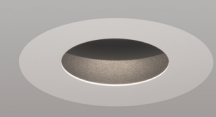
Bevel
Flanged Trim



Pinhole
Flanged Trim



Pinhole Trimless
Drywall Mudplate



Aera recessed downlights are true to size, encased in minimalist housing, and suitable additions to any interior space where outstanding optical performance, maximal eye comfort, and/or an industry-leading wall wash are required.

Beam Angles



Low UGR < 10 in 15°, 25°, 35°, and 50° beams

Ceiling Types



Drywall



Millwork



Acoustic Tile

Installation Types

New Construction (Type Non-IC, Type-IC, CCEA)

Remodel (Type Non-IC)

Plenum Clearance



Certifications



Some restrictions may apply.



Performance

LUMEN OUTPUT ¹	WATTS	EFFICACY
1481 lm	14 W	106 lm/W
2066 lm	20 W	103 lm/W
2775 lm	28 W	99 lm/W

¹ Lumen packages are assuming 3500K, 80 CRI, 35° beam, with SDL lens option.

Light Source

Static White
Full Spectrum
SOLA - Dim-to-Warm
DUO - Tunable White



COB

2 Step Color Binning
Up to 95 CRI

Drivers

1%, 0.1% Dimming Available
0-10V, TRIAC, ELV, Lutron EcoSystem, DALI, DMX
Emergency Battery (optional)

Aera Family (Refer to other spec sheets)

Downlight



2" / 3" / 4"
Round / Square
Recessed Adjustable



2" / 3" / 4"
Round / Square
Recessed



2" / 3" / 4"
Round / Square
Recessed Wall Wash

Multi-aperture



2" / 3" / 4"
Round / Square
Recessed Adjustable



2" / 3" / 4"
Round / Square
Recessed



2" / 3" / 4"
Round / Square
Recessed Wall Wash

Cylinder



2" / 3" / 4"
Pendant
Pendant Asymmetric
Pendant Wall Wash



2" / 3" / 4"
Wall
Wall Asymmetric



2" / 3" / 4"
Surface
Surface Asymmetric
Surface Wall Wash

www.lumenwerx.com
T (514) 225-4304

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Lumenwerx reserves the right to modify product specifications without notification.

AERA4-DOWNLIGHT-ROUND-RECESSED-SPEC-REV2 November 22, 2022



AERA 4" DOWNLIGHT

ROUND RECESSED

LUMENWERX

Project: _____

Type: _____

Order Guide

1 - Housing (Example: AE4RR-TRM-SW-OF-ASB-120-14W-D1-NA)



To specify a Title 24 JA8 compliant fixture, see page 3.

LUMINAIRE ID ¹	TRIM STYLE	LIGHT SOURCE	INSTALLATION TYPE	MOUNTING OPTION ⁴ Specify NA for Remodel
AE4RR				
AE4RR - Aera 4" Round Recessed ¹ Recessed Adjustable and Recessed Wall Wash also available. Consult other spec sheets.	TRM - Flanged trim TLMP - Trimless drywall mudplate TLMW ² - Trimless millwork ² Not available with remodel (RM) installation type.	SW - Static white FS - Full spectrum SOLA - Dim-to-warm single channel control 35K to 22K DUO - Tunable white 2-channel control 65K to 27K	OF - Open Frame Type Non-IC IC ³ - Type-IC RM - Remodel Type Non-IC CP ³ - Chicago Plenum Type-IC (CCEA) AT ³ - Airtight Type-IC ³ Not available with high output.	ASB - Adjustable standard bar hangers FMB - Flush mount bars ACB - Adjustable commercial bar hangers AHC - Adjustable hat channel bars NA - Not applicable ⁴ See page 5 for more details.

VOLTAGE	WATTAGE ⁶	DIMMING ⁹		OPTION ²⁰	
				NA	
120 - 120V 277 - 277V UNV - 120V-277V 347 ⁵ - 347V ⁵ Available with RD1 driver only. Please consult factory.	14W - Low output 1306-1538 lm 20W - Medium output 1823-2146 lm 28W ^{7,8} - High output 2447-2882 lm ⁶ Lumen outputs are reduced with full spectrum, consult factory. ⁷ Not available with IC/CP/AT. ⁸ Not available with full spectrum.	INTEGRAL D1 - 1% 0-10V ELV ¹⁰ - ELV 120V TRI ¹⁰ - TRIAC 120V LTEA2W ^{10,11} - Lutron 1% - 2 wire FP 120V LDE1 ^{11,12} - Lutron Hi-lume 1% Eco DA ^{11,12} - DALI ELD1 ¹¹ - eldoLED 1% ECOdrive 0-10V ELDO ¹¹ - eldoLED 0.1% SOLOdrive 0-10V PEQ0 ^{11,12,13} - Lutron Hi-lume Premier 0.1% EcoSystem DEB ¹⁴ - 0-10V with onboard emergency battery backup ⁹ PoE (Power-over-Ethernet) compatible. Consult factory for details. ¹⁰ Available with 120V only. ¹¹ Not available with RM installation type. ¹² On-site commissioning is required. ¹³ Not available with high output. ¹⁴ Available with OF housing only.		REMOTE ¹⁵ RD1 - 1% 0-10V RELV ¹⁶ - ELV 120V RTRI ¹⁶ - TRIAC 120V RLTEA2W ^{16,11} - Lutron 1% - 2 wire FP 120V RLDE1 ¹⁷ - Lutron Hi-lume 1% Eco RDA ¹⁷ - DALI RELD1 - eldoLED 1% ECOdrive 0-10V RELD0 - eldoLED 0.1% SOLOdrive 0-10V RPEQ0 ^{17,18} - Lutron Hi-lume Premier 0.1% EcoSystem +EB ¹⁹ - Emergency battery ¹⁵ A remote driver box is provided, see page 4 for details. ¹⁶ Available with 120V only. ¹⁷ On-site commissioning is required. ¹⁸ Not available with high output. ¹⁹ For emergency battery, code will be like the following example: RD1+EB	NA - None ²⁰ To specify a JA8 compliant fixture, see page 3.
	SOLA ⁷ 25W - 25 W output, up to 1400 lm				
	DUO 19W - 19 W output, up to 1100 lm	SOLA SDI - 1% 0-10V SELV ¹⁰ - ELV 120V STRI ¹⁰ - TRIAC 120V DUO DMX ¹² - DMX DDA ¹² - DALI DT6 DDA8 ¹² - DALI DT8 DDI - Dual 0-10V input for CCT/intensity PSQ0 ¹² - Lutron T-Series 1% tunable white	SOLA RSDI - Single 0-10V input RSELV ¹⁶ - ELV 120V RSTRI ¹⁶ - TRIAC 120V DUO RDMX ¹⁷ - DMX RDDA ¹⁷ - DALI DT6 RDDA8 ¹⁷ - DALI DT8 RDD1 - Dual 0-10V input for CCT/intensity RPSQ0 ¹⁷ - Lutron T-Series 1% tunable white		

2 - Light & Baffle (Example: AE4RRB-SW-14W-15-2-90-27-LSDL+HEX-TRM-CL-FTMW-FTMW-NA)

LUMINAIRE ID	LIGHT SOURCE	WATTAGE ²¹	BEAM	COLOR QUALITY	CRI	COLOR TEMP.
AE4RRB - Aera 4" Round Recessed Bevel AE4RRP - Aera 4" Round Recessed Pinhole	SW - Static white FS - Full spectrum SOLA - Dim-to-warm single channel control 35K to 22K DUO - Tunable white 2-channel control 65K to 27K	14W - Low output 1306-1538 lm 20W - Medium output 1823-2146 lm 28W ^{22,23} - High output 2447-2882 lm ²¹ Lumen outputs are reduced with full spectrum, consult factory. ²² Not available with IC/CP/AT. ²³ Not available with full spectrum. SOLA ²² 25W - 25 W output, up to 1400 lm DUO 19W - 19 W output, up to 1100 lm	15 - 15° Narrow spot 25 - 25° Spot 35 - 35° Narrow flood 50 - 50° Wide flood 80 - 80° Very wide flood 90 - 90° Open flood 50 - 50° Wide flood	2 ²⁴ - 2 Step MacAdam Ellipse 3 - 3 Step MacAdam Ellipse ²⁴ Not available with full spectrum. 3 - 3 Step MacAdam Ellipse	90 ²⁵ - 90 CRI 95 - 95 CRI 80 ²⁵ - 80 CRI ²⁵ Not available with full spectrum. 90 - 90 CRI	27 - 2700K 30 - 3000K 35 - 3500K 40 - 4000K SOLA - Dim-to-warm single channel control 35K to 22K DUO - Tunable white 2-channel control 65K to 27K

ACCESSORIES * See page 6 for details	TRIM STYLE	LENS * See page 6 for details	BAFFLE FINISH Specify NA for Pinhole	TRIM FLANGE FINISH ²⁹ Specify NA for Bevel Trimless	OPTION ³⁰
At light element ^{26,27} (choose up to 2 options) LSDL - Soft diffused lens, Solite LFDL - Frosted diffused lens LS - Linear spread HEX - Hex louver NA - None ²⁶ If two options are specified, separate codes with a "+", e.g. LSDL+HEX . ²⁷ LSDL and LFDL cannot be combined. LS and HEX cannot be combined.	TRM - Flanged trim TLMP - Trimless drywall mudplate TLMW ²⁸ - Trimless millwork ²⁸ Not available with remodel (RM) installation type.	At baffle (choose 1 option) Specify NOL for Pinhole SDL - Soft diffused lens, Solite FDL - Frosted diffused lens CL - Clear lens NOL - No lens	FTMW - Textured matte white FTMB - Textured matte black FSPC - Specular FSSPC - Semi-specular FCHP - Champagne CF# - Custom finish, specify RAL# NA - Not applicable	FTMW - Textured matte white FTMB - Textured matte black FSPC - Specular FSSPC - Semi-specular FCHP - Champagne CF# - Custom finish, specify RAL# NA - Not applicable ²⁹ A trim flange finish option must be specified for pinhole. See page 6 for details.	WET ³¹ - Wet location NA - None ³⁰ To specify a JA8 compliant fixture, see page 3. ³¹ Must be specified with the bevel (AE4RRB), flanged trim (TRM), and either SDL, FDL, or CL lens options.

* For SOLA/DUO, one of the following lenses must be specified: SDL, FDL, LSDL, or LFDL.

AERA 4" DOWNLIGHT

ROUND RECESSED

Title 24 JA8

Order Guide

LUMENWERX

Project: _____

Type: _____



1 - Housing (Example: AE4RR-TRM-SW-AT-ASB-120-14W-D1-JA8)

LUMINAIRE ID ¹	TRIM STYLE	LIGHT SOURCE	INSTALLATION TYPE	MOUNTING OPTION ²
AE4RR		SW	AT	
AE4RR - Aera 4" Round Recessed ¹ Recessed Adjustable and Recessed Wall Wash also available. Consult other spec sheets.	TRM - Flanged trim TLMP - Trimless drywall mudplate TLMW - Trimless millwork	SW - Static white	AT - Airtight Type-IC	ASB - Adjustable standard bar hangers FMB - Flush mount bars ACB - Adjustable commercial bar hangers AHC - Adjustable hat channel bars ² See page 5 for more details.

VOLTAGE	WATTAGE	DIMMING		OPTION
	14W			JA8
120 - 120V 277 - 277V UNV - 120V-277V	14W - Low output 1306-1538 lm	INTEGRAL D1 - 1% 0-10V ELV ³ - ELV 120V TRI ³ - TRIAC 120V LTEA2W ³ - Lutron 1% - 2 wire FP 120V LDE1 ⁴ - Lutron Hi-lume 1% Eco ³ Available with 120V only. ⁴ On-site commissioning is required.	REMOTE ⁵ RD1 - 1% 0-10V RELV ⁶ - ELV 120V RTRI ⁶ - TRIAC 120V RLTEA2W ⁶ - Lutron 1% - 2 wire FP 120V RLDE1 ⁷ - Lutron Hi-lume 1% Eco ⁵ A remote driver box is provided, see page 4 for details. ⁶ Available with 120V only. ⁷ On-site commissioning is required.	JA8 - JA8 compliant

2 - Light & Baffle (Example: AE4RRB-SW-14W-15-2-90-27-NA-TRM-SDL-FTMW-FTMW-JA8+WET)

LUMINAIRE ID	LIGHT SOURCE	WATTAGE	BEAM	COLOR QUALITY	CRI	COLOR TEMP.
	SW	14W			90	
AE4RRB - Aera 4" Round Recessed Bevel AE4RRP - Aera 4" Round Recessed Pinhole	SW - Static white	14W - Low output 1306-1538 lm	15 - 15° Narrow spot 25 - 25° Spot 35 - 35° Narrow flood 50 - 50° Wide flood 80 - 80° Very wide flood 90 - 90° Open flood	2 - 2 Step MacAdam Ellipse 3 - 3 Step MacAdam Ellipse	90 - 90 CRI	27 - 2700K 30 - 3000K 35 - 3500K 40 - 4000K

ACCESSORY See page 6 for details	TRIM STYLE	LENS See page 6 for details	BAFFLE FINISH Specify NA for Pinhole	TRIM FLANGE FINISH ⁸ Specify NA for Bevel Trimless	OPTIONS
					JA8
At light element LSDL - Soft diffused lens, Solite LFDL - Frosted diffused lens NA - None	TRM - Flanged trim TLMP - Trimless drywall mudplate TLMW - Trimless millwork	At baffle Specify NOL for Pinhole SDL - Soft diffused lens, Solite FDL - Frosted diffused lens CL - Clear lens NOL - No lens	FTMW - Textured matte white FTMB - Textured matte black FSPC - Specular FSSPC - Semi-specular FCHP - Champagne CF# - Custom finish, specify RAL# NA - Not applicable	FTMW - Textured matte white FTMB - Textured matte black FSPC - Specular FSSPC - Semi-specular FCHP - Champagne CF# - Custom finish, specify RAL# NA - Not applicable ⁸ A trim flange finish option must be specified for pinhole. See page 6 for details.	JA8 - JA8 compliant WET ^{9,10} - Wet location ⁹ Must be specified with the bevel (AE4RRB), flanged trim (TRM), and either SDL, FDL, or CL lens options. ¹⁰ To specify the WET option, the code will be JA8+WET .

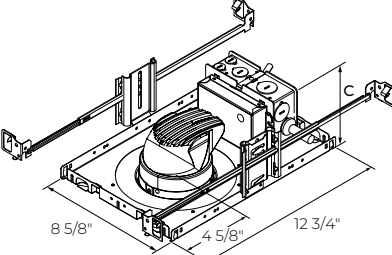
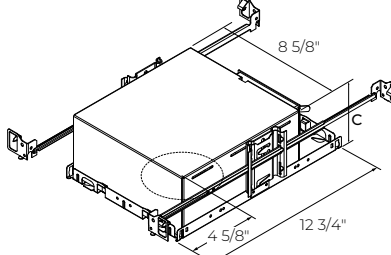
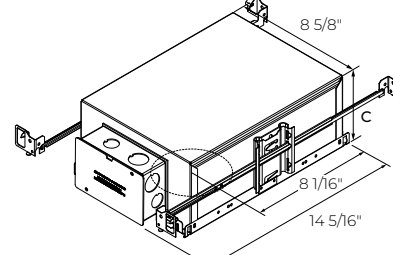
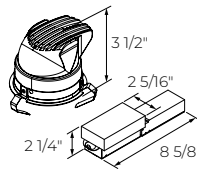
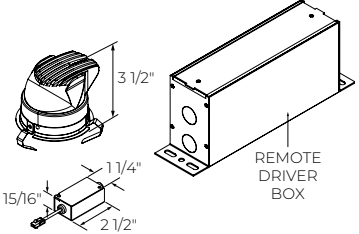
AERA 4" DOWNLIGHT

ROUND RECESSED

LUMENWERX

Housing

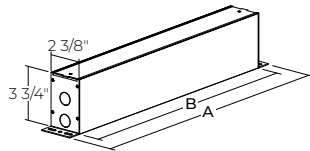
INSTALLATION TYPES

OF - Open Frame Type Non-IC	IC - Type-IC	CP - Chicago Plenum Type-IC (CCEA) AT - Airtight Type-IC
		
RM - Remodel Type Non-IC		
Integral	Remote	
		

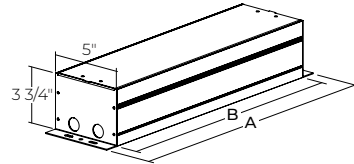
- For height dimension C, see the PLENUM CLEARANCE & CUT-OUT DIMENSIONS table below.
- For OF, IC, and CP installation types with remote dimming, a remote driver box is provided.

REMOTE DRIVER BOX

RDB8 / RDB18 / RDB24

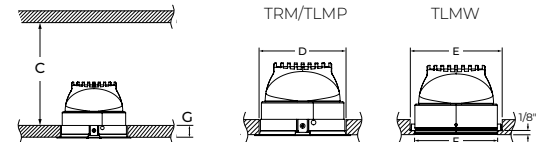


RDB24W



	RDB8	RDB18	RDB24	RDB24W
A	10"	20"	26"	26"
B	8"	18"	24"	24"
DRIVER	RD1 - 1% 0-10V REL - ELV 120V RTR - TRIAC 120V RPEQ0 - Lutron Hi-lume Premier 0.1% EcoSystem SOLA RSD1 - Single 0-10V input RSELV - ELV 120V RSTRI - TRIAC 120V	RLTEA2W - Lutron 1% - 2 wire FP 120V RLDE1 - Lutron Hi-lume 1% Eco RDA - DALI RELD1 - eldoLED 1% ECOdrive 0-10V RELD0 - eldoLED 0.1% SOLOdrive 0-10V	Emergency battery (+EB) with the following driver options. RD1+EB - 1% 0-10V REL+EB - ELV 120V RTR+EB - TRIAC 120V DUO RDMX - DMX RDDA - DALI RDD1 - Dual 0-10V input for CCT/intensity RPSQ0 - Lutron T-Series 1% tunable white	Emergency battery (+EB) with the following driver options. RLTEA2W+EB - Lutron 1% - 2 wire FP 120V RLDE1+EB - Lutron Hi-lume 1% Eco RDA+EB - DALI RELD1+EB - eldoLED 1% ECOdrive 0-10V RELD0+EB - eldoLED 0.1% SOLOdrive 0-10V

PLENUM CLEARANCE & CUT-OUT DIMENSIONS



		PLENUM CLEARANCE HEIGHT	
		REMOTE & INTEGRAL	
		D1/ELV/TRI	LTEA2W/LDEI/DA/ELD1/ELD0/PEQ0
C	OF	4 1/8"	6"
	IC	4" (14 W) 6 3/8" (20 W)	6 3/8"
	CP/AT	4 7/8" (14 W) 6 7/8" (20 W)	6 7/8"
	RM	4 1/8"	NA
		CUT-OUT DIMENSIONS	
D	TRM/TLMP	Ø 4 1/2"	
E	TLMW	Ø 4 1/2"	
F		Ø 4 1/16" with 1/8" lip	
		MAXIMUM CEILING THICKNESS	
G	TRM/ TLMP	1 3/8"	
	TLMW	5/8"	

AERA 4" DOWNLIGHT

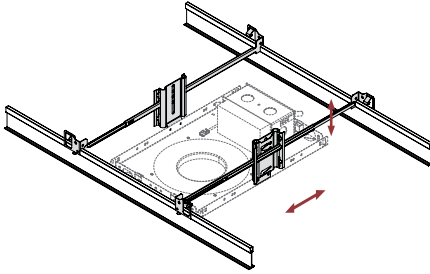
ROUND RECESSED

LUMENWERX

Housing

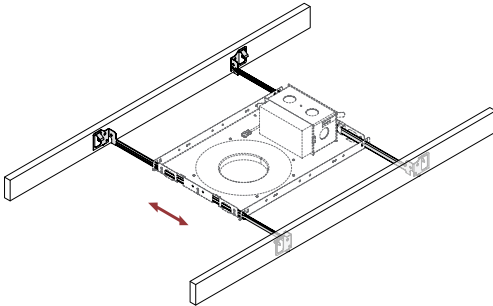
MOUNTING OPTIONS

ASB - Adjustable Standard Bar Hangers



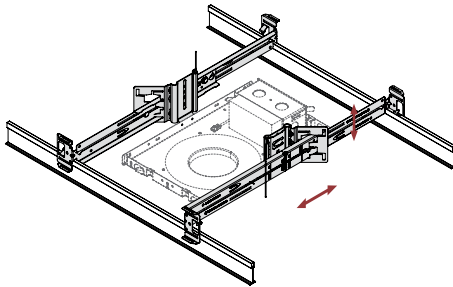
Adjustable Standard Bar hangers can be used in both commercial and residential applications and are adjustable to various heights in both Grid Ceiling and Drywall mounting. ASB hangers are less rigid and versatile than ACB hangers.

FMB - Flush Mount Bars



Flush Mount Bars are best used in residential applications, fitting snug to the surface and suitable for Wood, Metal, and Drywall mounting. The flush mounted bars are static and can't be adjusted.

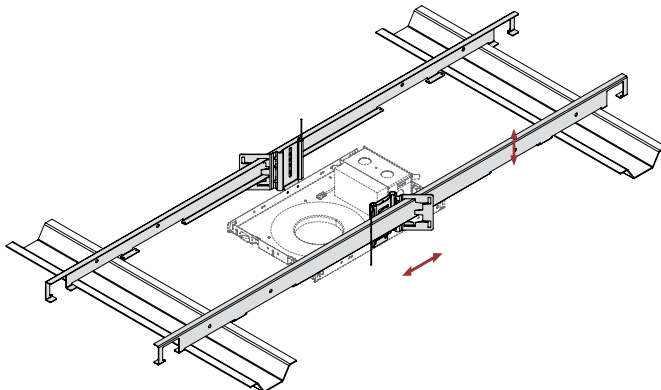
ACB - Adjustable Commercial Bar Hangers



Adjustable Commercial Bar hangers can be used in both commercial and residential applications and are by far the most versatile mounting bar we offer with its adjustability to various heights. ACB hangers are suitable for Grid Ceiling, Drywall, Metal, Wood and Frame mounting.

- Extremely rigid
- Fits into C-Channel notches in a Butterfly Bracket

AHC - Adjustable Hat Channel Bars



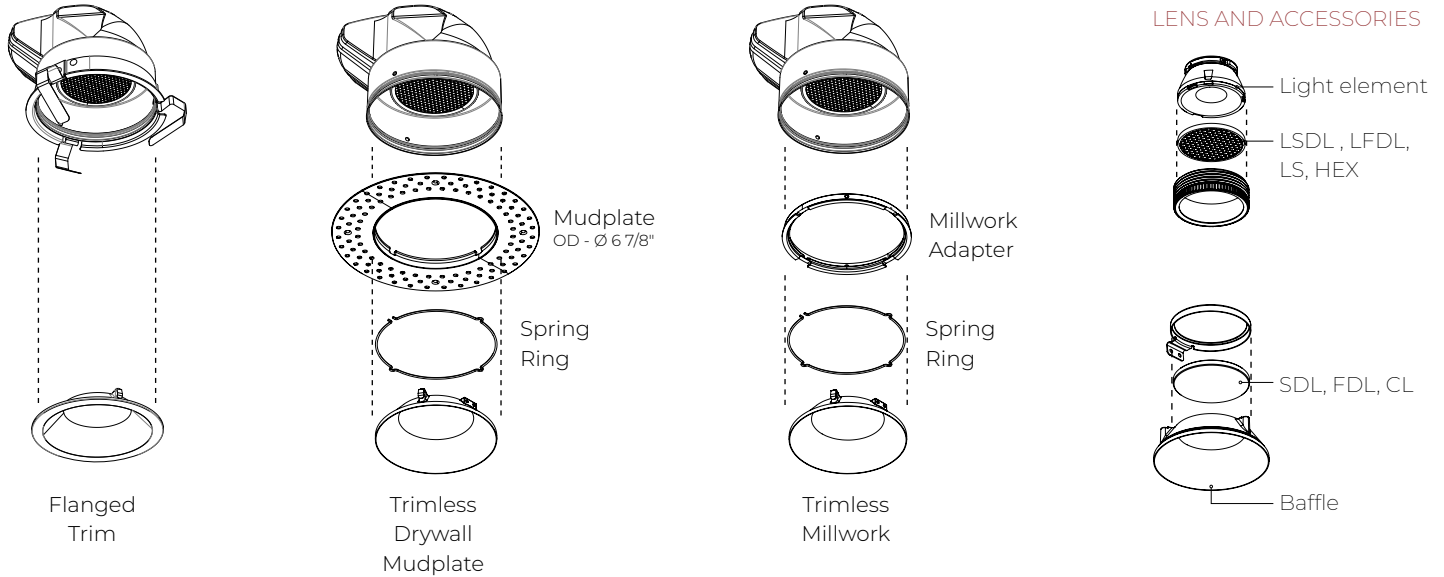
Adjustable Hat Channel bars can be used in both commercial and residential applications and come with a butterfly clip to adjust to various heights. AHC bars can be hung downward by 90 degrees in vertical position, and once wired, can be shifted onto the horizontal mounting plane. AHC bars are suitable for both Drywall and wood ceiling applications.

AERA 4" DOWNLIGHT

ROUND RECESSED

LUMENWERX

Light & Baffle



Bevel		Pinhole	
TRM Flanged Trim	TLMP/TLMW Trimless Drywall Mudplate /Trimless Millwork	TRM Flanged Trim	TLMP/TLMW Trimless Drywall Mudplate /Trimless Millwork
Baffle finish Trim flange finish		Trim flange finish Textured matte black	

AERA 4" DOWNLIGHT

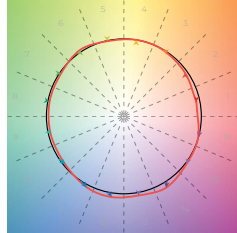
ROUND RECESSED

LUMENWERX

Color Quality

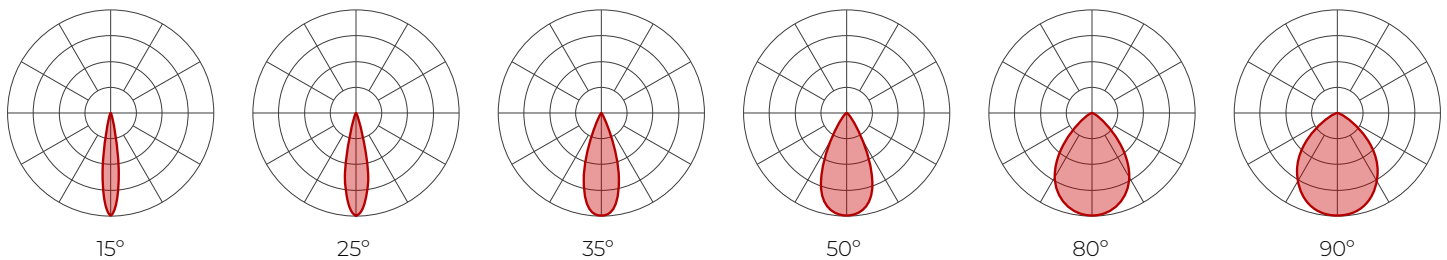
COLOR QUALITY - 3500K

TM-30 R _t	90
TM-30 R _a	100
CRI	90
R9	> 50



Photometrics

Please follow the multiplier tables to ensure correct lumen value. Beams, CCT, baffle styles, baffle colors, lensing and accessories will change the lumen value.



Delivered Lumens for Bevel Baffles - At 35K, with SDL lens option

CRI	90 CRI						95 CRI						80 CRI					
BEAM	15	25	35	50	80	90	15	25	35	50	80	90	15	25	35	50	80	90
Low - 14 W	1399	1437	1384	1356	1220	1220	1077	1106	1066	1044	940	940	1497	1538	1481	1451	1306	1306
Medium - 20 W	1952	2006	1931	1893	1704	1704	1503	1545	1487	1458	1312	1312	2089	2146	2066	2026	1823	1823
High - 28 W	2621	2693	2593	2541	2287	2287	2018	2074	1997	1957	1761	1761	2804	2882	2775	2719	2447	2447

Efficacy Based on Delivered Lumens

CRI	90 CRI						95 CRI						80 CRI					
BEAM	15	25	35	50	80	90	15	25	35	50	80	90	15	25	35	50	80	90
Low - 14 W	100	103	99	97	87	87	77	79	76	75	67	67	107	110	106	104	93	93
Medium - 20 W	98	100	97	95	85	85	75	77	74	73	66	66	104	107	103	101	91	91
High - 28 W	94	96	93	91	82	82	72	74	71	70	63	63	100	103	99	97	87	87

MULTIPLIERS

CCT

CCT	
2700K	0.9
3000K	0.95
3500K	1
4000K	1.05

For SOLA and DUO, please consult factory.

Baffle Style and Color

BAFFLE VARIABLES	
White	1
Black	1
Round	1
Square	1
Bevel	1
Wet Bevel	1
Pinhole	0.92
Trimless	1

Lens and Accessories

LENS AND ACCESSORIES	
No lens	1.1
Soft diffused lens, Solite	1
Frosted lens	0.8
Clear lens	1.1
Linear spread	0.84
Hex louvers	0.86

AERA 4" DOWNLIGHT

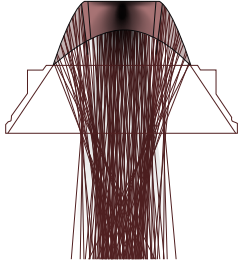
ROUND RECESSED

LUMENWERX

Technical Specifications

OPTIC

XPoint™ Refraction Technology optics provide precise optical control in a remarkably compact form. The core of this four-tier system is compound reflector with a central TIR element, just 1.06" deep. Beam angles are easily interchanged in the field.



LIGHT SOURCE

Compact COB (Chip-On-Board) LED module, available in 2700K, 3000K, 3500K and 4000K with a choice of 80 CRI, 90 CRI, or 95 CRI, with elevated R9 value for 90 CRI and above. Color consistency is maintained to within 2 SDCM. All LEDs have been tested in accordance with IESNA LM-80-08 and the results have shown L80 lumen maintenance greater than 60,000 hours. Absolute product photometry is measured and presented in accordance with IESNA LM-79, unless otherwise indicated. Optional full spectrum LEDs can be incorporated in the fixture to increase Cyanosis Observation Index (COI) and assist in regulating circadian rhythms.

CHROMAWERX - TUNABLE WHITE

Chromawerx SOLA

Chromawerx SOLA is single-channel control that dims output while warming the color temperature in a pre-determined relationship. A simple analog control adjusts a specially populated LED array to emulate the effect of dimming a filament source.

Chromawerx DUO

Chromawerx DUO offers a two-channel control system which uses analog or digital protocols for synchronous control of both cool (6500K) to warm (2700K) LED arrays - maintaining a CRI above 90. The range of color DUO offers is useful for entraining circadian rhythms, stimulating alertness, and compensating for jet lag among other applications. The Chromawerx drivers are programmed to limit maximum light output and power usage across all color temperatures.

ELECTRICAL

Unless otherwise specified, dimming down to 1%. At maximum driver load: efficiency>84%, PF>0.9, THD<20%.

Integral: 0-10V, ELV, TRIAC, Lutron Hi-Lume 1% 2-wire and 1% EcoSystem, DALI, eldoLED 0.1% SOLOdrive 0-10V, eldoLED 1% ECOdrive 0-10V, DMX, Lutron T-series (tunable white).

Remote: 0-10V, ELV, TRIAC, Lutron Hi-Lume 1% 2-wire and 1% EcoSystem, DALI, eldoLED 0.1% SOLOdrive 0-10V, eldoLED 1% ECOdrive 0-10V, DMX, Lutron T-series (tunable white).

Emergency Battery Options - Integral: Factory installed, long-life, high-temperature, LED driver with integrated emergency backup using a recyclable LiFePO4 battery pack. Features a remote test switch with charge indicator, minimum of 90 minutes operation and 10W per downlight emergency lighting output. Recharge time of 12 hours.

Emergency Battery Options - Remote: Remotely-installed, long-life, high-temperature, maintenance-free, Bodine Lithium-Ion battery pack with self-test functionality, test switch and charge indicator. IOTA and Fulham options available upon request. Minimum of 90 minutes operation, and recharge time of 24 hours. For fixtures less than 10W, the battery provides 6W of emergency light output. For fixtures 10W and over, the battery provides 10W.

PoE

Depending on the PoE manufacturer selected, Lumenwerx will install the node in factory as either integral to the luminaire, or as a remote module. Factory programming of the PoE node may or may not enable the following functionalities: lumen package, Duo (tunable white), emergency battery backup, and sensor integration. These must be addressed and evaluated on a case-by-case basis.

CONSTRUCTION

Housing

For new construction, 20 gauge powder coated steel. Open frame, type-IC, or Chicago Plenum (CCEA) rated. 18 gauge galvanized steel junction box with ½" trade size knockouts. Adjustable hanger bars and butterfly brackets are included. Hat channel and flush mounted brackets are also available.

Light Element

LED Module: Integral COB module. 90 CRI and 2 SDCM, Standard with options of 80 CRI, or 95 CRI. L80 > 60,000 hours

XPoint™ Refraction Technology optic: Micro optical paths from the chip on board converge and then disperse in precise beam angles, resulting in a crisp and exacting light quality.

Thermal Management: Die-cast aluminum heat sink to maximize thermal dissipation.

AERA 4" DOWNLIGHT

ROUND RECESSED

LUMENWERX

WEIGHT

Open Frame: 4.5 lbs - 2 kg

Type-IC/Chicago Plenum: 8 lbs - 3.6 kg

Remodel: 3.5 lbs - 1.6 kg

BAFFLE

Die-cast aluminum mounted with retaining spring clips

Trim style: Trimmed and trimless with mudplate or millwork adapter

LENS AND ACCESSORIES



Soft diffused lens, Solite



Frosted diffused lens



Clear lens



Linear Spread



Hex Louver

ENVIRONMENT

Ambient temperature at fixture location shall be within 0°C/32°F - 25°C/77°F, indoor dry or damp as well as outdoor damp use (canopies or marquees).

CERTIFICATIONS

ETL - Rated for Indoor dry/damp locations. Conforms to UL Standard 1598 and certified to CAN/CSA Standard C22.2 No. 250.0.

IP44 - IP44 rated for bathrooms, showers, outdoor canopies, and marquees when specified with the wet location (WET) option.

Chicago Plenum - City of Chicago approved (CCEA) when specified with CP installation type option.

IC rated - Suitable for direct contact with insulation when specified with IC, CP or AT installation type options.

Title 24 JA8 - California Building Standards Code

WARRANTY

Lumenwerx provides a five-year limited warranty on electrical and mechanical performance of the luminaires, including the LED boards, drivers, and auxiliary electronics. Lumenwerx will repair or replace defective luminaires or components at our discretion, provided they have been installed and operated in accordance with our specifications. Other limitations apply, please refer to the full warranty on our website.

DATE:

PROJECT:

TYPE:

CATALOG NUMBER LOGIC:



*Accommodates up to 2 lens/shielding media. Two lens/shielding prices required.

CATALOG NUMBER LOGIC

Example: OL - LED - TR - x98 - SP/FL - BZW - 9/12 - 11/11 - A - INC - 120

MATERIAL

Aluminum

SERIES

OL - Olympus

SOURCE

LED - Chip on Board (COB) Technology

HOUSING

TR - Integral Driver

LED TYPE

x98 - 13W/2700K/80CRI	x101 - 13W/2700K/90CRI	✓
x99 - 13W/3000K/80CRI	x102 - 13W/3000K/90CRI	✓
x103 - 13W/3500K/80CRI	x104 - 13W/3500K/90CRI	✓
x100 - 13W/4000K/80CRI	x121 - 13W/4000K/90CRI	✓
x122 - 21W/2700K/80CRI	x126 - 21W/2700K/90CRI	✓
x123 - 21W/3000K/80CRI	x127 - 21W/3000K/90CRI	✓
x124 - 21W/3500K/80CRI	x128 - 21W/3500K/90CRI	✓
x125 - 21W/4000K/80CRI	x129 - 21W/4000K/90CRI	✓

OPTICS

SP - Spot (17°) FL - Flood (47°) WFL - Wide Flood (53°)

FINISH (See page 2 for full-color swatches)

Standard Finishes (BZP, BZW, BLP, BLW, WHP, WHW, SAP, VER)

Premium Finish (ABP, AMG, AQW, BCM, BGE, BPP, CAP, CMG, CRM, HUG, NBP, OCP, RMG, SDS, SMG, TXF, WCP, WIR) *

Also available in RAL Finishes

LENS TYPE*

9 - Clear (Standard)

12 - Soft Focus 13 - Rectilinear

SHIELDING*

11 - Honeycomb Baffle

CAP STYLE

A - 45°

B - 90°

C - Flush

D - 45° Less Weephole (Downward Aiming Only)

E - 90° Less Weephole (Downward Aiming Only)

CONTROL

ELV - Dimming Driver (For use with Electronic Low Voltage Dimmer)**

INC - Dimming Driver (For use with Incandescent Dimmer)**

010 - 0-10V Dimming Driver (Dimming ≤3-100%)

INPUT VOLTAGE

120 - 120 VAC

277 - 277 VAC



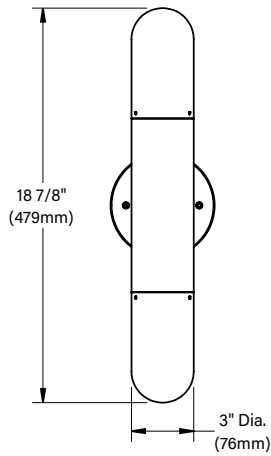
TITLE 24, JA8 COMPLIANT

B-K LIGHTING

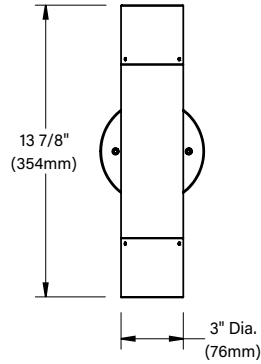
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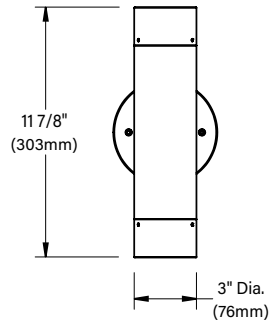
DATE:	PROJECT:	TYPE:
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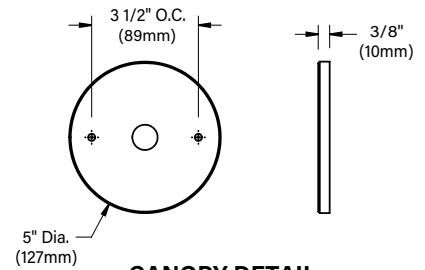
"A/D" CAP



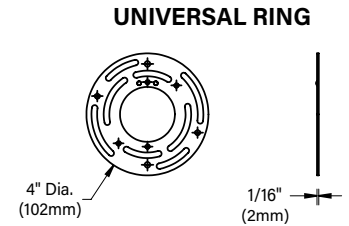
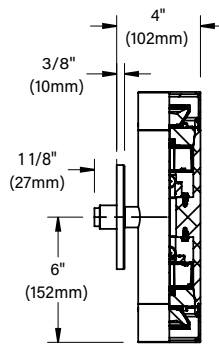
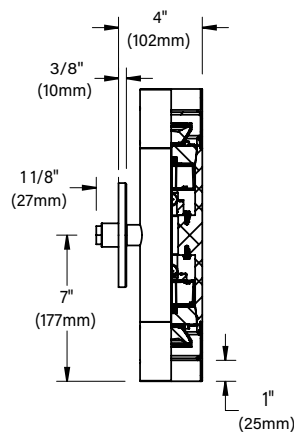
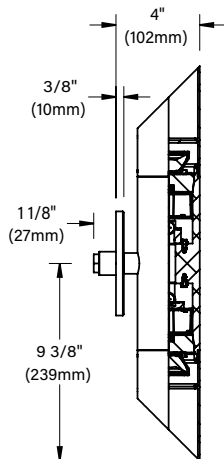
"B/E" CAP



"C" CAP



CANOPY DETAIL



UNIVERSAL RING

STANDARD FINISHES



[Click Here](#) to view larger, full-color swatches of all available finishes on our website.

PREMIUM FINISHES



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DATE:	PROJECT:	TYPE:
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Accessories (Configure separately)

Drivers (Configure separately)

SPECIFICATIONS

ELECTRICAL	WATTAGE	(2x) 13W or (2x) 21W LED
	LED	COB technology and modular design with electrical quick disconnects allow for easy field upgrade and maintenance. LM-80 certified. Title 24, JA8 compliant options available. Minimum 50,000 hour rated life at 70% of initial lumens (L70).
	COLOR MANAGEMENT	COB technology delivers natural white light. Exact color point conformity exceeds ANSI C78.377 standard. Module exceeds 80 CRI (RA>80, R9.16). Color point uniformity 2 SDCM color control for 2700K-4000K CCT.
	WIRING	INC/ELV Wiring: 3 Wire, 18GA, Stranded, XLPE, 125°C, 300V, UL3265 rated wire 0-10 Wiring: 5 Wire, 16GA, Stranded, TPE, 105°C, 300V, SJTOW, Cable Master, SJTOW-165-BLK-GVCC
	DRIVER	Incandescent/ELV Control Option Driver: Dimming driver for use with standard incandescent or electronic low voltage dimmers (10-100% range), 120VAC only. 0-10 Control Option Driver: Dimming driver for use with standard 0-10V dimmers (≤3-100% dim. range), 120-277VAC. With [1] 440mA (13W) / 700mA (21W). 50/60Hz. >0.9 Power Factor, (INC/ELV)10.0A/(0-10) <250mA in-rush current, .20%THD (nominal at 120VAC full load). Output over-voltage, overcurrent, and short circuit protection with auto recovery. Class 2 power supply; FCC47CFR Part 15 Compliant Class B (120VAC)/Class A (277VAC).
PHYSICAL	MATERIALS	Furnished in copper-free aluminum (6061-T6).
	BODY	Unibody design with enclosed, water-proof wireway, and integral heat sink is fully machined from solid billet. Anti-condensation and corrosion vent equalizes fixture pressure and eliminates potential for damage to internal components.
	CAP	Fully machined and accommodates two (2) lens or louver media.
	LENS	Shock-resistant, tempered, 1/8" thick soda lime glass lens is factory adhered to fixture cap and provides hermetically sealed optical compartment.
	INSTALLATION	5" dia., machined canopy with stainless steel universal mounting ring permits mounting to 4" octagonal junction box (by others).
	OPTICS	Interchangeable optics permit changes in the field.
	HARDWARE	Tamper-resistant, stainless steel hardware. 360HD hardware is additionally black oxide treated for corrosion resistance.
	FINISH	StarGuard, our 15-stage chromate-free process, cleans and conversion coats aluminum components prior to application of Class 'A' TGIC polyester powder coating, and is RoHS compliant.
	WARRANTY	5-year limited warranty.
	CERTIFICATION & LISTING	UL tested to IESNA LM-79. UL Listed. Certified to CAN/CSA/ANSI Standards. RoHS compliant components. Suitable for indoor or outdoor use. IP66 Rated. Made in the USA with sustainable processes.



TITLE 24, JA8



RoHS



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12/06/2022 SKU-1372
SUB-2823-00

LAMP & DRIVER DATA (page 1 of 2)

DATE: PROJECT: TYPE:

DRIVER ELECTRICAL DATA

Type	AC Input Range	Frequency Hz	Power Factor At Full Load (Efficiency)	THD	InRush Current	Operating Current	Operation Ambient Temperature	Dimmer Type	Dimmer Range
Integral	120VAC	50/60	> 0.9	20%	10A	440mA (13W)/700mA (21W)	-30° C ~ 70°C	TRIAC/ELV	1-100%
Integral	105-300VAC	50/60	> 0.9	20%	<250mA	440mA (13W)/700mA (21W)	-30° C ~ 90°C	0-10	≤3-100%

LM79 DATA

OPTICAL DATA

BK No.	CCT (Typ.)	CRI (Typ.)	Input Watts (Typ.)	L70 Data	Angle	CBCP	Total Del. Lumens	Del. Lumens Per Side	Muliplier
x98	2700	80	13	50,000	17	6,840	1,820	910	0.70
x98	2700	80	13	50,000	47	1,835	2,198	1,099	0.70
x98	2700	80	13	50,000	53	1,402	2,151	1,076	0.70
x99	3000	80	13	50,000	17	6,587	1,753	876	0.66
x99	3000	80	13	50,000	47	1,767	2,117	1,058	0.66
x99	3000	80	13	50,000	53	1,350	2,072	1,036	0.66
x103	3500	80	13	50,000	17	8,058	2,144	1,072	0.76
x103	3500	80	13	50,000	47	2,162	2,589	1,295	0.76
x103	3500	80	13	50,000	53	1,652	2,534	1,267	0.76
x100	4000	80	13	50,000	17	6,831	1,818	909	0.66
x100	4000	80	13	50,000	47	1,833	2,195	1,098	0.66
x100	4000	80	13	50,000	53	1,401	2,149	1,074	0.66
x101	2700	90	13	50,000	17	3,202	852	426	0.47
x101	2700	90	13	50,000	47	859	1,029	514	0.47
x101	2700	90	13	50,000	53	656	1,007	503	0.47
x102	3000	90	13	50,000	17	2,915	776	388	0.44
x102	3000	90	13	50,000	47	782	937	468	0.44
x102	3000	90	13	50,000	53	598	917	548	0.44
x104	3500	90	13	50,000	17	4,141	1,102	551	0.51
x104	3500	90	13	50,000	47	1,111	1,331	665	0.51
x104	3500	90	13	50,000	53	849	1,302	654	0.51
x121	4000	90	13	50,000	17	4,593	1,222	611	0.67
x121	4000	90	13	50,000	47	1,233	1,476	738	0.67
x121	4000	90	13	50,000	53	942	1,445	722	0.67
x122	2700	80	21	50,000	17	9,825	2,615	1,307	0.95
x122	2700	80	21	50,000	47	2,636	3,157	1,579	0.95
x122	2700	80	21	50,000	53	2,014	3,090	1,545	0.95
x123	3000	80	21	50,000	17	10,008	2,663	1,332	0.96
x123	3000	80	21	50,000	47	2,686	3,216	1,608	0.96
x123	3000	80	21	50,000	53	2,052	3,148	1,574	0.96
x124	3500	80	21	50,000	17	10,544	2,806	1,403	1.01
x124	3500	80	21	50,000	47	2,829	3,388	1,694	1.01
x124	3500	80	21	50,000	53	2,162	3,316	1,658	1.01
x125	4000	80	21	50,000	17	10,394	2,766	1,383	1.00
x125	4000	80	21	50,000	47	2,789	3,340	1,670	1.00
x125	4000	80	21	50,000	53	2,131	3,269	1,635	1.00

B-K LIGHTING

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LAMP & DRIVER DATA (page 2 of 2)

DATE:

PROJECT:

TYPE:

LM79 DATA				OPTICAL DATA					
BK No.	CCT (Typ.)	CRI (Typ.)	Input Watts (Typ.)	L70 Data	Angle	CBCP	Del. Lumens	Del. Lumens Per Side	Multiplier
x126	2700	90	21	50,000	17	7,628	2,030	1,015	0.78
x126	2700	90	21	50,000	47	2,047	2,451	1,226	0.78
x126	2700	90	21	50,000	53	1,564	2,399	1,200	0.78
x127	3000	90	21	50,000	17	7,915	2,106	1,053	0.79
x127	3000	90	21	50,000	47	2,124	2,544	1,272	0.79
x127	3000	90	21	50,000	53	1,623	2,489	1,245	0.79
x128	3500	90	21	50,000	17	8,785	2,338	1,169	0.83
x128	3500	90	21	50,000	47	2,357	2,823	1,411	0.83
x128	3500	90	21	50,000	53	1,801	2,763	1,381	0.83
x129	4000	90	21	50,000	17	8,537	2,272	1,136	0.82
x129	4000	90	21	50,000	47	2,291	2,743	1,372	0.82
x129	4000	90	21	50,000	53	1,750	2,685	1,342	0.82

OPTICS	
Optic	Angle
Spot w/ 13 Accy	16 x 55
Spot	17°
Flood	47°
Wide Flood	53°

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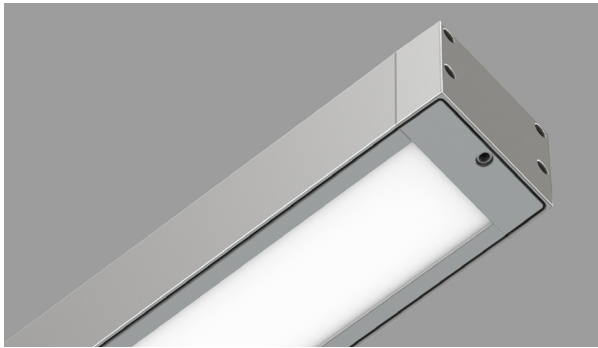
VIA WET

SURFACE ASYMMETRIC
DIRECT
STATIC WHITE



Project: _____
Type: _____

LUMENWERX



DESCRIPTION

Via Wet offers architectural lighting for wet locations in both exterior and interior applications. With a simple 3¾" high by 4½" wide profile of extruded aluminum, Via Wet can be installed in recessed, ceiling, wall, or pendant mounting. Fully sealed, Via Wet is suitable for extreme weather condition, -20°C/-4°F to 40°C/104°F.

SENSORS
For latest information on sensors, click [here](#).



IMPORTANT:
Fixture must be installed with lens facing down.

Order Guide

Up to 99 lm/W performance

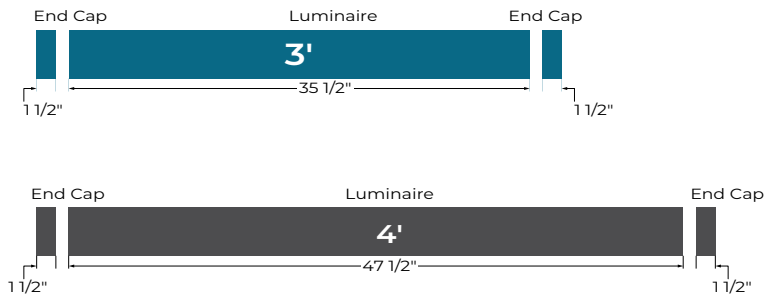
LUMINAIRE ID	DISTRIBUTION	PROTECTIVE OPTIC	OPTIC	LIGHT SOURCE	CRI	LUMEN PACKAGE
VIAWETASYS	D		HLO	SW		
VIAWETASYS - Via Wet Asymmetric Surface	D - Direct	TMG - Tempered Clear Glass PYC - Clear Polycarbonate	HLO - High-Efficiency Lambertian Optic	SW - Static white	80CRI - 80 CRI 90CRI - 90 CRI	500LMF - Low output 500 lm/ft 750LMF - High output 750 lm/ft

COLOR TEMP.	LUMINAIRE LENGTH	VOLTAGE	DRIVER ²	ELECTRICAL
27K - 2700K 30K - 3000K 35K - 3500K 40K - 4000K 50K - 5000K	#FT - Specify nominal length (#) in 1 foot increments Standard nominal lengths: Single units: 3' and 4' Continuous runs: lengths over 4'	120V - 120V 277V - 277V UNV - 120V-277V 347V ¹ - 347V ¹ Only available with DI driver.	D1 - 1% 0-10V DA ³ - DALI LTD10 ⁴ - Low-temperature 10% 0-10V ² PoE (Power-over-Ethernet) compatible. Consult factory for details. ³ On-site commissioning is required. ⁴ Suitable for temperatures down to -40°C/F.	1C - 1 circuit #MC ⁵ - Multi circuit EC - Emergency-powered fixture NL - Night light fixture DL - Daylight fixture GTD ^{6,7,8} - Generator transfer device fixture ⁵ Specify total number of circuits (#), including any circuits required for electrical section options. Provide drawing or layout specifications. Minimum 4' section per circuit. ⁶ Minimum 4' fixture. ⁷ Not available with 347V. ⁸ Not available for environments where the ambient temperature falls below 0°C (32°F).

ELECTRICAL SECTIONS (optional) ^{9,10}	POWER FEED	MOUNTING	FINISH	OPTION
#EC## ¹¹ - Emergency-powered section #NL## ¹¹ - Night light section #DL## ¹¹ - Daylight section #GTD## ^{11,12,13,14} - Generator transfer device section NA - None ⁹ Specify with multi circuit (#MC) electrical option only. ¹⁰ Provide drawing or layout specifications. Consult factory for other configurations. Default section length is 4'. ¹¹ Specify quantity (#), and section length in inches (##). ¹² Minimum 4' section. ¹³ Not available with 347V. ¹⁴ Not available for environments where the ambient temperature falls below 0°C (32°F).	TF - Top feed EF - End feed	GSM GSM - Gasketed surface mount	W - Matte white AL - Aluminum CF# - Custom finish, specify RAL#	NATA - Natatorium finish NA - None

Row Configurations and Mounting Spacing

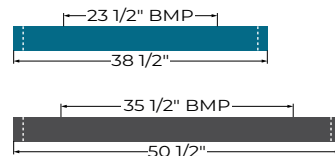
LUMINAIRE LENGTHS AND ENDCAPS



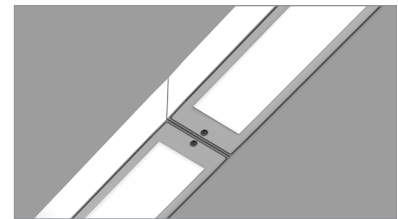
ROW CONFIGURATIONS AND MOUNTING SPACING

SECTIONS		TOTAL LENGTH	
3ft	4ft	Nominal	Actual
1X		3'	38 1/2"
	1X	4'	50 1/2"

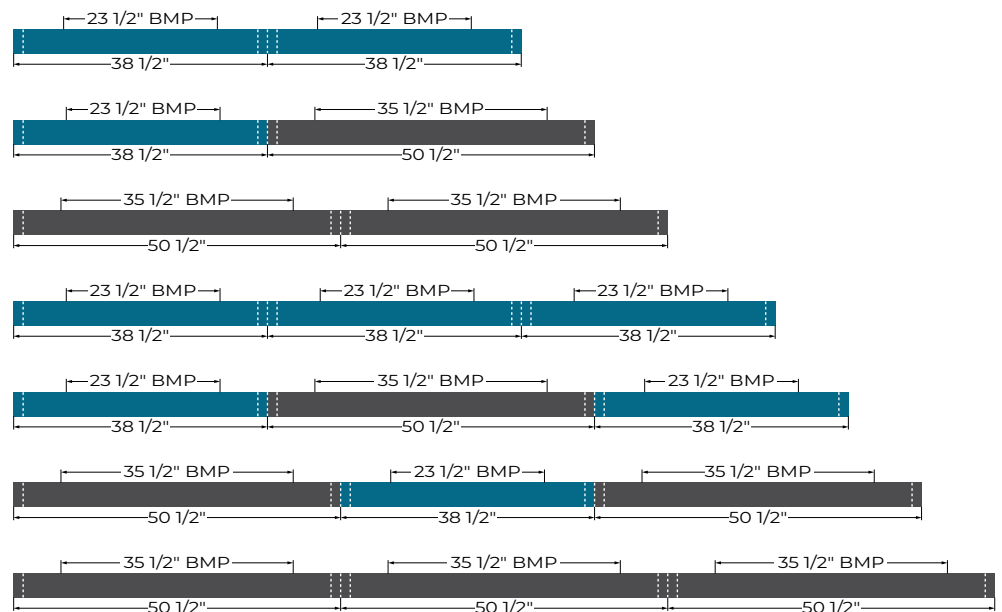
BMP = Distance Between Mounting Points



3D LUMINAIRE JOINING SECTION



2X		6'	77 1/16"
1X	1X	7'	89 1/16"
	2X	8'	101 1/16"
3X		9'	115 5/8"
2X	1X	10'	127 5/8"
1X	2X	11'	139 5/8"
	3X	12'	151 5/8"



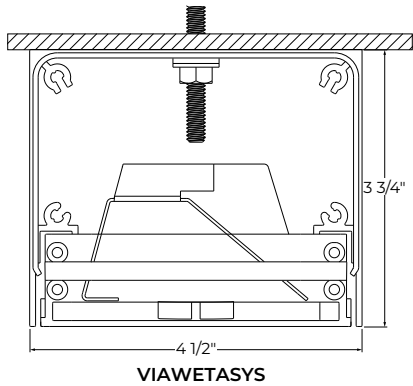
For longer run please use the same logic

VIA WET

SURFACE ASYMMETRIC
DIRECT
STATIC WHITE

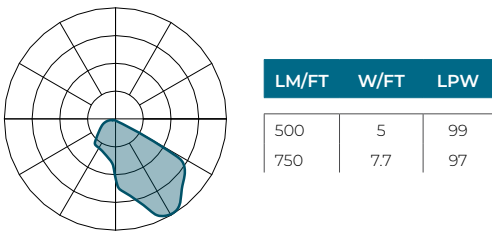
LUMENWERX

SECTION VIEW



Photometrics

Values calculated based on a 4 ft fixture at 35K and 80 CRI, and apply to all optics and protective optics.



MULTIPLIER TABLE

Use the table to get results for different color temperatures and CRI for all photometric tables.

Multiplier - CCT/CRI

CCT (K)	WATTS		LPW	
	CRI 80	CRI 90	CRI 80	CRI 90
2700	1.05	1.27	0.95	0.79
3000	1.02	1.23	0.98	0.81
3500	1.00	1.19	1.00	0.84
4000	1.00	1.19	1.00	0.84
5000	0.96	1.12	1.04	0.89

Technical Specifications

OPTICS AND PROTECTIVE OPTICS

Via Wet is available with a clear tempered glass (**TMG**) or a clear, UV stabilized polycarbonate (**PYC**) protective enclosure, which are installed outside of the luminaire optic itself.

The High-Efficiency Lambertian Optic (**HLO**) option uses a diffuser that combines 88% transmission with good source obscuration.

LIGHT SOURCE

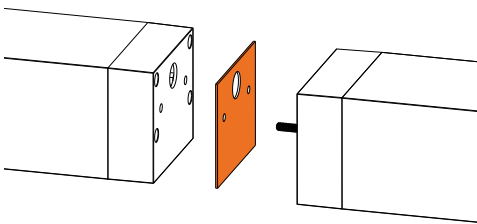
Custom linear array of mid-flux LEDs are cartridge-mounted with quick-connect wiring to facilitate service and thermal management. Available in 2700K, 3000K, 3500K, 4000K and 5000K with a minimum 80 CRI and an option for 90 CRI with elevated R9 value. Color consistency maintained to within 3 SDCM. LEDs operate at reduced drive current to optimize efficacy and lumen maintenance.

All LEDs have been tested in accordance with IESNA LM-80-08 and the results have shown L80 lumen maintenance greater than 60,000 hours. Absolute product photometry is measured and presented in accordance with IESNA LM-79, unless otherwise indicated.

LUMINAIRE LENGTH

Via Wet is made up of standard 3, and 4 foot sections that can be joined cleanly and securely for continuous runs in all configurations.

Joining system



All individual sections are joined together onsite using the 1/4"-20 screws and nuts provided. The joint between 2 adjacent individual sections is sealed by a silicone gasket attached to one of the 2 sections. The electrical connection between sections is made through the holes provided in the end-caps.

ELECTRICAL

Factory-set, adjustable output current LED driver with universal (120-277VAC) input. Dimmable from 100% to 1% with 0-10V dimming control. Rated life (90% survivorship) of 50,000 hours at -20°C min. and 40°C max. ambient (and 70°C max. case) temperature. At maximum driver load: Efficiency>84%, PF>0.9, THD<20%. DALI protocol drivers are also available. Power grommet for cable diameter between 0.276" and 0.512" (7-13mm). All of our standard 0-10V drivers are NEMA 410 compliant. An optional low-temperature 10% 0-10V driver, suitable for temperatures down to -40°C/F is also available.

PoE

Depending on the PoE manufacturer selected, Lumenwerx will install the node in factory as either integral to the luminaire, or as a remote module. Factory programming of the PoE node may or may not enable the following functionalities: lumen package, Duo (tunable white), emergency battery backup, and sensor integration. These must be addressed and evaluated on a case-by-case basis.

ELECTRICAL SECTION OPTIONS

Electrical section options are available for fixtures specified as multi circuit (#MC). With MC, specify the total number of circuits (#), including any circuits required for optional electrical sections. A drawing is required to specify the layout. Please consult factory for custom configurations.

Electrical sections

Options include emergency-powered (#EC##), night light (#NL##), daylight (#DL##), and generator transfer device (#GTD##) sections. Specify the quantity (#), as well as the section length in inches (##).

Example 1: A 32' Direct fixture with two 8' emergency-powered sections on a second circuit.

Code: 2MC-2EC96

Example 2: A 24' Direct fixture with one 4' generator transfer device section.

Code: 1MC-1GTD48

Generator Transfer Device (GTD)

A UL924 listed shunt relay that can bypass both line voltage (120-277V) and 0-10V dimming signal. Suited for ambient temperatures of 0°C (32°F) to 60°C (140°F).

VIA WET

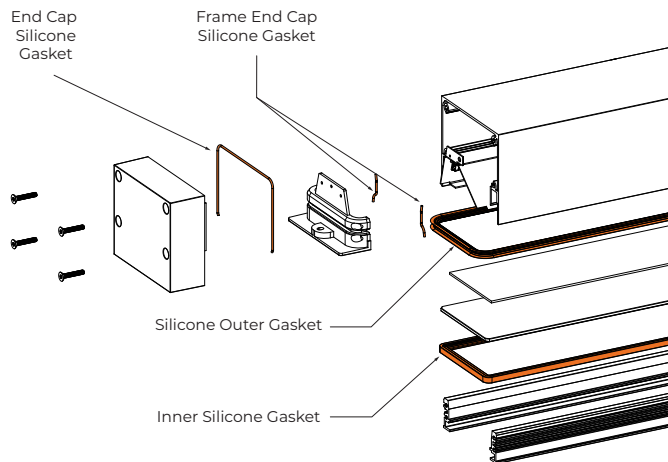
SURFACE ASYMMETRIC
DIRECT
STATIC WHITE

LUMENWERX

MOUNTING OPTIONS

Fixtures can be mounted directly to hard surface ceilings, hardware supplied by others.

GASKETED FIXTURE OVERVIEW



Lens and enclosure are sealed with inner and outer silicone gaskets

FINISH

Interior - 95%, reflective matte powder coated white paint

Exterior - Matte white or aluminum powder coating.

Custom finishes are also available.

CONSTRUCTION

Housing - Extruded aluminum (0.095" nominal) up to 90% recycled content

Side frame extrusions - Extruded aluminum (0.125" nominal) up to 90% recycled content

Interior brackets - Die formed cold rolled sheet steel 16 gauge thick

Joining system - 2 x 1/4"-20 screws + nuts accessible from inside the fixture + one silicone gasket attached to one of the end-caps

Reflectors - Flat rolled aluminum sheet 0.040" thick precisely die formed, 95% reflective matte white painted

End cap - Aluminum die cast

Tempered Clear Glass - Clear, 1/8" thickness, fully tempered optics

Clear Polycarbonate - Clear, 1/8" thickness, UV protected optics

Gaskets - Fixture lens unit and end-caps are fully sealed using silicone gaskets

Power grommet - EPDM rubber rated IP67

WEIGHT

4ft - 18.2 lbs - 8.27 Kg

CERTIFICATION

ETL - Rated for Wet location. Conforms to UL Standard 1598 and certified to CAN/CSA Standard C22.2 No. 250.0.

WARRANTY

Lumenwerx provides a five-year limited warranty of electrical and mechanical performance of the luminaires, including the LED boards, drivers, and auxiliary electronics. Lumenwerx will repair or replace defective luminaires or components at our discretion, provided they have been installed and operated in accordance with our specifications. Other limitations apply, please refer to the full warranty on our website.

DATE:	PROJECT:	TYPE:
-------	----------	-------

CATALOG NUMBER LOGIC:



*120v only.

CATALOG NUMBER LOGIC

Example: YO - LED - TR - x130 - WW - BLP - 9 - 11 - CV - INC - MT

MATERIAL

Aluminum

SERIES

YO - Yosemite

SOURCE

LED - Chip on Board Technology

HOUSING

TR - Integral Driver

LED TYPE

x130 - 23W LED/2700K	x113 - 34W LED/2700K
x131 - 23W LED/3000K	x114 - 34W LED/3000K
x133 - 23W LED/4000K	x116 - 34W LED/4000K

OPTICS

WW - Wall Wash

FINISH (See page 2 for full-color swatches)

Standard Finishes (BZP, BZW, BLP, BLW, WHP, WHW, SAP, VER)

Premium Finish (ABP, AMG, AQW, BCM, BGE, BPP, CAP, CMG, CRM, HUG, NBP, OCP, RMG, SDS, SMG, TXF, WCP, WIR)

Also available in RAL Finishes

LENS TYPE

9 - Clear (Standard)

SHIELDING

11 - Honeycomb Baffle

ACCESSORIES

CV - Cutoff Visor

CS - Cutoff Snoot

BD - Adjustable Barn Boors

CONTROL OPTION

ELV - Dimming Driver (For use with Electronic Low Voltage Dimmer)

INC - Dimming Driver (For use with Incandescent Dimmer)

0-10 - Dimming Driver (For use with 0-10 Dimmer)

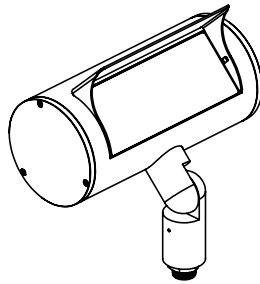
INPUT VOLTAGE

MT - 120-277 VAC

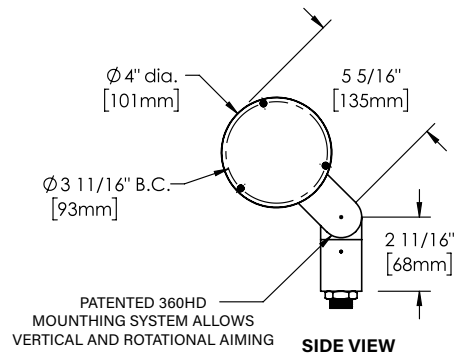
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PROJECT:

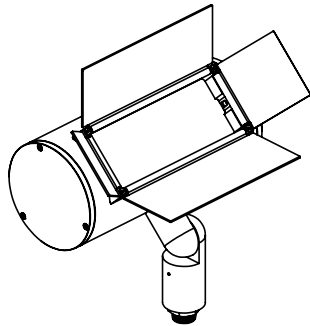
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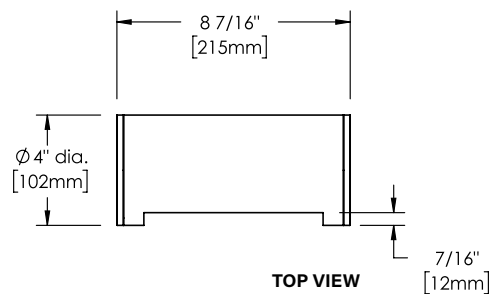
CUTOFF VISOR



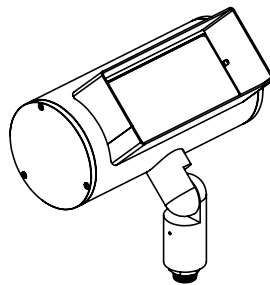
SIDE VIEW



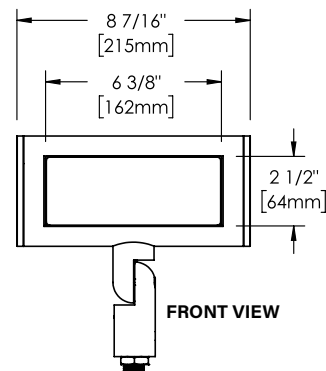
BARN DOOR



TOP VIEW



CUTOFF SNOOT



FRONT VIEW

STANDARD FINISHES



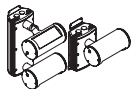
[Click Here](#) to view larger, full-color swatches of all available finishes on our website.

PREMIUM FINISHES

**B-K LIGHTING****MADE IN THE USA**559.438.5800 | INFO@BKLIGHTING.COM | BKLIGHTING.COM

DATE:	PROJECT:	TYPE:
-------	----------	-------

Accessories (Configure separately)



PM3DJ & PM3J

SPECIFICATIONS

ELECTRICAL	WATTAGE	23W or 34W LED
	WIRING	XLPE coated, 18AWG, 600V, 150° C rated and certified to UL 1569 standard.
	DRIVER	With one (1) 600mA or 900mA, Class II, constant current integral driver. 50/60Hz. >0.9 Power Factor, 5A in-rush current (typical at 120VAC), ≤20%THD (nominal at 120VAC full load). Output over-voltage, over-current, and short circuit protection with auto recovery. Dimming driver for use with 0-10V, Incandescent, Standard TRIAC, or ELV dimmers. 1-100% range. *TRIAC/ELV dimming at 120VAC only
PHYSICAL	MATERIALS	Furnished in copper-free aluminum (6061-T6).
	BODY	Enclosed, water-proof wireway with machined end caps gasketed to create a water-tight seal for optical compartment.
	KNUCKLE	360HD Mounting System features a mechanical taperlock, allowing full 180° vertical adjustment without the use of aim-limiting serrated teeth. High temperature, silicone 'O' Ring provides water-tight seal and compressive resistance to maintain fixture position. Design withstands 73 lbs. static load prior to movement for optical alignment with a ½" pipe thread for mounting. Biaxial source control additionally provides 360° horizontal rotation in addition to vertical adjustment. Aim & Lock technology allows precision adjustment without the redundant tightening and loosening of knuckle screw. 360HD hardware is stainless steel with black oxide treatment for additional corrosion resistance.
	LENS	Shock-resistant, tempered glass lens is factory adhered to fixture cap and provides hermetically sealed optical compartment.
	LED	Integrated solid state system and modular design with electrical disconnects allow for easy field upgrade and maintenance. LM-80 certified. Minimum 50,000 hour rated life at 70% of initial lumens (L70). LED technology provides long life, significant energy reduction and exceptional thermal management.
	COLOR MANAGEMENT	Chip on board technology delivers natural white light. Exact color point conformity exceeds ANSI C78.377 standard. Module exceeds 80 CRI (RA>80, R9.16). Color point uniformity 2 SDCM color control for 2700K-4000K CCT.
	ACCESSORIES	Three (3) accessory options for optimum lighting control.
	HARDWARE	Tamper-resistant, stainless steel hardware. LOCK hardware is black oxide treated for additional corrosion resistance.
	FINSIH	StarGuard, our 15-stage chromate-free process cleans and conversion coats aluminum components prior to application of Class 'A' TGIC polyester powder coating and is RoHS compliant.
	WARRANTY	5-year limited warranty.
	CERTIFICATION & LISTING	UL tested to IESNA LM-79. UL Listed. Certified to CAN/CSA/ANSI Standards. RoHS compliant. Suitable for indoor or outdoor use, in wet locations, and for installation within 4' of the ground. IP65 Rated. Made in the USA with sustainable processes.



B-K LIGHTING

MADE IN THE USA

559.438.5800 | INFO@BKLIGHTING.COM | BKLIGHTING.COM

LAMP & DRIVER DATA

DATE:

PROJECT:

TYPE:

LM79 DATA					L70 DATA
BK No.	Delivered Lumens	CCT (Typ.)	CRI (Ra. Typ.)	Input Watts (Typ.)	Minimum Rated Life (hrs.) 70% of Initial Lumens (L70)
x130	1884	2700K	80	23	50,000
x131	1924	3000K	80	23	50,000
x133	1965	4000K	80	23	50,000
x113	2611	2700K	80	34	50,000
x114	2631	3000K	80	34	50,000
x116	2744	4000K	80	34	50,000



Catalog #: _____ Project: _____

Prepared By: _____ Date: _____ Type: _____

Slice Wall Sconce (XLCW)

Outdoor Wall Sconce



OVERVIEW

Lumen Range	3,000 - 5,000
Wattage Range	41 - 56
Efficacy Range (LPW)	85 - 94
Weight lbs(kg)	10 (4.5)

QUICK LINKS

[Ordering Guide](#)[Performance](#)[Photometrics](#)[Dimensions](#)

FEATURES & SPECIFICATIONS

Construction

- Fabricated aluminum housing with distinctive rectangular shape.
- Mounting hardware is stainless steel or electro-zinc plated.
- Supply conductors sealed with molded EPDM bushing.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 10 lbs in carton.

Optical System

- Clear tempered optical-grade flat glass lens sealed to the aluminum optic housing creates an IP65 rated optical assembly
- Pressure stabilizing breather allows super-tight protection while preventing cycling from building up internal pressures and vacuums that stress optical unit seals.
- Zero uplight.
- Available in 5000K and 4000K color temperatures per ANSI C78.377. Minimum CRI of 70.

Electrical

- DIM - 0-10 volt dimming enabled with LSI wireless controls.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz.
- Operating temperature: -40°C to +50°C (-40°F to +122°F)
- Two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Location Category C.
- Prewired leads extended out the back of the unit through a rubber grommet eliminating the need to open the fixture to make wiring connections.

Installation

- Galvanized-steel universal wall mounting plate easily mounts directly to 4" octagonal or square junction box.
- EPDM gasket is supplied to be installed between mounting plate and junction box, sealing junction box from entrance of water.
- The galvanized-steel universal plate allows the fixture to be suspended while making wire connections.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to <https://www.lsiindustries.com/resources/terms-and-warranty.aspx> for more information.

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- Suitable for wet locations.
- IP65 rated optical chamber





Slice Wall Sconce (XLCW)

ORDERING GUIDE

[Back to Quick Links](#)TYPICAL ORDER EXAMPLE: **XLCW FT LED HO CW UE BRZ PCI120**

Prefix	Distribution	LED Technology	Output	Color Temperature	Voltage	Finish	Options
XLCW - Slice Wall Sconce	FT - Type 4 Forward Throw S - Symmetrical	LED	SS - Super Saver (3,000 lms) HO - Super Saver (5,000 lms)	CW - 5,000K CCT - 70 CRI NW - 4,000K CCT - 70 CRI ¹	UE - Universal Voltage (120-277V)	BLK - Black BRZ - Dark Bronze WHT - White	(Blank) - None Wireless Controls System DIM - 0-10v Dimming leads extended to housing exterior PCI120 - 120V PCI208-277 - 208 - 277V

ACCESSORY ORDERING INFORMATION

Description	Order Number
XLCW SW BLK - Surface Wiring Box (available in black only)	356915BLK
10' Linear Bird Spike Kit (3' Recommended per Luminaire)	751632

PERFORMANCE

[Back to Quick Links](#)

DELIVERED LUMENS*									
Lumen Package	Distribution	CRI	4000K CCT			5000K CCT			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
SS	FT	65	3379	85	B1-U0-G1	3759	91	B1-U0-G1	41
	S		3512	85	B2-U0-G1	3805	92	B2-U0-G1	
HO	FT		4621	85	B1-U0-G1	5113	91	B1-U0-G1	56
	S		4856	87	B2-U0-G1	5251	94	B2-U0-G1	

*LEDs are frequently updated therefore values are nominal.

ELECTRICAL DATA*				
Output	120V	208V	240V	277V
SS	0.34	0.20	0.17	0.15
HO	0.47	0.27	0.23	0.20

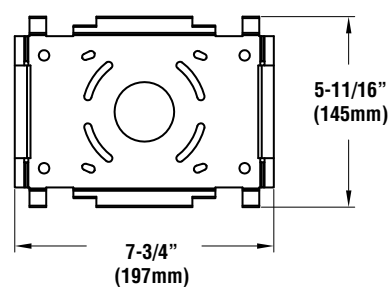
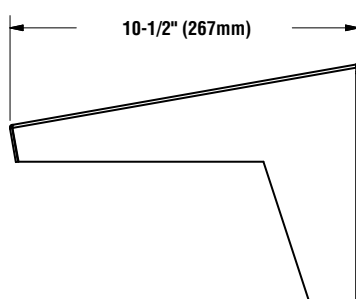
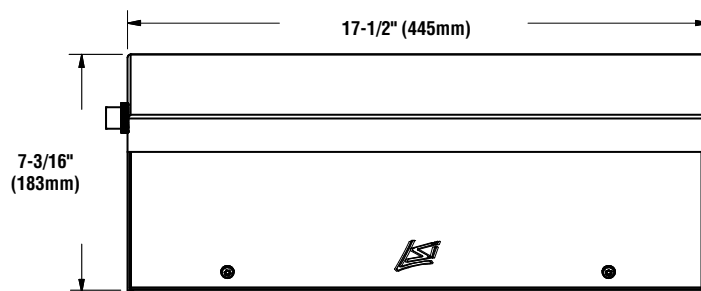
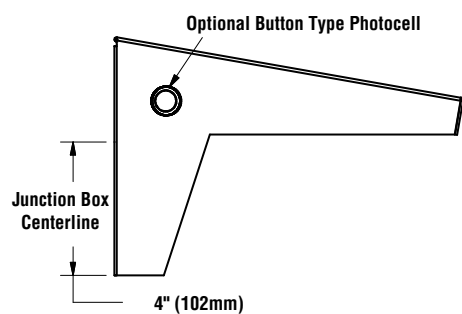
*Electrical data at 25C (77F). Actual wattage may differ by +/-10%.





Slice Wall Sconce (XLCW)

PRODUCT DIMENSIONS

[Back to Quick Links](#)

Universal Mounting Plate



PRELIMINARY ENGINEERING PLANS

MYLO Residential – Eastman Street Apartments

116-120 W Eastman St., Arlington Heights, Cook County, IL

Stormwater Narrative:

The preliminary engineering plans for The Eastman Street Apartments include the development of a 1.00 acre site into a residential apartment building with a restaurant on the first floor.

It is located along a private section of Highland Avenue between St. James Street and W Eastman Street.

The proposed development is serviced by city water (which includes a watermain extension to Vail Street along St. James Street) and city sanitary sewer, located in St. James Street. The sanitary, storm sewer, and watermain connections are all made along St. James Street.

The entire 1.00 acre site has Volume Control Storage provided using MWRD criteria. To be conservative in the preliminary stage, the entire site was assumed to be impervious. The underground StormTech unit is designed for Volume Control (VC) storage only. Due to the high SHGWL, we are not able to fit both detention and VC storage from a depth standpoint. To meet the detention requirement for the village criteria, we will be doing fee in lieu of detention. Using the Village Detention Calculation Verification worksheet with bulletin 75 rainfall data, and the same conservative impervious assumptions, we will be at a maximum requirement of 18,686 cubic feet. All numbers to be recalculated at the time of Final Engineering.

Development Name
Detention Calculation Verification: PC # _____
Site Requirements

3/20/2023

Site Area = 1.000 Acres
 Allowed Release Rate (Area x 0.18cfs/Ac) = 0.180 cfs
 Weighted "C" Factor = 0.950

Pervious= 0.000 Acres
 Impervious= 1.000 Acres
 Water= 0.000 Acres
 Synth Turf= 0.000 Acres

A	B	C	D	E	F	G	H	J	K
Runoff Factor "C"	Storm Duration		Updated Rainfall Intensity "I" (in/hr)	Site Area "A" (acres)	Inflow Rate (CxlxA) (cfs)	Release Rate (cfs)	Storage Rate (cfs)	Storage Required	
	(min)	(hrs)						(cu-ft)	(Ac-ft)
0.950	5	0.083	12.34	1.000	11.72	0.180	11.54	3449	0.079
0.950	10	0.167	10.80	1.000	10.26	0.180	10.08	6060	0.139
0.950	15	0.25	9.26	1.000	8.80	0.180	8.62	7755	0.178
0.950	20	0.33	7.97	1.000	7.57	0.180	7.39	8781	0.202
0.950	30	0.50	6.34	1.000	6.02	0.180	5.84	10517	0.241
0.950	40	0.67	5.27	1.000	5.01	0.180	4.83	11642	0.267
0.950	50	0.83	4.52	1.000	4.29	0.180	4.11	12293	0.282
0.950	60	1.00	4.03	1.000	3.83	0.180	3.65	13135	0.302
0.950	90	1.50	3.03	1.000	2.88	0.180	2.70	14572	0.335
0.950	120	2.00	2.49	1.000	2.37	0.180	2.19	15736	0.361
0.950	180	3.00	1.83	1.000	1.74	0.180	1.56	16832	0.386
0.950	240	4.00	1.48	1.000	1.41	0.180	1.23	17654	0.405
0.950	300	5.00	1.25	1.000	1.19	0.180	1.01	18135	0.416
0.950	360	6.00	1.07	1.000	1.02	0.180	0.84	18068	0.415
0.950	420	7.00	0.97	1.000	0.92	0.180	0.74	18686	0.429
0.950	480	8.00	0.87	1.000	0.83	0.180	0.65	18619	0.427
0.950	540	9.00	0.79	1.000	0.75	0.180	0.57	18484	0.424
0.950	600	10.00	0.72	1.000	0.68	0.180	0.50	18144	0.417
0.950	660	11.00	0.67	1.000	0.64	0.180	0.46	18077	0.415
0.950	720	12.00	0.62	1.000	0.59	0.180	0.41	17669	0.406
0.950	1080	18.00	0.45	1.000	0.43	0.180	0.25	16038	0.368
0.950	1440	24.00	0.36	1.000	0.34	0.180	0.16	13997	0.321
					A*D*E		F-G	C*H*3600	J/43560

Max Volume = 0.429 Acre-Ft
 = 18,686 cu-ft

Orifice Computation

1) Allowed Release Rate, Q(cfs)	0.180	<u>Free Flow</u>	<u>Submerged Flow</u>
2) High Water Elevation			0.00
3) Outfall Water Elevation	-	-	0.00
4) Invert Elevation			0.00
5) Diameter of Restrictor (inch)			0
6) Cross Section Area (sq ft)	-	0.000	0.000
7) Head (ft) h =	0.00	0.00	0.00
8) Discharge Coefficient			0.00
Square Edge	0.79 - 0.82		
Round Edge	0.93 - 0.98		
Sharp Edge	0.58 - 0.64		
Projecting	0.50		

$Q = C^*a*(\text{sqrt } 2*g*h)$

Orifice area: $a = \frac{Q}{C*(\text{sqrt } 2*g*h)}$

Q (cfs) = 0.00 0.000

a(sq ft) = ##### dia(in) = #DIV/0!

AERIAL CONTEXT VIEW



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

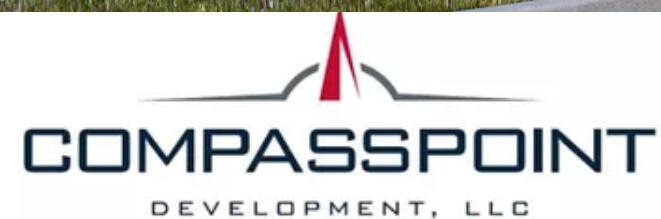


ARLINGTON HEIGHTS MULTI-FAMILY
116 EASTMAN STREET
ARLINGTON HEIGHTS, ILLINOIS 60004
APRIL 17, 2023 Project #: 22008

VIEW FROM NORTHWEST HWY



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



ARLINGTON HEIGHTS MULTI-FAMILY

116 EASTMAN STREET
ARLINGTON HEIGHTS, ILLINOIS 60004
APRIL 17, 2023 Project #: 22008

02

VIEW FROM ST. JAMES ST.



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



ARLINGTON HEIGHTS MULTI-FAMILY

116 EASTMAN STREET
ARLINGTON HEIGHTS, ILLINOIS 60004
APRIL 17, 2023 Project #: 22008

03

VIEW FROM HIGHLAND AVE.



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



ARLINGTON HEIGHTS MULTI-FAMILY

116 EASTMAN STREET
ARLINGTON HEIGHTS, ILLINOIS 60004
APRIL 17, 2023 Project #: 22008

116-120 West Eastman Avenue

Residential Traffic Impact and Parking Study

Arlington Heights, Illinois



Prepared For:

Compasspoint Development, LLC

Prepared by:

Eriksson Engineering Associates, Ltd.



145 Commerce Drive, Grayslake, Illinois 60030

847.223.4804

www.eea-ltd.com

1 INTRODUCTION AND EXISTING CONDITIONS

This report summarizes the results of a transportation analysis for a proposed mixed-use development in Downtown Arlington Heights, Illinois. The building site is located at 116-120 West Eastman Street which is occupied by two office buildings.

The purpose of this study was to identify the transportation system serving the proposed development, to determine its transportation characteristics, and to evaluate the need for improvements supporting the proposed building program.

Site Location

The development site is in the northwestern area of Downtown Arlington Heights, Illinois. It is bordered by St. James Street to the north, an AT&T facility to the east, Eastman Street to the south, and Highland Avenue (private road) to the west. It is occupied by surface parking and two office buildings. Access to the office building parking lots is from three driveways with one on St. James Street, one on Eastman Street, and one on Highland Avenue (private road). Land-uses around the site consist of a store and gas station to the south, a bank/office building to the west, single-family homes and a public parking lot to the north, and an AT&T building to the east. **Figure 1** illustrates the site location and area roadways.

Roadway Characteristics

A description of the area roadways providing access to the site is illustrated in **Figure 2** and provided below:

Northwest Highway (U.S. Route 14) is an east-west minor arterial in the vicinity of the site that provides two travel lanes in each direction. At its signalized intersection with Vail Avenue, Northwest Highway provides a through lane, a combined through/right-turn lane, and a separate left-turn lane on both approaches. At the two-way stop control intersection with Highland Avenue/Metra parking access, Northwest Highway narrows down to four lanes without a center left-turn lane. It is under the jurisdiction of the Illinois Department of Transportation (IDOT) and has a posted speed limit of 30 mph in the vicinity of the site.

Eastman Street is an east-west local roadway that provides one travel lane in each direction and extends from Highland Avenue east past Arlington Heights Road. It provides parallel on-street parking spaces on both sides of the street that are limited to two-hour parking. A four-way stop intersection is located at Vail Avenue. Eastman Street is under the jurisdiction of the Village of Arlington Heights.

St. James Street is an east-west roadway extending between Evergreen and Chestnut Avenue. It has one travel lane in each direction with no parking permitted on the south side of the street. It is under the jurisdiction of the Village of Arlington Heights.

Highland Avenue is a north-south local roadway that extends north from Northwest Highway to St. James Street. From Eastman Street north to St. James Street, it has one northbound only lane with parallel parking on both sides and is a private road. South of Eastman Street, it has one northbound lane and two southbound lanes (left and right) with a stop sign at Northwest Highway. This section is under the jurisdiction of the Village of Arlington Heights.

Vail Avenue is a north-south local roadway that in the vicinity of the site provides one through lane in each direction and extends thru Downtown Arlington Heights. At its signalized intersection with Northwest Highway, the southbound approach has a left-turn lane and a shared right-thru lane. Northbound Vail Avenue has separate left, thru, and right lanes. On-street parking is permitted on the east side south of Eastman Street and on the west side north of Eastman Street. It is under the jurisdiction of the Village of Arlington Heights.

Public Transportation

The site is located near the Arlington Heights Metra station for the UP-NW Metra Rail Line which offers daily service between Harvard/McHenry and Chicago. The site is served by PACE bus route 696 as described below:

*PACE Route 696 Randhurst-Woodfield-Harper College - Randhurst Mall, Metra UP-NW Line
Arlington Heights Station, Cook County Courthouse, Arlington Int'l Racecourse, IKEA, Roosevelt
University, Woodfield Mall Pace Northwest Transportation Center, and Harper College.*

Sidewalks are provided on the entire surrounding roadway network except for the private road portion of Highland Avenue.

Bicycle Routes

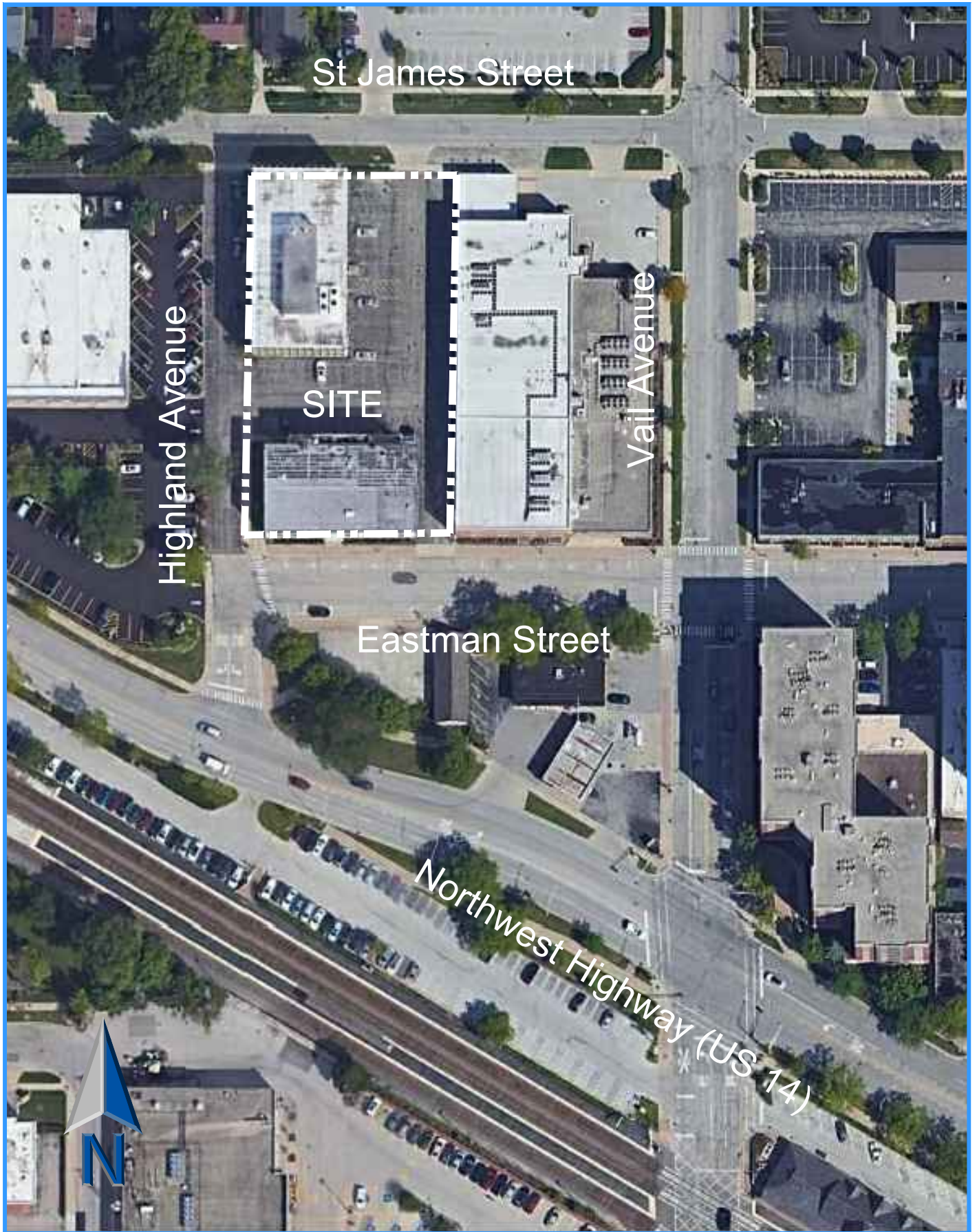
The Village of Arlington Heights identifies Vail Avenue north of St. James Street and St. James Street east of Vail Avenue as bike routes.

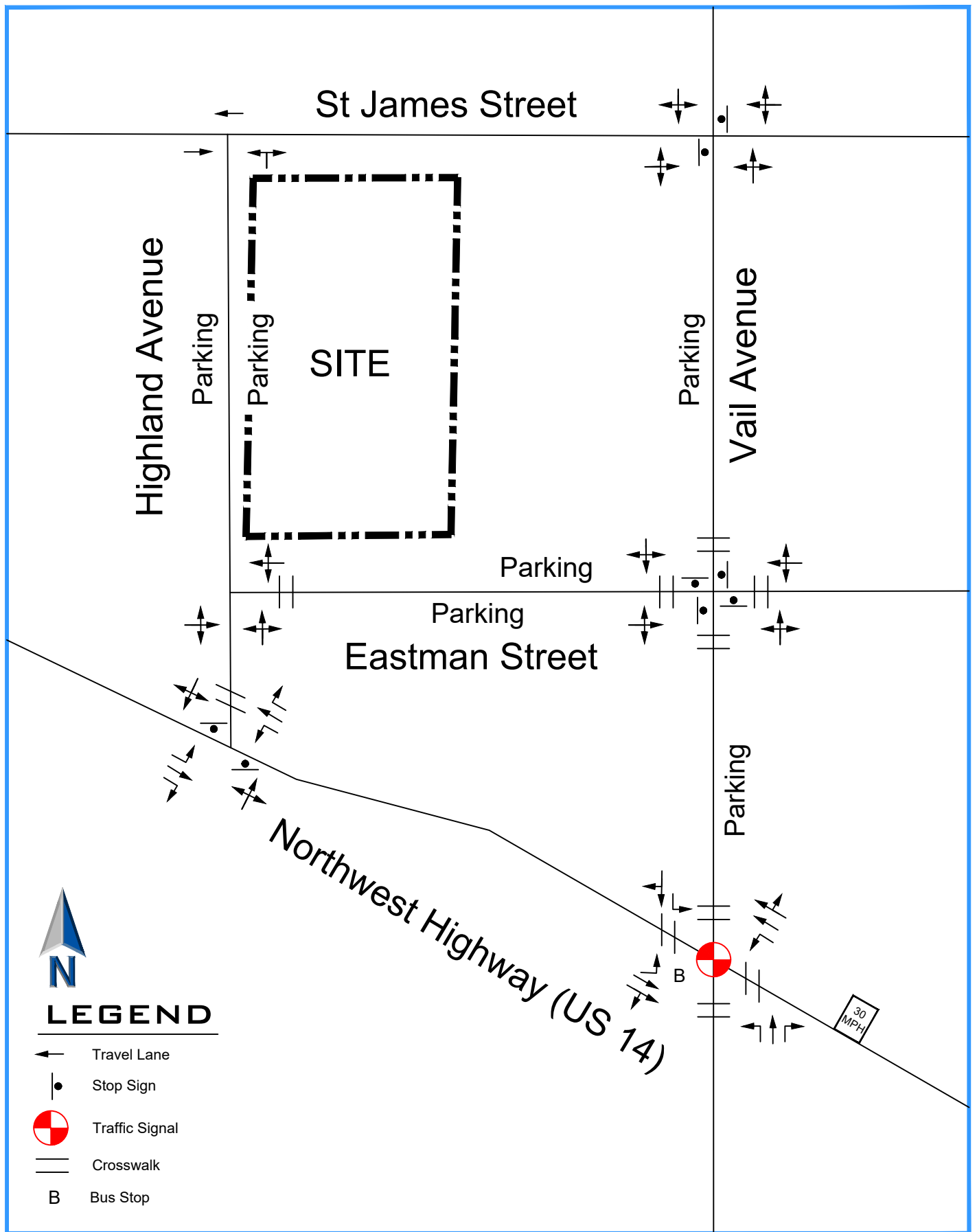
Existing Vehicular, Pedestrian, and Bicycle Volumes

Weekday morning (7:00 to 9:00 AM) and afternoon (4:00 to 6:00 PM) manual counts of pedestrians and vehicles were conducted in January 2022 at the intersections within the study area.

These counts showed the peak-hours of traffic occurring from 7:45 to 8:45 AM and 4:45 to 5:45 PM on a weekday. However, these counts were conducted during the current pandemic and do not represent pre-pandemic conditions. To be conservative, the 2022 traffic counts were increased by 5% to represent pre-pandemic conditions.

Figures 3 and 4 illustrates the existing vehicular and pedestrian volumes respectively. Copies of the counts can be found in the **Appendix**.

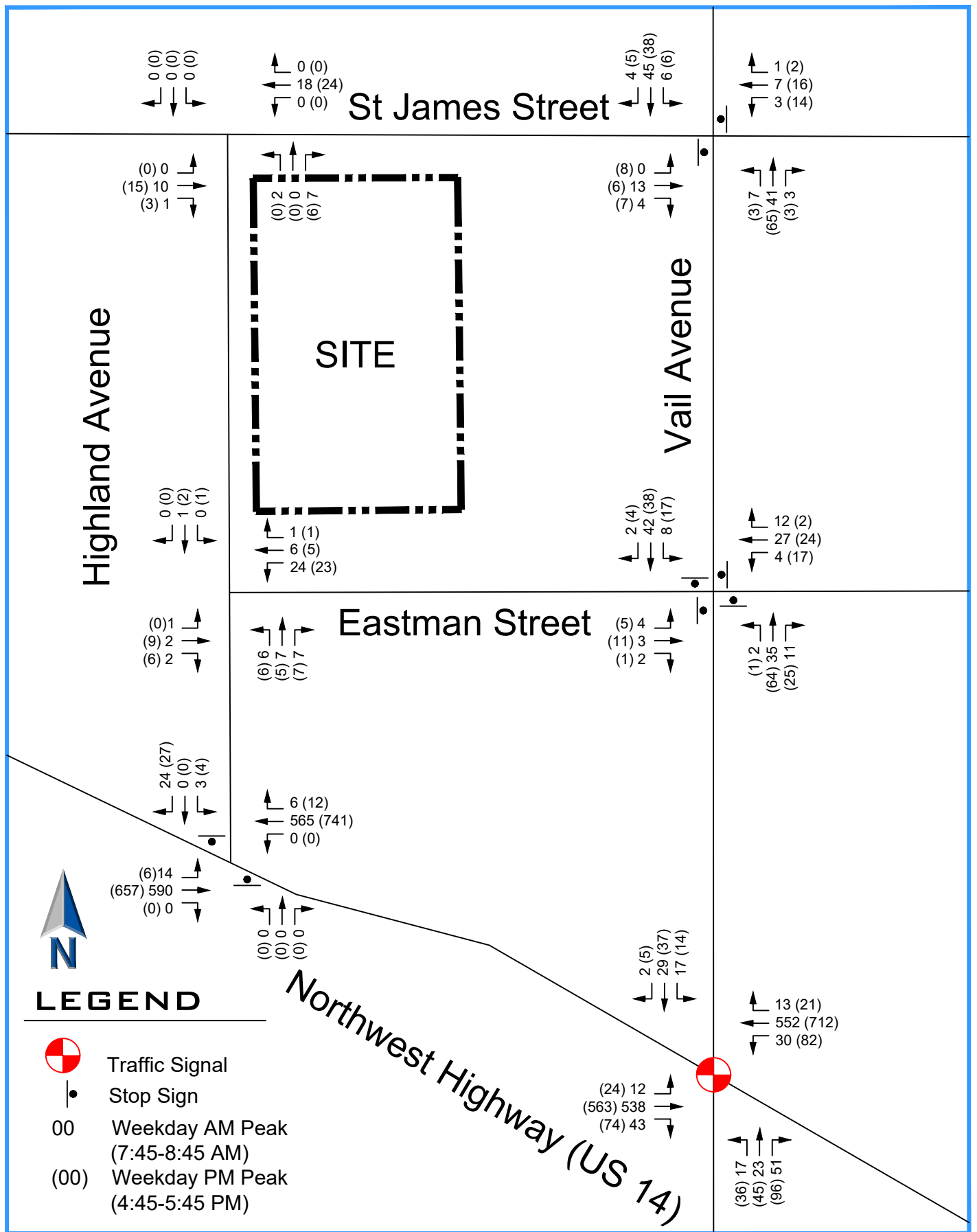


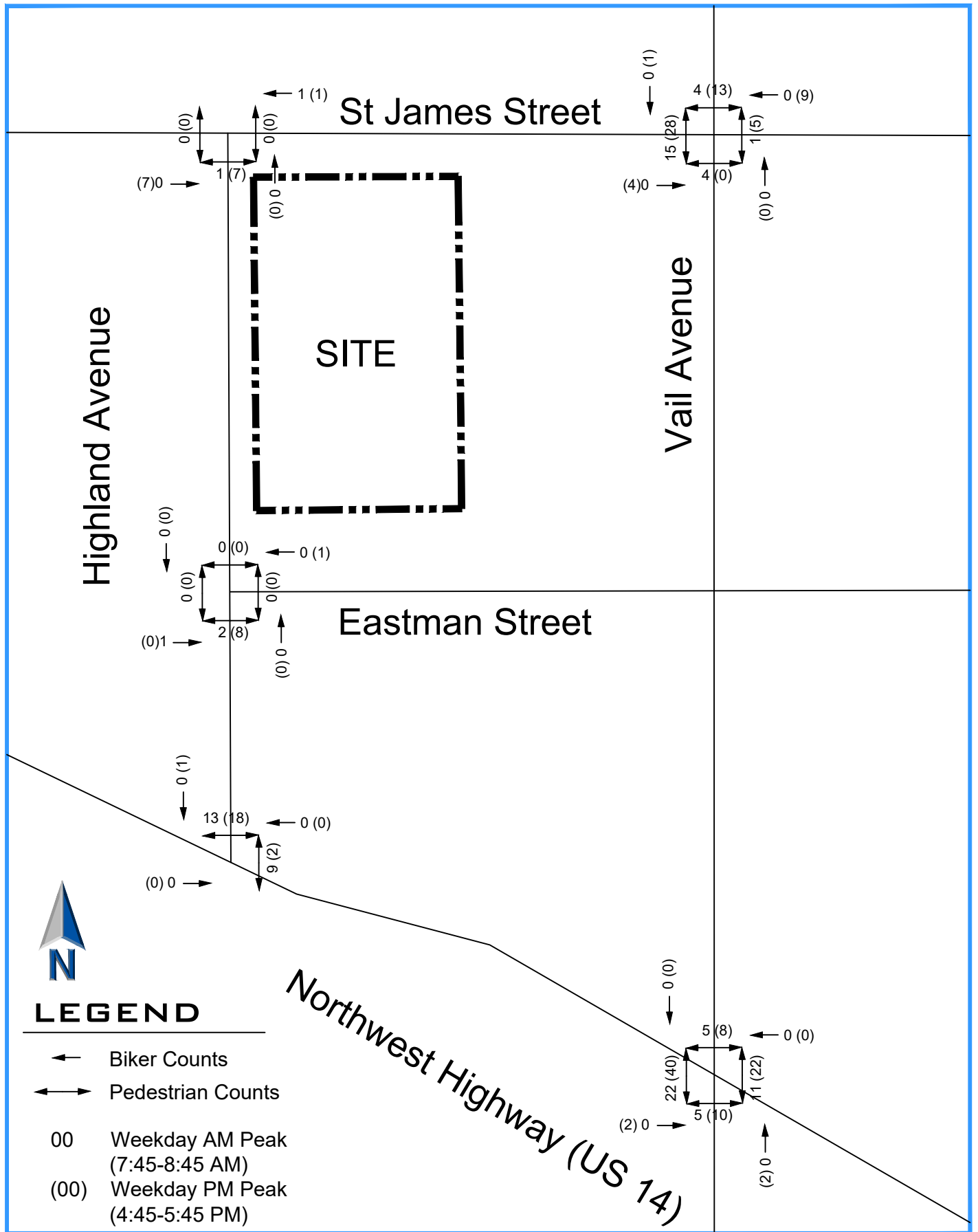


ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

Existing Geometrics

Figure 2





2 - DEVELOPMENT CHARACTERISTICS

Existing and Proposed Site Use

The project site is currently occupied by two-office buildings totaling 55,500 square feet in size with three driveways on the adjacent streets. The proposed development plan is a multi-story apartment building with 150 units with a restaurant (2,143 square feet.). A parking garage for residents will have a full access drive on Highland Avenue (private). On-street surface parking is also provided on the private road.

Site Trip Generation

Vehicle traffic volumes generated by the residential and commercial uses were estimated from the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition. **Table 1** summarizes the estimated traffic volumes. **Table 2** illustrates the change in trip generation from the previous office buildings. The overall morning peak-hour volumes drop slightly, and the primary movement becomes outbound for the residential rather than inbound for the offices. In the evening, the volume of traffic increases due to the restaurant increasing traffic by 24 vehicles per hour or just under one vehicle every two minutes.

Since the traffic study was completed, the number of apartments has decreased from 154 to 150 units. The impact on trip generation is 2 vph less trips in the morning peak and 3 vph less trips in the evening peak. This change will not materially affect the analysis and the traffic projections with the 154 units was not changed.

Table 1
Proposed Site Trip Generation Estimates

Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartments	221	150(154) units	13(13)	43(45)	56(58)	36(38)	23(24)	59(62)
Restaurant	931	2,143 sq. ft.	1	1	2	12	7	19
Total			14(14)	44(46)	58(60)	48(50)	30(31)	78(81)

(Note: 150 apartments currently proposed, 154 units analyzed in traffic study)

Table 2
Site Trip Generation Comparison

Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Offices	710	55,500 sq. ft.	57	8	65	9	45	54
Proposed Site Traffic Volumes (150 units)			14	44	56	48	30	78
Difference			-43	+36	-11	+39	-15	+24

Directional Distribution

The trip distribution for the development is based on a combination of the existing traffic volumes, the existing road system, traffic congestion, and the proposed site access. The trip distribution for the site is shown on **Table 3** and **Figure 5**.

Table 3
Directional Distribution

Direction	Percentage
North Vail Avenue	10%
East St. James Street	5%
East Eastman Street	10%
East Northwest Highway	35%
South Vail Avenue	5%
West St. James Street	5%
West Northwest Highway	35%
Total	100%

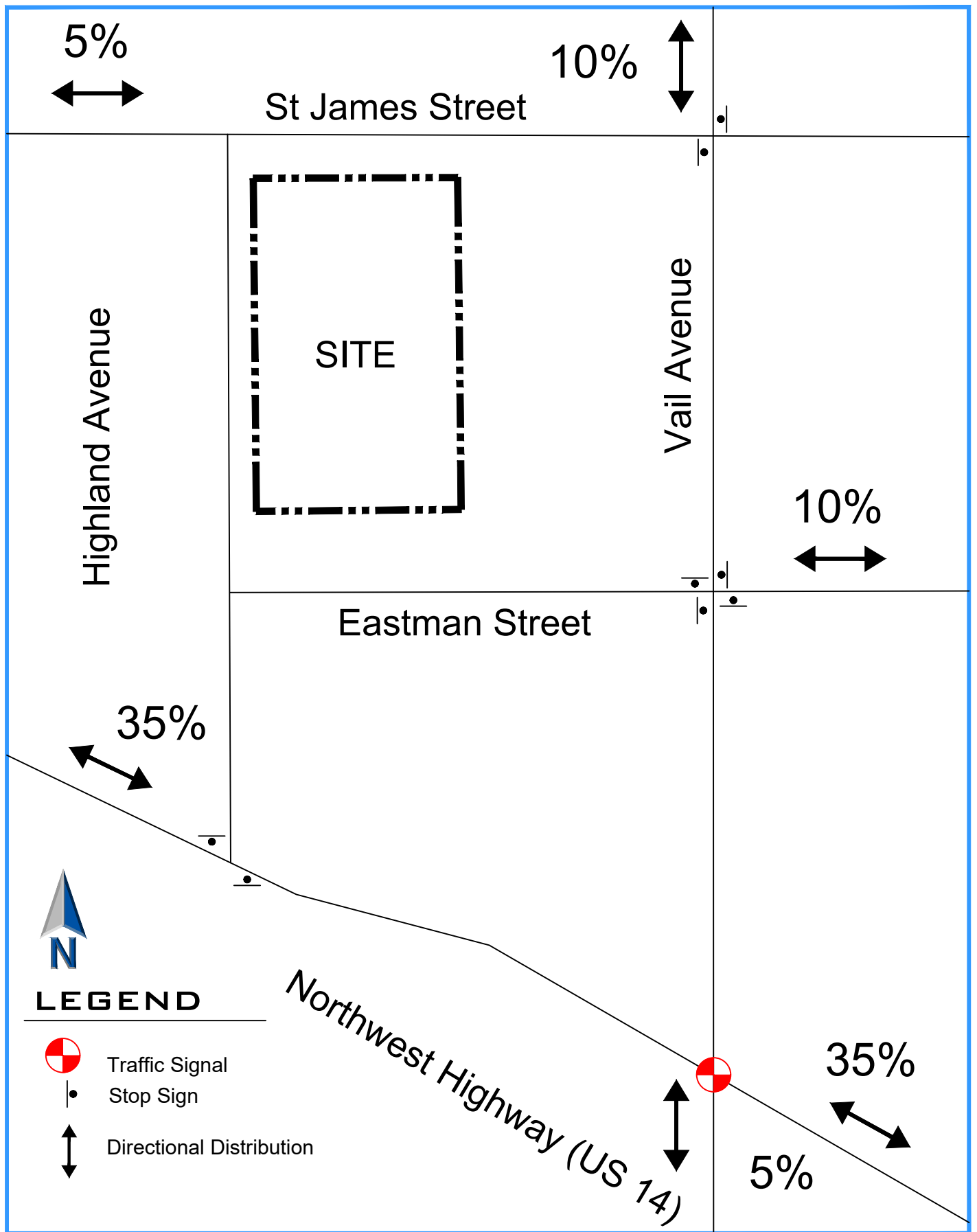
Site Traffic Assignment

Based on trip generation and directional distribution estimates, the site generated traffic was assigned to the proposed garage access drive and area roadways. As part of the plan, Highland Avenue will be widened to handle two-way traffic instead one-way traffic northbound. **Figure 6** shows the resulting traffic assignments.

Total Traffic Volumes

The existing adjusted traffic volumes and annual growth in these volumes were combined to estimate the amount of traffic in the future without the development. The existing traffic volumes were increased by 0.75% a year on Northwest Highway and 0.45%/year on Vail Avenue to account for traffic growth in the area. A five-year time frame was used (Year 2028). **Figure 7** shows the projected traffic volumes in the study area without the development.

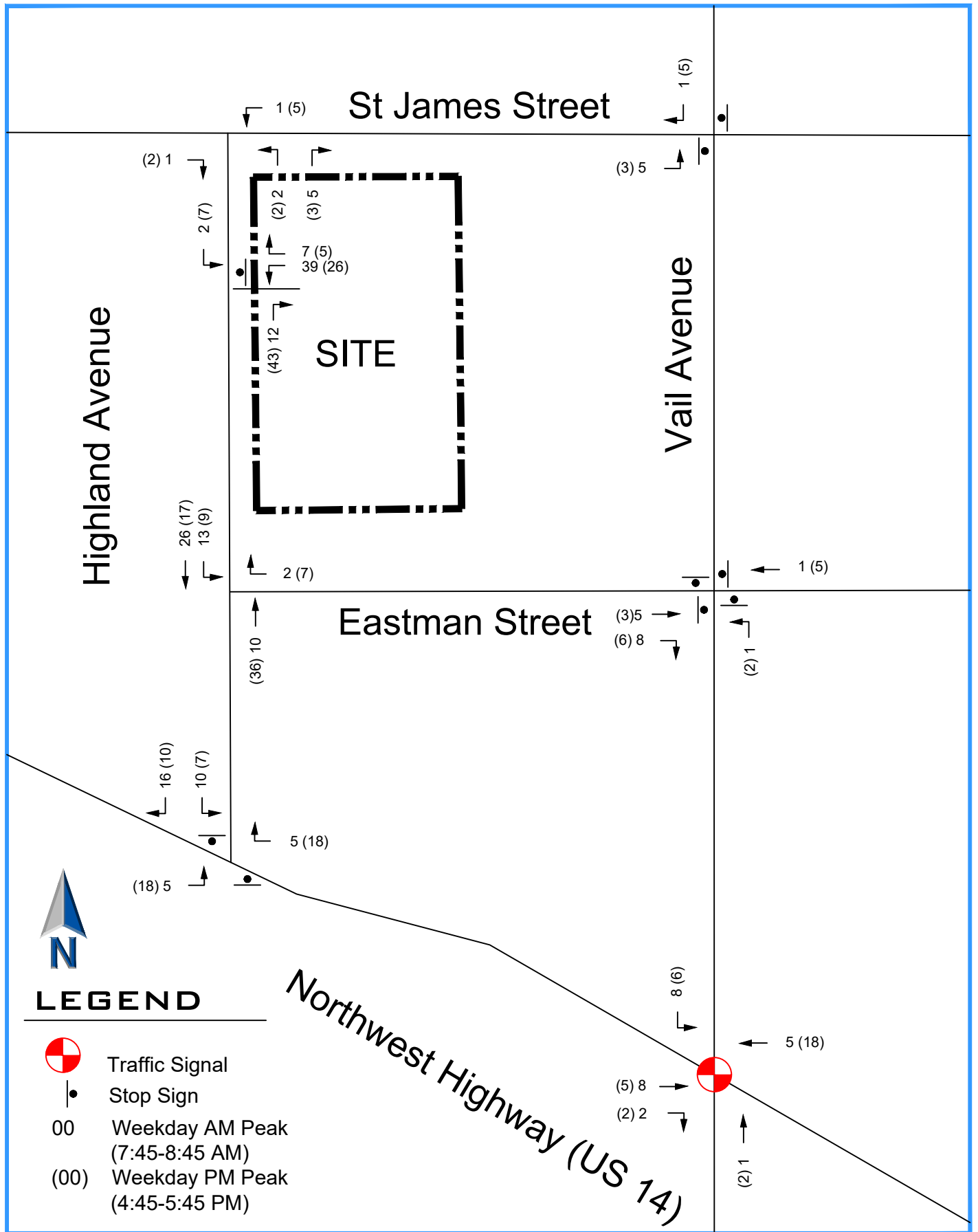
The year 2028 total traffic volumes with the development were calculated by combining the volumes in Figures 6, and 7. The projected traffic volumes are shown in **Figure 8**.

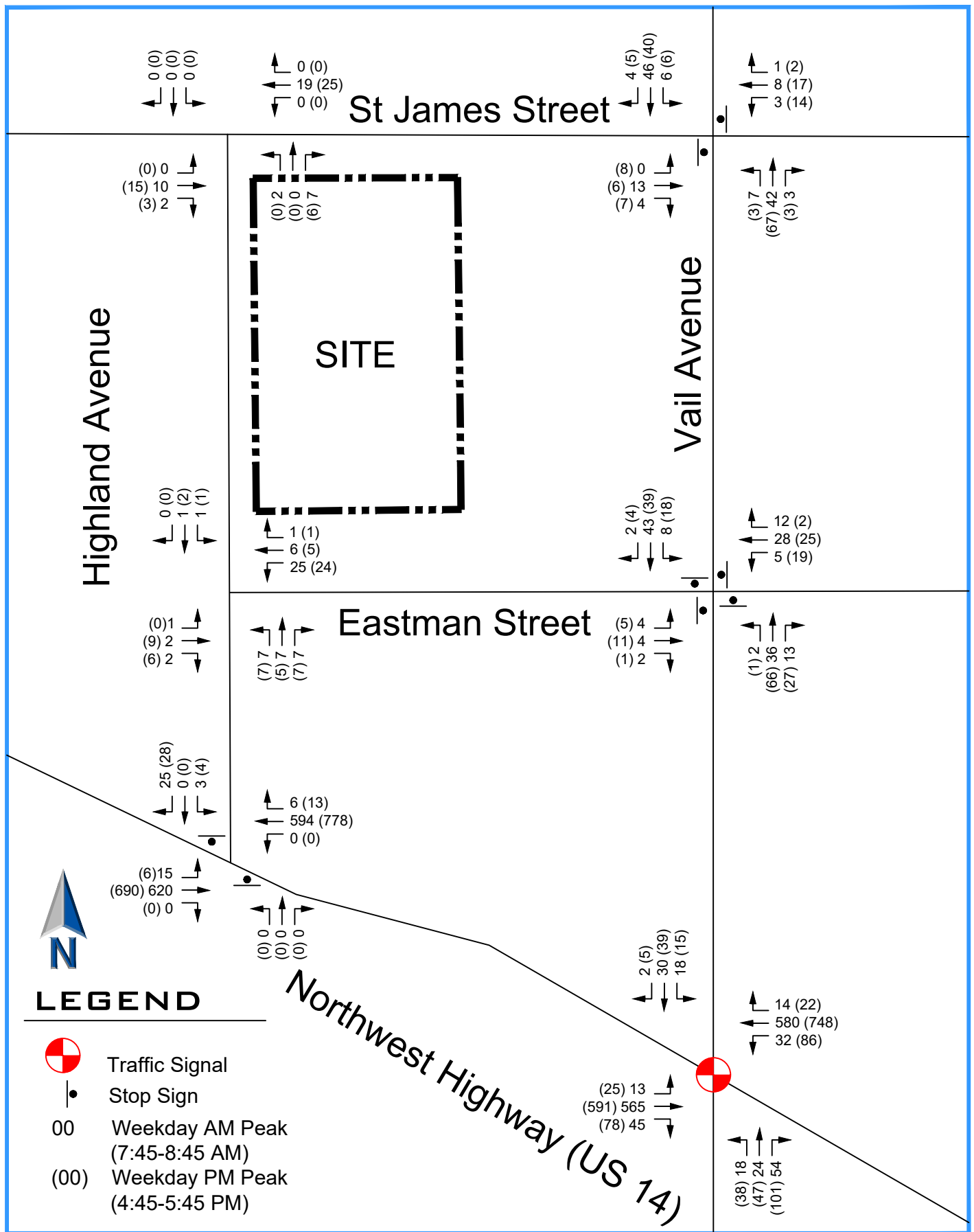


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Directional Distribution

Figure 5

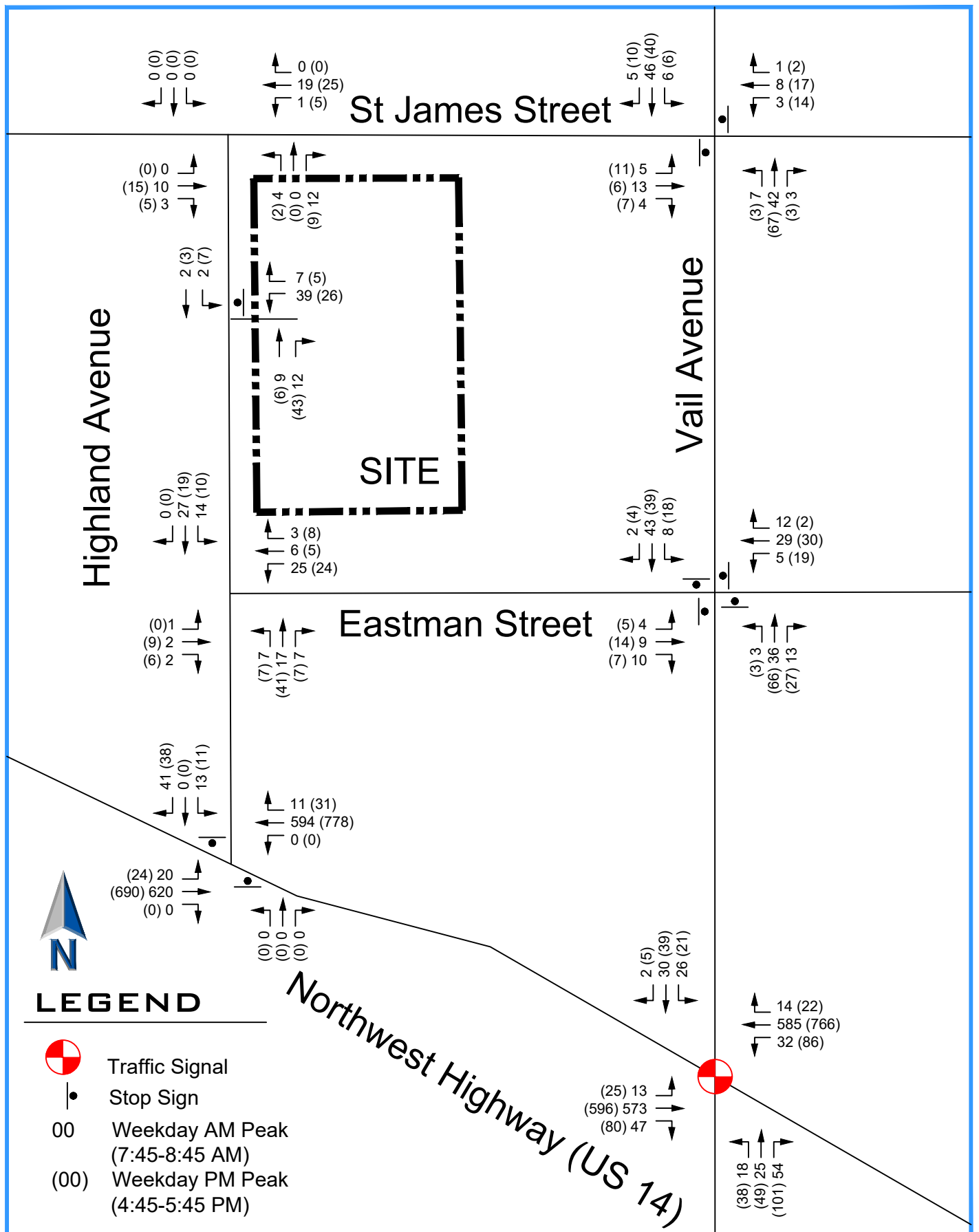




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Year 2028 Base Traffic Volumes

Figure 7



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Year 2028 Total Traffic Volumes

Figure 8

3 – ANALYSES

Intersection Capacity Analyses

To determine the operation of the study area intersections and access drives, intersection capacity analyses were conducted for the existing and projected traffic volumes. An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 3**.

Table 3
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual

Capacity analyses were conducted for each intersection area using the Highway Capacity Software computer program to determine the existing and future operations of the access system. These analyses were performed for the weekday peak-hours. Copies of the capacity analysis summaries are included in the **Appendix**.

Table 4 shows the existing and future level of service and delay results for the signalized and four-way stop intersections in the study area. In general, all these intersections work well now and in the future. **Table 5** shows the existing and future level of service and delay results for the unsignalized intersections in the study area.

Existing Site Access Drives

Two existing drives on St. James Street and on Eastman Street will be removed as part of the new plan. They will reduce the conflicts between vehicles and pedestrians walking along the sidewalk. Eastman Street will add one additional parallel parking space in place of the drive. On Highland Avenue (private) the driveway will be removed and replaced by a single access point into the parking garage.

Highland Avenue and Eastman Street

With the conversion of Highland Avenue to two-way traffic, the north leg of the intersection will have one northbound lane and one southbound lane. There are no stop signs posted at this intersection. To clarify the rights-of-way, stop signs should be installed on the westbound Eastman Street leg and on the eastbound commercial drive. The intersection is currently operating at a good level of service and will continue to operate that way.

Table 5
Intersection Level of Service and Total Delay

Intersection	Morning Peak		Evening Peak	
	2022	2028	2022	2028
Northwest Highway At Vail Avenue	B-10.7	B-11.1	B-14.4	B-14.7
Vail Avenue at Eastman Street	A-7.3	A-7.4	A-7.6	A-7.6

Table 6
Unsignalized Intersection Level of Service and Total Delay

Intersection	Approach	Morning Peak		Evening Peak	
		2022	2028	2022	2028
Vail Avenue At St James Street	EB Approach	A-9.6	A-9.6	A-2.8	A-9.5
	WB Approach	A-9.7	A-9.7	A-3.2	A-9.9
	NB Approach	A-1.0	A-1.0	A-9.9	A-0.3
	SB Approach	A-0.8	A-0.8	A-9.7	A-0.8
Highland Avenue at St James Street	EB Approach	A-9.2	A-9.1	A-9.1	A-9.0
	WB Approach	A-9.3	A-9.3	A-9.2	A-9.3
	NB Approach	A-1.6	A-1.3	A-0.0	A-1.2
Highland Avenue at Eastman Street	EB Approach	A-8.9	A-9.4	A-9.0	A-9.6
	WB Approach	A-9.1	A-9.7	A-9.1	A-9.9
	NB Approach	A-2.2	A-1.0	A-2.4	A-0.8
	SB Approach	A-0.0	A-2.6	A-2.4	A-2.5
Northwest Highway and Highland Avenue	EB Approach	A-0.4	A-0.6	A-0.2	A-0.7
	SB Approach	B-13.2	C-17.5	B-14.3	C-19.6
Highland Avenue and Site Access	WB Approach	--	A-8.8	--	A-8.9
	SB Approach	--	A-3.6	--	A-5.1

Northwest Highway and Vail Avenue

The signalized intersection will continue to operate at a good level of service in the future. No additional improvements are required due to the low volume of site generated traffic. Intermittent congestion caused by commuter trains will still occur.

Vail Avenue and Eastman Street

The all-way-stop-controlled intersection is currently operating at a good level of service and will continue to operate that way. No additional improvements are required.

Vail Avenue and St. James Street

St. James Street at Vail Avenue is under stop sign control. The St. James Street approach volumes are low at 33 vph or less which results in minimal delays at the intersection. No improvements are necessary.

Site Access Drive on Highland Avenue (private)

One access drive is proposed to serve the parking garage for the development with one inbound lane and one outbound lane. The outbound lane will be under stop sign control. It will replace the previous drive serving the office building's surface parking lot. Since this private section of Highland Avenue will primarily be used by development related traffic, the overall volumes are low and will have a good level of service.

Highland Avenue (private) and St. James Street

Highland Avenue (private) is one-way northbound between Eastman Street and St. James Street. During the traffic counts, there were a few vehicles traveling in the southbound direction illegally. Under the proposed development plan, Highland Avenue will be widened to two lanes and allow two-way traffic. The intersection is currently operating at a good level of service and will continue to operate that way with the overall low volume of traffic. A stop-sign should be placed for northbound traffic at St. James Street.

Highland Avenue and Northwest Highway

The stop-controlled intersection will continue to operate at a good level of service in the future.

4 – PARKING

The parking needs of the project were determined based on the Village Zoning Code, auto ownership census data, national parking sources, and local parking surveys. The project meets the residential zone code requirement of the Village which is one space per studio/1-bedroom apartments and 1.25 spaces for 2-bedroom apartments. In the past, the Village has required higher parking ratios of 1.3 to 1.5 per unit at other apartment projects. As planned, the proposed project has 1.10 bedrooms per unit which is significantly lower than the bedroom counts at these other projects. As a result, a lower parking ratio should be considered.

Proposed Parking Supply

Parking for the development is provided by a combination of surface and garage spaces. The commercial parking consists of 23 parking spaces in the private street (Highland). With the redevelopment of the site from office to residential/restaurant, a separate 19-space parking easement to the west will be terminated. However, the developer will attempt to renegotiate another parking easement to maintain the use of those spaces. For zoning purposes, those nineteen spaces will not be included.

Within the parking garage, 201 parking spaces are provided for the residents including 18 tandem spaces (1.34 spaces per unit). The tandem spaces will be assigned to units needing parking for two vehicles. This tandem arrangement is found at many of the townhome projects within the village that have a one car garage with a driveway space in front.

Existing Surface Parking Usage

EEA inventoried and conducted parking counts at the existing surface parking spaces by the site on Highland Avenue (public and private), Eastman Avenue between Highland and Vail, and on the adjacent easement parking spaces. **Table 7** summarizes the parking demand for a weekday and a Saturday. Overall, the on-street parking spaces are hardly used due to the office buildings being vacant and the four other adjacent users (AT&T, Mobil, Village Bank & Trust, and the Ottilia retail shop) have their own on-site parking lots. Without the easement parking, 18 of the 19 public on-street parking spaces were empty.

Table 7
Existing Surface Parking Usage

Date	Time	Eastman On-street (Highland to Vail)	Highland Public On-street	Highland Private On-Street	On-street Parking Totals	Parking Easement
Inventory		17	2	17	36	19
Wednesday March 28, 2023	4:00 PM	1	0	0	1	4
	4:30 PM	0	0	0	0	4
	5:00 PM	0	0	0	0	4
	5:30 PM	0	0	0	0	2
	6:00 PM	0	0	0	0	1
Saturday April 1, 2023	11:30 AM	0	0	0	0	2
	Noon	0	0	0	0	2
	12:30 PM	0	0	0	0	2
	1:00 PM	0	0	0	0	1
	8:00 PM	0	0	0	0	1

Across St. James Street to the north, Municipal Lot S is available for parking by the public with 176 available spaces. It has a daily fee enforced 5:00 AM to Noon, Monday through Friday. After 12:00 PM and all day on Saturday and Sunday, free unlimited hours of parking are available. No overnight parking is permitted from 2:00 to 5:00 AM without a parking permit. It is heavily used during the weekday by commuters and lightly used on the weekends. At night, it is partially used by Arlington Heights Library patrons. A farmers market takes place on Saturdays on the north half of the lot with parking open on the south half of the lot. It goes from May to October from 8:00 AM to 12:30 PM.

Village Parking Requirements

The parking requirements for the project are based on the Village of Arlington Zoning Code and its parking requirements. The resulting zoning code requirement is 161 spaces (see **Table 8**). The proposed site plan provides 224 parking spaces for the apartments and restaurant which exceeds the required 161 spaces. The 224 spaces do not include the 19-space easement parking spaces. Please note that 90% of the units are studio or one-bedroom units. For the residential portion of the project, the 154 required residential parking equates to 1.03 spaces per unit or 0.93 spaces per bedroom. No parking variation is necessary for the development.

Table 8
Arlington Heights Zoning Code Requirements

Use	Size	Zoning Code Requirement	Unit %	Required Parking	Provided Parking
Apartment	22 – Studio units	1.0 spaces per 1-bedroom unit	14.7%	22	183+ 18 tandem 201 Total
	113 1-bedroom units		75.3%	113	
	15 2-bedroom units	1.25 spaces per 2-bedroom unit	10.0%	19	
Restaurant	1,343 square feet public seating area	1 space per 200 square feet of public seating area		7	23
Total Spaces				161	224

Arlington Heights Vehicle Ownership

Residential vehicle ownership data was obtained from the US Census - American Community Survey (2017 to 2023) for rental units within the Village of Arlington Heights. This data set includes all rental units ranging from senior housing, apartments, and rental condominiums to single-family rental homes, so it is conservatively high. **Table 9** summarizes the data and results for the Village as a whole. A more detailed breakdown of this data can be found in the **Appendix**. For the bedroom counts, studio units were considered as one-bedroom units. For all rental units in the village, the average vehicle ownership is 0.76 vehicles per bedroom. Please note that only 44.5% of the units were studio or one-bedroom units which is much lower than the 90% for the project. The proposed building has 165 bedrooms which would need 126 parking spaces based on the 0.76 veh/bedroom ratio. The Census data was also reviewed for the three main census tracts that make up Downtown Arlington Heights (8033, 8034, and 8035). Rental units in the Downtown area have a slightly lower vehicle ownership than Village wide (0.76 vs 0.71 vehicles per unit). The proposed building has 165 bedrooms which would need 117 parking spaces based on the 0.71 veh/bedroom ratio. The proportion of studios/1-bedrooms were higher than the overall Village at 50.9% but still less than the project.

Table 9
Vehicle Ownership at
Rental Units in Arlington Heights

Location	Rental Units	Total Vehicles Available	Vehicles Per Unit	Total Bedrooms	Vehicles Per Bedroom
Downtown	2,052	2,427	1.18	3,426 (1.67 beds/unit)	0.71 veh/bedroom
Village Wide	8,347	11,040	1.32	14,586 (1.74 beds/unit)	0.76 veh/bedroom
Proposed Site	150	201 spaces	1.34	165 (1.10 beds/unit)	1.22 sp/bedroom

National Parking Rates

A review of national survey data published by the Institute of Transportation Engineers (ITE) in the *Parking Generation*, 5th Edition for the development shows a peak demand of 202 vehicles for the project in **Table 10**. While this is less than the total number of spaces provided, it does not account for the use of public transit and walking adjustments which will reduce the overall parking demand.

The ITE restaurant data was calculated based on square footage and on the number of seats. The preliminary plans for the restaurant show a total of 45 seats which would not support the need for 53 spaces, based on square footage. The parking demand based on seats is 23 spaces.

The Downtown Arlington Heights parking study completed in 2018 included a survey of visitors (not including downtown employees or residents) that indicated that 12% of the visitors do not drive and that, on average, they visit more than one store or restaurant (1.76 stops per trip) further reducing the restaurant demand.

Table 10
National Parking Requirements

Use	Size	Weekday	Saturday
Apartments	22 – Studio units 113 1-bedroom units 15 2-bedroom units	179 (1.19 sp/unit)	179
Restaurant	2,143 sq. ft.	25(53) ¹	41
	45 seats	23(21)	21
Total		202(200)¹	200

(1) 00 – Parking Demand Monday-Thursday, (00) Friday Parking

Local Suburban Apartment Rates

Local parking data for similar developments were collected by EEA from the parking study for the Arlington 425 development and from additional locations in the area.

EEA obtained and reviewed the residential parking data provided in Table 6 from the *Arlington 425 Development Traffic and Parking Study* proposed in the southwestern part of Downtown Arlington Heights. That table summarized the parking supply **provided (not vehicles parked)** at 18 apartment developments located near public transit in the suburbs. The parking ratio was calculated on a per unit basis with the average of 1.26 spaces per unit. No information of unit mix and number of bedrooms was provided in the report.

EEA researched the unit mix at each development and recalculated the parking demand on a per bedroom basis. **Table 11** summarizes the results with additional detail in the **Appendix**.

The first two projects in the table were removed because they were originally constructed as condominiums with more parking than an apartment would normally have built. A third project was removed due to the lack of data. The average parking demand dropped from 1.26 to 1.20 space per unit primarily due to the higher condo rates in the original study which is significantly lower than the proposed residential supply of 1.34space per unit. On a per bedroom basis, the average rate is 0.85 spaces per unit. For the proposed 165 bedrooms, the total demand would be 140 spaces.

EEA also collected parking supply and demand data for eight other apartment developments including the number of units, unit mix, spaces provided, and vehicles parked. **Tables 12 and 13** summarizes this information. The results were slightly higher than the data from 425 Arlington report but still show parking demand less than one vehicle per bedroom (0.93) which would predict 153 parked vehicles for the residents.

Table 11
Arlington 425 Parking Data

Project	Location	Total		Spaces Provided	Spaces Per Unit	Spaces per Bedroom
		Units	Bedrooms			
ReNew Five Ninety-Five	Des Plaines	Removed because they were developed as condominiums and then converted to rentals				
Kingston Pointe	Des Plaines					
Walker & Parker	Clarendon Hills	42	67	42	1.00	0.63
Forest & Gilbert	Downers Grove	89	120	102	1.15	0.85
Adriatic Cove	Downers Grove	Data on this project not found				
Residences at the Grove	Downers Grove	294	423	345	1.17	0.82
100 North Addison	Elmhurst	164	226	199	1.21	0.88
1717 Ridge	Evanston	204	274	205	1.00	0.75
AMLI Evanston	Evanston	214	282	312	1.46	1.11
Central Station	Evanston	80	112	80	1.00	0.71
E2	Evanston	356	483	371	1.04	0.77
Reserve at Evanston	Evanston	195	288	219	1.12	0.76
Midtown Square	Glenview	138	177	160	1.16	0.90
Reserve at Glenview	Glenview	239	387	333	1.39	0.86
Uptown La Grange	La Grange	254	373	336	1.32	0.90
Ninety7Fifty on the Park	Orland Park	295	413	300	1.02	0.73
Wheaton 121	Wheaton	306	394	400	1.31	1.02
Residences of Wilmette	Wilmette	75	119	117	1.56	0.98
	Totals	2,945	4,138 (1.41/unit)	3,521	1.20	0.85
	Proposed Site	150	165 (1.10/unit)	201	1.34	1.22

Table 12
Apartment Building Unit Mix and Bedroom Count

Project	Location	Unit Mix						Bedrooms Per Unit
		Studio	1-bed	2-bed	3-bed	Units	Bedrooms	
Hancock Square	Arlington Hts.	30	232	147	0	409	556	1.359
10 North Main	Mount Prospect	14	51	29	3	97	132	1.361
20 West	Mount Prospect	9	41	20	1	71	93	1.310
Maple Street Lofts	Mount Prospect	38	124	30	0	192	222	1.156
One Arlington	Arlington Hts.	51	113	50	0	214	264	1.234
One Wheeling Town Center	Wheeling	11	129	152	9	301	471	1.565
Residences at Payton Place	Arlington Hts.	34	115	87	27	263	404	1.536
Uptown 500	Wheeling	83	102	134	0	319	453	1.420
	Totals	270	907	649	40	1,866	2,595	1.391
		14%	49%	35%	2%	100%		
Proposed Site		22	113	15	-	150	165	1.10

Table 13
Apartment Building Parking Demand

Project	Location	Occupancy Rate	Occupied		Vehicles Parked	Vehicles per	
			Units	Bedrooms		Unit	Bedroom
Hancock Square	Arlington Hts.	96.1%	393	534	483	1.229	0.904
10 North Main	Mount Prospect	96.0%	97	132	129 ⁽¹⁾	1.330	0.977
20 West	Mount Prospect	90.1%	64	84	67	1.047	0.800
Maple Street Lofts	Mount Prospect	94.8%	182	210	203	1.115	0.965
One Arlington	Arlington Hts.	97.2%	208	257	272	1.308	1.060
One Wheeling Town Center	Wheeling	90.4%	272	426	361	1.327	0.848
Residences at Payton Place	Arlington Hts.	63.9%	263	404	401 ⁽¹⁾	1.525	0.993
Uptown 500	Wheeling	88.7%	283	402	371	1.311	0.923
	Totals		1,762	2,449	2,287	1.298	0.934
	Proposed Project		150	165	201 spaces	1.35	1.21

(1) Supply data -vehicle usage data not available

Hourly Parking Usage

An analysis of the parking demand for the parking garage (resident only) and the surface parking (residential guests and restaurant customers and staff) though out the weekday and weekend are provided in **Tables 14 and 15**. It is based on the procedures outlined the *Shared Parking Manual* from the Urban Land Institute (ULI). The parking garage peak demand is 165 vehicles within the 201-space parking garage resulting in a surplus of 36 spaces.

Table 14
Resident Parking Garage Usage
(201 spaces provided)

Period	Weekday Resident	Weekend Resident
6:00 AM	165.0	165.0
7:00 AM	148.5	148.5
8:00 AM	140.3	140.3
9:00 AM	132.0	132.0
10:00 AM	123.8	123.8
11:00 AM	115.5	115.5
Noon	107.3	107.3
1:00 PM	115.5	115.5
2:00 PM	115.5	115.5
3:00 PM	115.5	115.5
4:00 PM	123.8	123.8
5:00 PM	140.3	140.3
6:00 PM	148.5	148.5
7:00 PM	160.1	160.1
8:00 PM	161.7	161.7
9:00 PM	163.4	163.4
10:00 PM	165.0	165.0
11:00 PM	165.0	165.0
Midnight	165.0	165.0

The on-site surface parking consists of nine parallel spaces along the west side of Highland Avenue (private) which will be reserved for residential guests. Fourteen perpendicular commercial spaces are located along the east side under the new building for use by the restaurant. **Table 15** shows the projected usage throughout the day. The projected peak demand is 32 vehicles which exceeds the surface spaces provided on-site by 9 spaces in the evening.

The overflow parking of nine vehicles can be accommodated by the 19 available public on-street spaces along Eastman Avenue (17) and Highland Avenue (2). From a practical matter, the location of those spaces relative to the restaurant will result in their use by the restaurant customers in the evening.

Municipal Lot S to the north also has parking spaces available during the evenings during the week and on weekends. After 12:00 PM on weekdays and all day on Saturday and Sunday, free unlimited hours of parking are available at Lot S. The restaurant operating hours will slightly overlap the Farmers Market on Saturdays when overflow parking is not needed.

Table 15
Surface Parking Usage

Time	Surface Parking Usage – 23 Spaces Provided					
	Weekday Demand			Weekend Demand		
Period	Resident Guest	Restaurant	Total	Resident Guest	Restaurant	Total
6:00 AM	0.0	3.4	3.4	0.0	1.7	1.7
7:00 AM	1.8	6.4	7.3	1.8	3.8	5.6
8:00 AM	1.8	8.4	10.2	1.8	5.9	7.7
9:00 AM	1.8	10.1	11.9	1.8	8.6	10.4
10:00 AM	1.8	12.9	14.7	1.8	10.7	12.5
11:00 AM	1.8	15.9	17.7	1.8	12.2	14.0
Noon	1.8	20.5	22.3	1.8	16.1	17.9
1:00 PM	1.8	19.5	21.3	1.8	15.2	17.0
2:00 PM	1.8	14.5	16.3	1.8	12.5	14.3
3:00 PM	1.8	10.9	12.7	1.8	10.0	11.8
4:00 PM	1.8	11.9	13.7	1.8	10.4	12.2
5:00 PM	3.6	18.0	21.6	3.6	13.8	17.4
6:00 PM	5.4	20.4	25.8	5.4	17.4	22.8
7:00 PM	9.0	23.0	32.0	9.0	21.0	30.0
8:00 PM	9.0	23.0	32.0	9.0	21.0	30.0
9:00 PM	9.0	18.7	27.7	9.0	13.5	22.5
10:00 PM	9.0	17.5	26.5	9.0	12.8	21.8
11:00 PM	7.2	14.9	22.1	7.2	11.8	19.0
Midnight	4.5	6.1	10.6	4.5	6.8	11.3

Parking Recommendation

The residential parking demand for the development was based on the previously mentioned sources on a per unit and per bedroom basis. **Table 16** summarizes the parking source considered and the parking demand based on 150 units. The proposed parking supply exceed the Village Zoning Code requirements by 46 spaces (30%), the census vehicle ownership data, and the surveyed data of similar units. Two hundred and one residential spaces will more than adequately serve the needs of the residential portion of the development.

It is important to note that parking within the residential portion of the development will not be included as part of the leases for the apartments and an additional monthly fee will be charged to any tenant that desires to park within the development. This will provide economic incentives for tenants to opt out of parking and make better use of alternative travel modes and allow the building management to control the overall number of parked

vehicles. The tandem spaces will be managed thru the leasing process and be available for the 15 2-bedroom units and any other unit that may have two persons in that unit.

Table 16
Apartment Parking Summary

Parking Data	Apartment Spaces for 150 units	Spaces per unit	Spaces per Bedroom
Eastman Proposed Parking Supply	201	1.34	1.22
Census Data – Village wide	198	1.32	0.76
Local Apartment Data	195	1.30	0.93
Arlington 425 Data	180	1.20	0.85
Institute of Transportation Engineers	179	1.19	1.08
Census – Downtown	177	1.18	0.71
Zoning Code Requirement	154	1.07	0.93

5 - CONCLUSIONS

With the site traffic generated by the project along with other area traffic growth, the traffic analysis developed the following conclusions and recommendations were developed:

1. The proposed development will generate 60 vehicles per hour during the morning peak-hour and 81 trips during the evening peak-hour.
2. Traffic from the former office buildings generated similar volumes in the morning and 27 vph less in the evening.
3. Removal of the two site drives on St. James Street and Eastman Street will reduce the number of vehicular and pedestrian conflict points improving overall safety.
4. The street network can accommodate the additional traffic from the proposed project and future traffic growth.
5. The location of the site and the availability of public transportation, walking and biking will minimize the volume of vehicular traffic generated by the site.
6. The private portion of Highland Avenue will be widened to allow two-way traffic, which is occurring today, and has parallel parking on its west side and perpendicular parking on the east side. A stop sign should be provided at St. James Street.
7. With the conversion of Highland Avenue to two-way traffic stop signs should be installed on westbound Eastman Street and at the eastbound commercial drive.
8. The proposed parking plan exceeds the 161 parking spaces required by code with 224 spaces.
9. The 201-space parking garage will exceed the anticipated demand of 165 vehicles for the residents.
10. Twenty three surface parking spaces will be used by the residential guests and restaurant customers and staff. In the evenings, the parking demand can exceed the demand by nine vehicles which can be accommodated by existing on-street and municipal parking spaces.

Appendix

- Existing 2022 Traffic Counts
- CMAP Letter
- ITE Trip/Parking Calculations
- Apartment Parking Data
- Intersection Capacity Analyses
 - 2022 Existing Conditions
 - 2028 Total Traffic Volumes

US 14 - Northwest Highway at Vail Avenue

Arlington Heights, IL															
Begin Time	Vail Avenue Southbound			Northwest Hwy Westbound			Vail Avenue Northbound			Northwest Hwy Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
	Wednesday June 1, 2022														
7:00 AM	1	1	1	2	69	5	6	5	4	5	84	0	183	998	0.84
7:15 AM	1	2	0	5	112	10	18	4	5	6	85	0	248	1135	0.89
7:30 AM	2	4	0	2	101	9	12	8	10	7	113	3	271	1167	0.91
7:45 AM	0	3	2	2	118	5	14	5	1	12	134	0	296	1180	0.92
8:00 AM	2	4	0	3	141	6	19	4	8	9	117	7	320	1146	0.90
8:15 AM	0	5	2	5	117	6	8	6	3	4	122	2	280		
8:30 AM	0	1	3	1	126	10	5	4	3	14	116	1	284		
8:45 AM	1	7	1	2	101	9	9	7	1	5	117	2	262		
Total	7	27	9	22	885	60	91	43	35	62	888	15	1180		
7:45-8:45 AM	2	13	7	11	502	27	46	19	15	39	489	10			
4:00 PM	0	20	1	9	153	19	14	5	9	19	119	4	372	1557	0.90
4:15 PM	1	5	4	6	147	15	21	11	1	14	149	6	380	1592	0.92
4:30 PM	1	9	5	2	137	16	18	15	7	13	145	6	374	1589	0.92
4:45 PM	3	9	1	3	178	21	23	8	7	21	151	6	431	1626	0.94
5:00 PM	2	8	9	6	176	10	18	14	9	15	137	3	407	1532	0.93
5:15 PM	0	11	3	3	169	26	16	7	9	13	114	6	377		
5:30 PM	0	7	0	8	155	21	34	14	9	21	134	8	411		
5:45 PM	3	6	1	4	125	16	18	14	4	19	118	9	337		
Total	10	75	24	41	1240	144	162	88	55	135	1067	48	1626		
4:45-5:45 PM	5	35	13	20	678	78	91	43	34	70	536	23			

Highland Avenue at St James Street

Arlington Heights, IL															
Begin Time	Highland Avenue Southbound			St James Street Westbound			Highland Avenue Northbound			St James Street Eastbound			60 Minute Totals	Peak Hour Factor	
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
	Thursday June 2, 2022														
7:00 AM	0	0	0		2	0	0	0	0	0	3	0	5	18	0.64
7:15 AM	0	0	0		1	0	0	0	0	0	2	0	3	14	0.50
7:30 AM	0	0	0		1	0	0	0	0	0	2	0	3	14	0.50
7:45 AM	0	0	0		2	0	0	0	0	0	5	0	7	13	0.46
8:00 AM	0	0	0		0	0	0	0	0	0	1	0	1	12	0.50
8:15 AM	0	0	0		1	0	0	0	0	0	2	0	3		
8:30 AM	0	0	0		0	0	0	1	0	0	1	0	2		
8:45 AM	0	0	0		1	0	2	0	0	0	3	0	6		
Total	0	0	0		8	0	3	0	0	0	19	0	13		
7:45-8:45 AM	0	0	0		3	0	1	0	0	0	9	0			
4:00 PM	0	0	0		6	0	1	0	0	0	1	0	8	39	0.89
4:15 PM	0	0	0		3	0	3	0	0	0	3	0	9	34	0.77
4:30 PM	0	0	0		4	0	3	0	0	1	3	0	11	34	0.77
4:45 PM	0	0	0		6	0	2	0	0	0	3	0	11	31	0.70
5:00 PM	0	0	0		0	0	3	0	0	0	0	0	3	24	0.67
5:15 PM	0	0	0		6	0	0	0	0	0	3	0	9		
5:30 PM	0	0	0		5	0	0	0	0	1	2	0	8		
5:45 PM	0	0	0		1	0	1	0	0	0	2	0	4		
Total	0	0	0		31	0	13	0	0	2	17	0	31		
4:45-5:45 PM	0	0	0		17	0	5	0	0	1	8	0			

Vail Avenue at Eastman Street

Arlington Heights, IL															
Begin Time	Vail Avenue Southbound			Eastman Street Westbound			Vail Avenue Northbound			Eastman Street Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn						
Thursday June 2, 2022															
7:00 AM	0	2	0	0	3	3	1	1	0	0	0	0	10	87	0.73
7:15 AM	0	5	0	1	4	1	2	6	0	0	3	0	22	110	0.83
7:30 AM	0	3	0	1	7	2	5	8	0	0	2	1	30	119	0.90
7:45 AM	0	7	1	0	9	0	1	5	1	0	1	0	25	114	0.86
8:00 AM	1	8	3	3	2	1	3	7	1	1	2	1	33	131	0.78
8:15 AM	1	6	1	1	3	2	1	13	0	1	0	2	31		
8:30 AM	0	8	2	0	3	0	5	7	0	0	0	0	25		
8:45 AM	0	9	3	2	2	6	4	14	0	0	2	0	42		
Total	2	48	10	8	33	15	22	61	2	3	10	4	114		
7:45-8:45 AM	2	29	7	4	17	3	10	32	2	2	3	3			
4:00 PM	2	8	1	1	9	8	6	10	0	1	5	0	51	168	0.74
4:15 PM	0	9	2	0	3	2	1	12	0	2	1	0	32	155	0.68
4:30 PM	1	12	4	0	4	2	4	23	1	2	3	1	57	166	0.73
4:45 PM	3	1	1	1	6	3	5	7	0	0	1	0	28	154	0.86
5:00 PM	1	8	2	0	7	2	3	10	1	1	2	1	38	164	0.91
5:15 PM	0	15	8	1	1	4	4	9	0	0	0	1	43		
5:30 PM	0	5	1	0	9	5	5	19	0	0	1	0	45		
5:45 PM	2	9	3	1	4	4	3	11	0	0	1	0	38		
Total	9	67	22	4	43	30	31	101	2	6	14	3	154		
4:45-5:45 PM	4	29	12	2	23	14	17	45	1	1	4	2			

Vail Avenue at St James Street

Arlington Heights, IL															
Begin Time	Vail Avenue Southbound			St James Street Westbound			Vail Avenue Northbound			St James Street Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
	Tuesday May 31, 2022														
7:00 AM	2	3	0	0	0	0	0	5	0	1	0	0	11	74	0.71
7:15 AM	0	6	1	1	2	0	2	8	1	0	1	0	23	85	0.82
7:30 AM	0	3	0	0	1	0	0	9	0	0	1	0	14	89	0.82
7:45 AM	2	8	2	0	2	1	1	7	0	1	2	0	26	104	0.90
8:00 AM	0	5	1	0	2	0	0	9	3	0	2	0	22	95	0.82
8:15 AM	1	9	1	0	2	2	1	8	1	0	2	0	27		
8:30 AM	1	6	1	1	0	0	1	13	2	3	1	0	29		
8:45 AM	0	6	1	0	0	0	1	9	0	0	0	0	17		
Total	6	46	7	2	9	3	6	68	7	5	9	1	104		
7:45-8:45 AM	4	28	5	1	6	3	3	37	6	4	7	0			
4:00 PM	1	14	0	2	2	4	1	15	2	0	1	1	43	148	0.86
4:15 PM	0	11	1	2	5	6	0	9	0	0	1	2	37	143	0.92
4:30 PM	1	9	2	3	4	1	2	11	0	2	1	3	39	147	0.90
4:45 PM	1	6	2	0	3	4	1	10	0	1	0	1	29	149	0.91
5:00 PM	0	12	1	0	3	3	0	10	2	3	1	3	38	151	0.92
5:15 PM	1	12	2	1	4	5	1	8	0	3	2	2	41		
5:30 PM	3	6	1	1	5	1	1	18	1	0	2	2	41		
5:45 PM	1	15	1	1	1	0	0	11	0	1	0	0	31		
Total	8	85	10	10	27	24	6	92	5	10	8	14	149		
4:45-5:45 PM	5	36	6	2	15	13	3	46	3	7	5	8			

Highland Avenue at Eastman Street

Arlington Heights, IL															
Begin Time	Highland Avenue Southbound			Eastman Street Westbound			Highland Avenue Northbound			Eastman Street Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
	Wednesday June 1, 2022														
7:00 AM	0	0	0	0	0	2	1	0	0	0	0	0	3	27	0.68
7:15 AM	0	1	0	0	0	3	1	0	0	0	0	0	5	30	0.75
7:30 AM	0	0	0	0	0	6	2	1	0	0	0	0	9	46	0.55
7:45 AM	0	0	0	0	0	8	2	0	0	0	0	0	10	48	0.57
8:00 AM	0	0	0	1	1	2	2	0	0	0	0	0	6	48	0.57
8:15 AM	0	0	0	0	3	8	1	4	3	1	1	0	21		
8:30 AM	0	1	0	0	1	4	0	1	1	1	1	1	11		
8:45 AM	0	0	0	1	2	3	0	3	1	0	0	0	10		
Total	0	2	0	2	7	36	9	9	5	2	2	1	48		
7:45-8:45 AM	0	1	0	1	5	22	5	5	4	2	2	1			
4:00 PM	0	0	0	1	1	6	0	2	2	1	1	0	14	65	0.81
4:15 PM	0	2	0	1	1	5	0	1	3	2	3	1	19	70	0.88
4:30 PM	0	1	0	0	0	9	1	0	0	0	1	0	12	63	0.79
4:45 PM	0	1	0	0	0	6	2	2	1	3	5	0	20	57	0.71
5:00 PM	0	1	0	0	2	8	1	1	2	2	2	0	19	49	0.64
5:15 PM	0	0	1	0	1	4	1	1	1	1	2	0	12		
5:30 PM	0	0	0	1	0	0	2	1	2	0	0	0	6		
5:45 PM	0	0	0	2	0	3	1	5	0	0	1	0	12		
Total	0	5	1	5	5	41	8	13	11	9	15	1	57		
4:45-5:45 PM	0	2	1	1	3	18	6	5	6	6	9	0			



US 14 - Northwest Highway at Highland Avenue

Arlington Heights, IL																		
Begin Time	Highland Avenue Southbound				Northwest Hwy Westbound				Highland Avenue Northbound				Northwest Hwy Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Through	Left Turn		Right Turn	Through	Left Turn		Right Turn	Through	Left Turn							
	Wednesday June 1, 2022																	
7:00 AM	2	0	0		0	57	0		0	0	0		0	85	1	769	0.81	
7:15 AM	11	0	1		0	73	0		0	0	0		0	91	0	897	0.82	
7:30 AM	4	0	0		0	120	0		0	0	0		0	111	1	1027	0.84	
7:45 AM	2	0	0		0	113	0		0	0	0		0	93	4	212	0.83	
8:00 AM	9	0	1		0	138	0		0	0	0		0	123	2	273	0.86	
8:15 AM	3	0	1		0	143	0		0	0	0		0	153	4	306		
8:30 AM	7	0	1		3	94	0		0	0	0		0	115	2	222		
8:45 AM	2	0	0		1	100	0		0	0	0		0	140	3	246		
Total	40	0	4		6	838	0		0	0	0		0	911	17			
7:45-8:45 AM	21	0	3		5	488	0		0	0	0		0	484	12	1013		
4:00 PM	5	0	1		0	182	0		0	0	0		0	149	0	337	1265	
4:15 PM	0	0	0		2	146	0		0	0	0		0	142	0	290	1265	
4:30 PM	7	0	2		0	163	0		0	0	0		0	160	0	332	1318	
4:45 PM	6	0	0		1	151	0		0	0	0		0	148	0	306	1268	
5:00 PM	10	0	2		3	157	0		0	0	0		0	162	3	337	1269	
5:15 PM	6	0	0		1	177	0		0	0	0		0	158	1	343		
5:30 PM	4	0	2		4	143	0		0	0	0		0	129	0	282		
5:45 PM	1	0	3		2	142	0		0	0	0		0	157	2	307		
Total	39	0	10		13	1261	0		0	0	0		0	1205	6			
4:45-5:45 PM	26	0	4		9	628	0		0	0	0		0	597	4	1268		

City: Arlington Heights

Count Location: Highland Ave. and Eastman St. / Parking Lot

Study Date: – June 1st, 2022 (On-Street Biker Counts)

Time	East Approach	West Approach	North Approach	South Approach	Total Bikers
7:00-7:15 a.m.	0	1	0	0	1
7:15-7:30 a.m.	0	0	0	0	0
7:30-7:45 a.m.	0	0	0	0	0
7:45-8:00 a.m.	0	0	0	0	0
8:00-8:15 a.m.	0	0	0	0	0
8:15-8:30 a.m.	0	1	0	0	1
8:30-8:45 a.m.	0	0	0	0	0
8:45-9:00 a.m.	1	0	0	0	1
Morning Totals	1	2	0	0	3
4:00-4:15 p.m.	0	0	0	0	0
4:15-4:30 p.m.	0	0	0	0	0
4:30-4:45 p.m.	0	0	0	0	0
4:45-5:00 p.m.	1	0	0	0	1
5:00-5:15 p.m.	0	0	0	0	0
5:15-5:30 p.m.	0	0	0	0	0
5:30-5:45 p.m.	0	0	0	0	0
5:45-6:00 p.m.	0	0	0	0	0
Afternoon Totals	1	0	0	0	1

City: Arlington Heights

Count Location: Highland Ave. and Eastman St. / Parking Lot

Study Date: – June 1st, 2022 (Pedestrian Crosswalk Counts)

Time	East Crosswalk	West Crosswalk	North Crosswalk	South Crosswalk	Total Pedestrians
7:00-7:15 a.m.	0	0	0	0	3
7:15-7:30 a.m.	0	0	0	0	14
7:30-7:45 a.m.	0	0	0	0	8
7:45-8:00 a.m.	0	0	0	1	8
8:00-8:15 a.m.	0	0	0	0	6
8:15-8:30 a.m.	0	0	0	1	4
8:30-8:45 a.m.	0	0	0	0	2
8:45-9:00 a.m.	0	0	0	1	3
Morning Totals	0	0	0	3	3
4:00-4:15 p.m.	0	0	0	1	1
4:15-4:30 p.m.	1	0	0	1	2
4:30-4:45 p.m.	1	0	0	1	2
4:45-5:00 p.m.	0	0	0	0	0
5:00-5:15 p.m.	0	0	0	1	1
5:15-5:30 p.m.	0	0	0	4	4
5:30-5:45 p.m.	0	0	0	3	3
5:45-6:00 p.m.	1	0	0	0	1
Afternoon Totals	3	0	0	11	14

City: Arlington Heights

Count Location: Highland Ave. and Northwest Highway

Study Date: – June 7th, 2022 (On-Street Biker Counts)

Time	East Approach	West Approach	North Approach	Total Bikers
7:00-7:15 a.m.	0	3	0	3
7:15-7:30 a.m.	0	0	0	0
7:30-7:45 a.m.	0	0	0	0
7:45-8:00 a.m.	0	0	0	0
8:00-8:15 a.m.	0	0	0	0
8:15-8:30 a.m.	0	0	0	0
8:30-8:45 a.m.	0	0	0	0
8:45-9:00 a.m.	0	0	0	0
Morning Totals	0	3	0	3
4:00-4:15 p.m.	0	0	0	0
4:15-4:30 p.m.	0	0	0	0
4:30-4:45 p.m.	0	0	0	0
4:45-5:00 p.m.	0	0	0	0
5:00-5:15 p.m.	0	0	1	1
5:15-5:30 p.m.	0	0	0	0
5:30-5:45 p.m.	0	0	0	0
5:45-6:00 p.m.	0	0	0	0
Afternoon Totals	0	0	1	1

City: Arlington Heights

Count Location: Highland Ave. and Northwest Highway

Study Date: – June 7th, 2022 (Pedestrian Crosswalk Counts)

Time	Across NW Highway	Across Highland	Total Pedestrians
7:00-7:15 a.m.	0	0	0
7:15-7:30 a.m.	0	0	0
7:30-7:45 a.m.	0	0	0
7:45-8:00 a.m.	2	3	5
8:00-8:15 a.m.	2	3	5
8:15-8:30 a.m.	1	2	3
8:30-8:45 a.m.	4	5	9
8:45-9:00 a.m.	0	0	0
Morning Totals	9	13	22
4:00-4:15 p.m.	1	3	4
4:15-4:30 p.m.	0	0	0
4:30-4:45 p.m.	0	5	5
4:45-5:00 p.m.	0	5	5
5:00-5:15 p.m.	1	4	5
5:15-5:30 p.m.	1	3	4
5:30-5:45 p.m.	0	6	6
5:45-6:00 p.m.	0	4	4
Afternoon Totals	3	30	33

City: Arlington Heights

Count Location: Highland Ave. and St. James St.

Study Date: – June 2nd, 2022 (On-Street Biker Counts)

Time	East Approach	West Approach	South Approach	Total Bikers
7:00-7:15 a.m.	0	0	0	0
7:15-7:30 a.m.	0	0	0	0
7:30-7:45 a.m.	0	1	0	1
7:45-8:00 a.m.	0	0	0	0
8:00-8:15 a.m.	1	0	0	1
8:15-8:30 a.m.	0	0	0	0
8:30-8:45 a.m.	0	0	0	0
8:45-9:00 a.m.	0	0	0	0
Morning Totals	1	1	0	2
4:00-4:15 p.m.	3	0	0	3
4:15-4:30 p.m.	0	0	0	0
4:30-4:45 p.m.	0	0	0	0
4:45-5:00 p.m.	0	0	0	0
5:00-5:15 p.m.	0	6	0	6
5:15-5:30 p.m.	0	1	0	1
5:30-5:45 p.m.	1	0	0	1
5:45-6:00 p.m.	0	0	0	0
Afternoon Totals	4	7	0	11

City: Arlington Heights

Count Location: Highland Ave. and St. James St.

Study Date: – June 2nd, 2022 (Pedestrian Counts)

Time	East Crosswalk	West Crosswalk	South Crosswalk	Total Pedestrians
7:00-7:15 a.m.	0	0	0	0
7:15-7:30 a.m.	0	0	2	2
7:30-7:45 a.m.	0	0	0	0
7:45-8:00 a.m.	0	0	0	0
8:00-8:15 a.m.	0	0	0	0
8:15-8:30 a.m.	0	0	0	0
8:30-8:45 a.m.	0	0	1	1
8:45-9:00 a.m.	0	0	0	0
Morning Totals	0	0	3	3
4:00-4:15 p.m.	0	0	0	0
4:15-4:30 p.m.	0	0	0	0
4:30-4:45 p.m.	0	1	0	1
4:45-5:00 p.m.	0	0	4	4
5:00-5:15 p.m.	0	0	2	2
5:15-5:30 p.m.	0	0	0	0
5:30-5:45 p.m.	0	0	1	1
5:45-6:00 p.m.	0	0	0	0
Afternoon Totals	0	1	7	8

City: Arlington Heights

Count Location: Vail Ave. and Northwest Highway

Study Date: – June 1st, 2022 (On-Street Biker Counts)

Time	East Approach	West Approach	North Approach	South Approach	Total Bikers
7:00-7:15 a.m.	1	0	0	0	1
7:15-7:30 a.m.	0	0	0	0	0
7:30-7:45 a.m.	0	0	0	0	0
7:45-8:00 a.m.	0	0	0	0	0
8:00-8:15 a.m.	0	0	0	0	0
8:15-8:30 a.m.	0	0	0	0	0
8:30-8:45 a.m.	0	0	0	0	0
8:45-9:00 a.m.	0	0	0	0	1
Morning Totals	1	0	0	0	1
4:00-4:15 p.m.	0	0	1	0	1
4:15-4:30 p.m.	0	0	0	0	0
4:30-4:45 p.m.	1	0	0	0	1
4:45-5:00 p.m.	0	0	0	0	0
5:00-5:15 p.m.	0	0	0	0	0
5:15-5:30 p.m.	0	0	0	1	1
5:30-5:45 p.m.	0	2	0	1	3
5:45-6:00 p.m.	0	0	1	0	1
Afternoon Totals	1	2	2	2	7

City: Arlington Heights

Count Location: Vail Ave. and Northwest Highway

Study Date: – June 1st, 2022 (Pedestrian Crosswalk Counts)

Time	East Crosswalk	West Crosswalk	North Crosswalk	South Crosswalk	Total Pedestrians
7:00-7:15 a.m.	1	8	0	1	10
7:15-7:30 a.m.	8	11	4	1	24
7:30-7:45 a.m.	3	4	2	0	9
7:45-8:00 a.m.	3	2	2	0	7
8:00-8:15 a.m.	3	11	2	0	16
8:15-8:30 a.m.	0	5	0	3	8
8:30-8:45 a.m.	5	4	1	2	12
8:45-9:00 a.m.	0	1	1	0	2
Morning Totals	23	46	12	7	88
4:00-4:15 p.m.	2	0	2	4	8
4:15-4:30 p.m.	3	15	0	1	19
4:30-4:45 p.m.	1	8	0	0	9
4:45-5:00 p.m.	5	5	0	1	11
5:00-5:15 p.m.	5	5	1	2	13
5:15-5:30 p.m.	9	10	4	4	27
5:30-5:45 p.m.	3	20	3	3	29
5:45-6:00 p.m.	7	15	3	1	26
Afternoon Totals	35	78	13	16	142

City: Arlington Heights

Count Location: Vail Ave. and St. James St.

Study Date: – May 31st, 2022 (On-Street Biker Counts)

Time	East Approach	West Approach	North Approach	South Approach	Total Bikers
7:00-7:15 a.m.	1	0	0	0	1
7:15-7:30 a.m.	0	0	0	0	0
7:30-7:45 a.m.	0	0	0	0	0
7:45-8:00 a.m.	0	0	0	0	0
8:00-8:15 a.m.	0	0	0	0	0
8:15-8:30 a.m.	0	0	0	0	0
8:30-8:45 a.m.	0	0	0	0	0
8:45-9:00 a.m.	0	0	0	1	1
Morning Totals	1	0	0	1	2
4:00-4:15 p.m.	0	0	0	0	0
4:15-4:30 p.m.	2	0	0	0	2
4:30-4:45 p.m.	0	0	0	0	0
4:45-5:00 p.m.	0	1	0	0	1
5:00-5:15 p.m.	1	0	0	0	1
5:15-5:30 p.m.	2	1	1	0	4
5:30-5:45 p.m.	6	2	0	0	8
5:45-6:00 p.m.	0	0	0	2	2
Afternoon Totals	11	4	1	2	18

City: Arlington Heights

Count Location: Vail Ave. and St. James St.

Study Date: – May 31st, 2022 (Pedestrian Crosswalk Counts)

Time	East Crosswalk	West Crosswalk	North Crosswalk	South Crosswalk	Total Pedestrians
7:00-7:15 a.m.	0	3	0	3	6
7:15-7:30 a.m.	4	9	2	2	17
7:30-7:45 a.m.	2	6	1	0	9
7:45-8:00 a.m.	0	5	1	2	8
8:00-8:15 a.m.	0	6	2	0	8
8:15-8:30 a.m.	0	1	0	1	2
8:30-8:45 a.m.	1	3	1	1	6
8:45-9:00 a.m.	0	0	0	0	0
Morning Totals	7	33	7	9	56
4:00-4:15 p.m.	0	3	2	0	5
4:15-4:30 p.m.	1	0	1	0	2
4:30-4:45 p.m.	4	6	0	0	10
4:45-5:00 p.m.	3	7	4	0	14
5:00-5:15 p.m.	0	2	2	0	4
5:15-5:30 p.m.	1	10	0	0	11
5:30-5:45 p.m.	1	9	7	0	17
5:45-6:00 p.m.	2	6	0	1	9
Afternoon Totals	12	43	16	1	72



Chicago Metropolitan
Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

May 5, 2022

Stephen B. Corcoran, P.E., PTOE
Director of Traffic Engineering
Eriksson Engineering Associates, Ltd.
145 Commerce Drive
Suite A
Grayslake, IL 60030

Subject: Northwest Highway @ Vail Avenue
IDOT

Dear Mr. Corcoran:

In response to a request made on your behalf and dated May 5, 2022, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
NW Highway, @ Vail Avenue	15,800	19,700
Vail Avenue, @ NW Highway	700	800

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2021 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: Rios (IDOT)
2022_ForecastTraffic\ArlingtonHeights\ck-58-22\ck-58-22.docx

TRAFFIC FORECAST RECORD

Record Number: ck-58-22

Type of Report: Projection

Year Sought: 2050

Analyst: JAR

Organization requesting forecast: Eriksson Engineering Associates

Contact: Stephen B. Corcoran, P.E. , PTOE

Email or Phone scorcoran@eea-ltd.com

Sponsor: IDOT

Date request was received: May 5, 2022

Date that response was emailed: May 5, 2022

Facility Location: Northwest Highway @ Vail Avenue

Municipality: Arlington Heights

Multifamily Housing (Mid-Rise)

Not Close to Rail Transit (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: 30

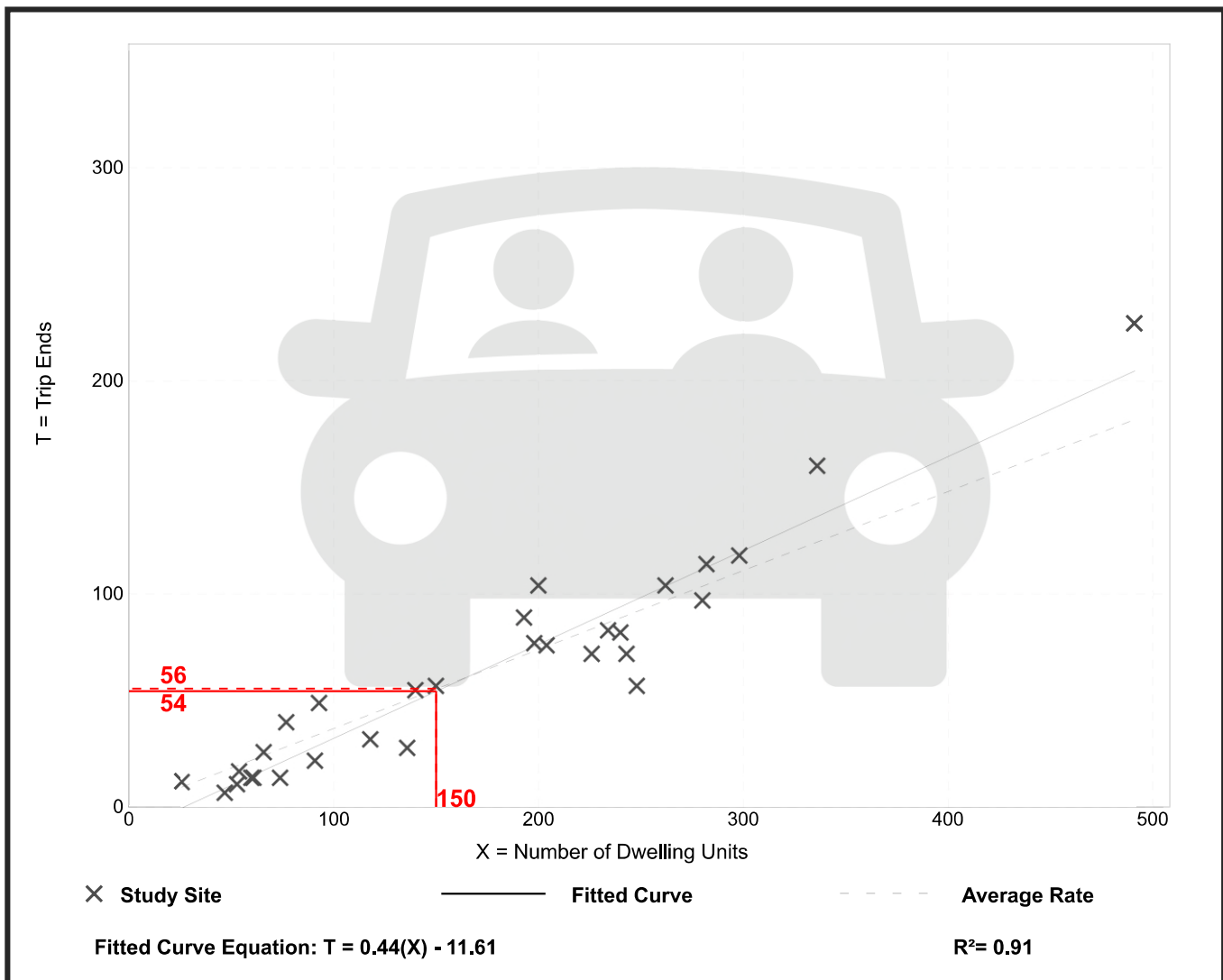
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise)

Not Close to Rail Transit (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: 31

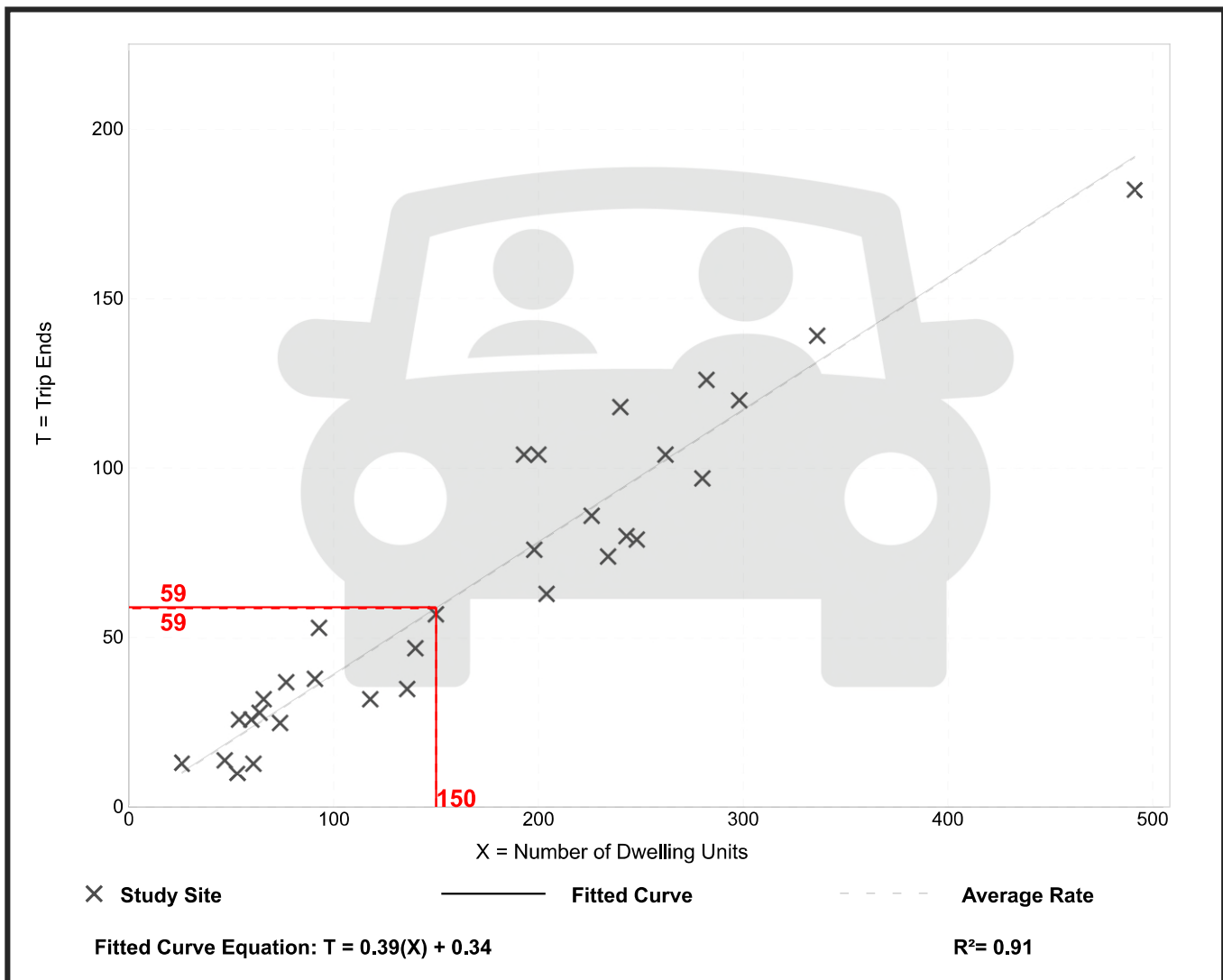
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (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: 30

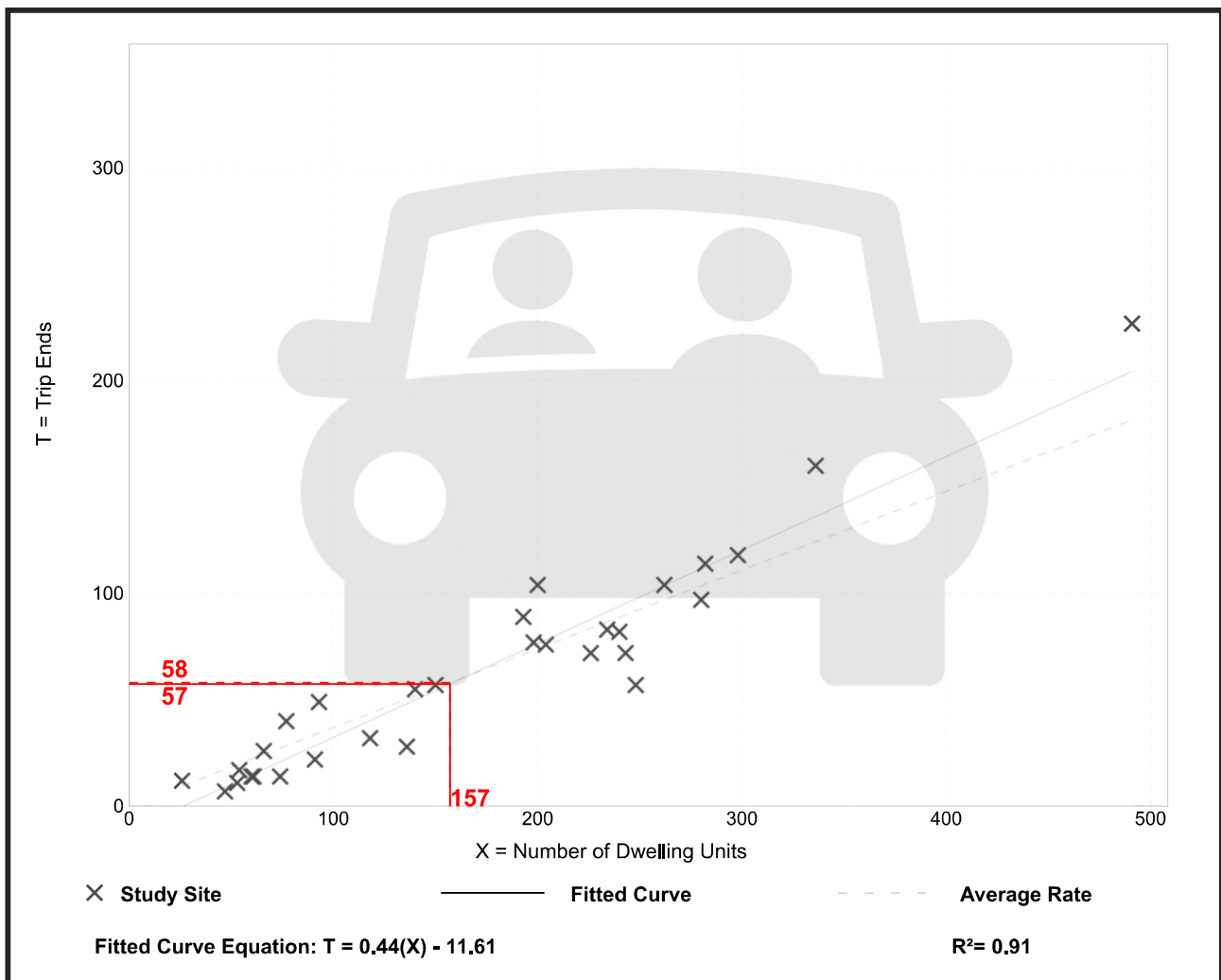
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (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: 31

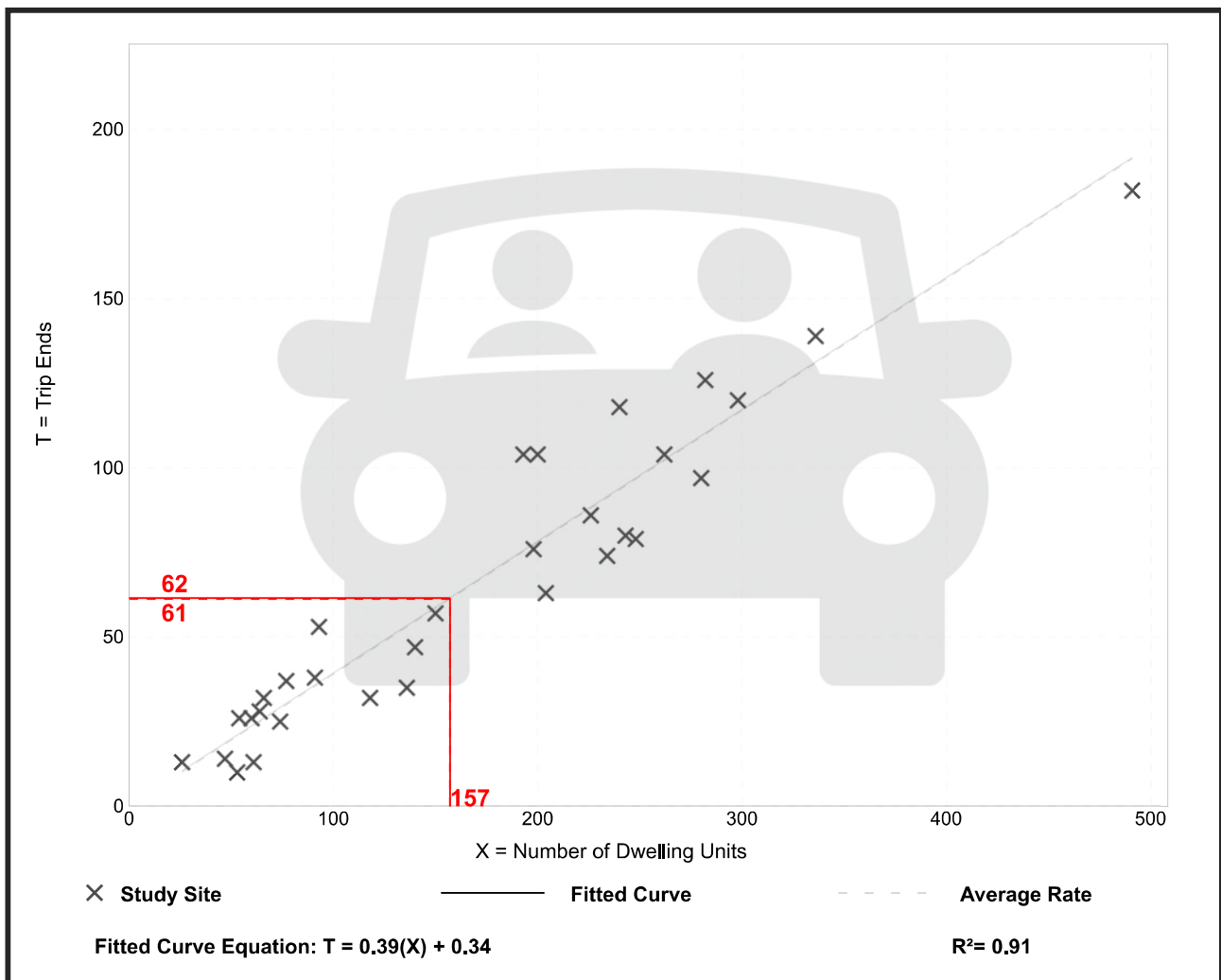
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



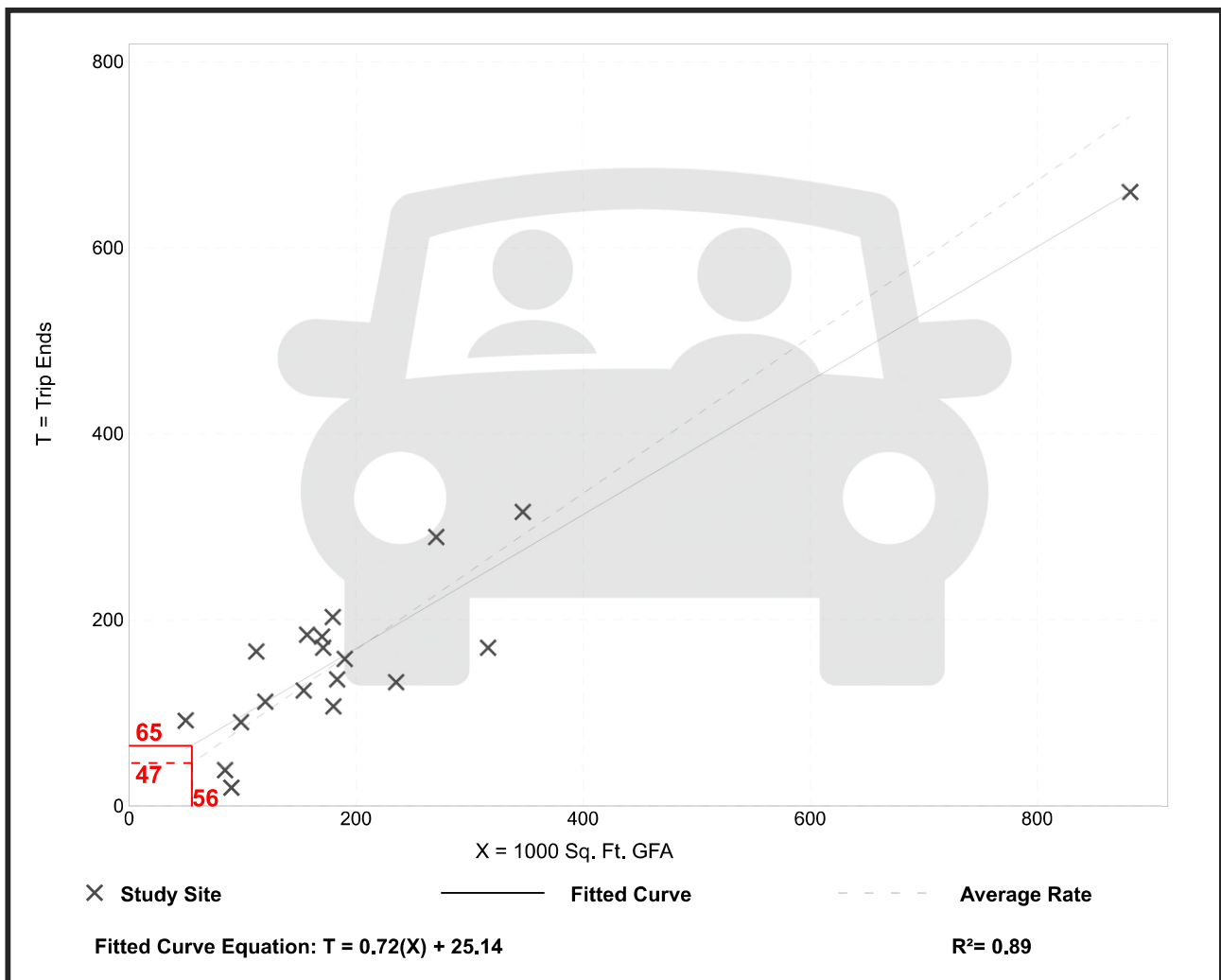
General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: Dense Multi-Use Urban
 Number of Studies: 19
 Avg. 1000 Sq. Ft. GFA: 210
 Directional Distribution: 87% entering, 13% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.84	0.22 - 1.84	0.27

Data Plot and Equation



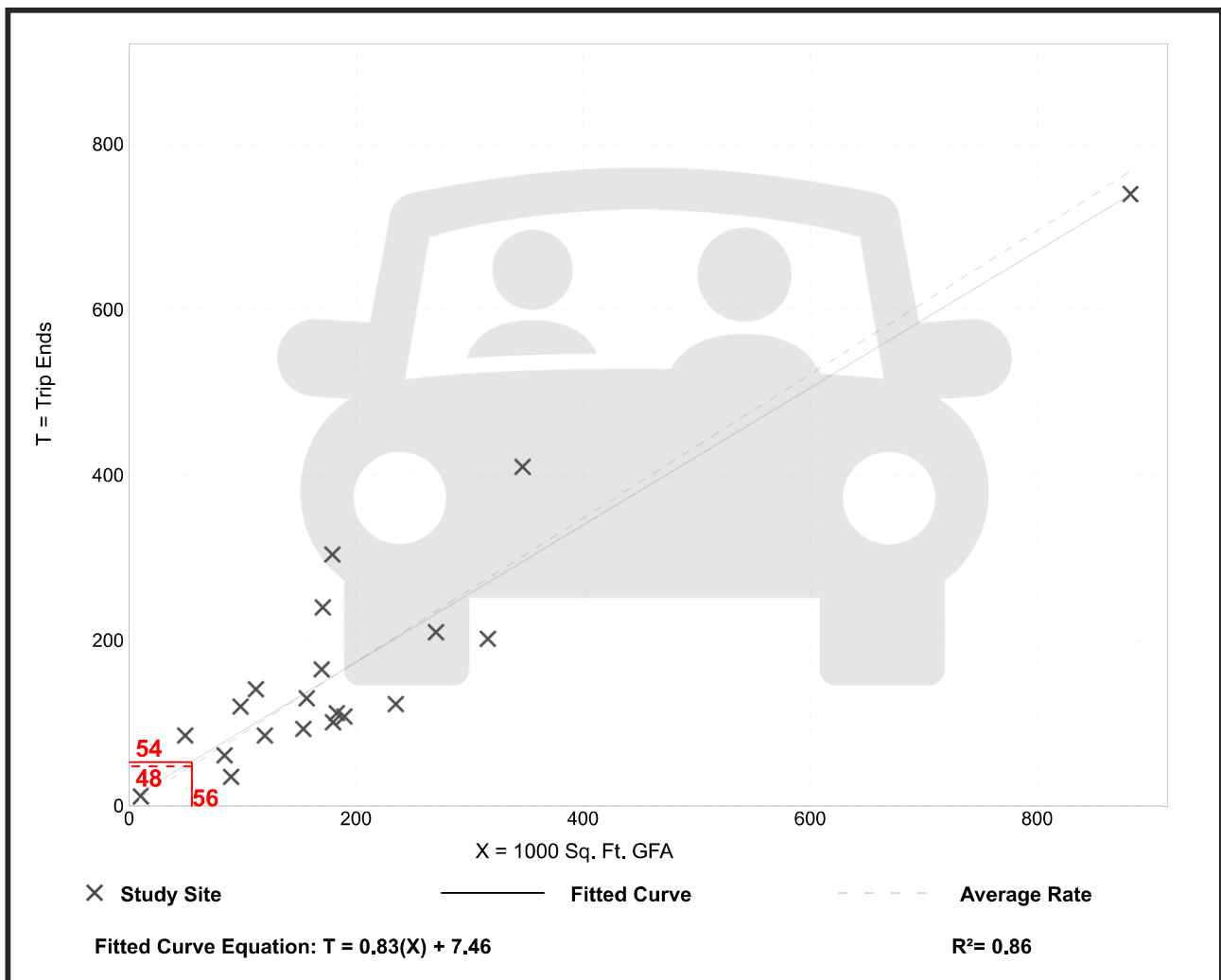
General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: Dense Multi-Use Urban
 Number of Studies: 20
 Avg. 1000 Sq. Ft. GFA: 200
 Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.87	0.39 - 1.70	0.33

Data Plot and Equation



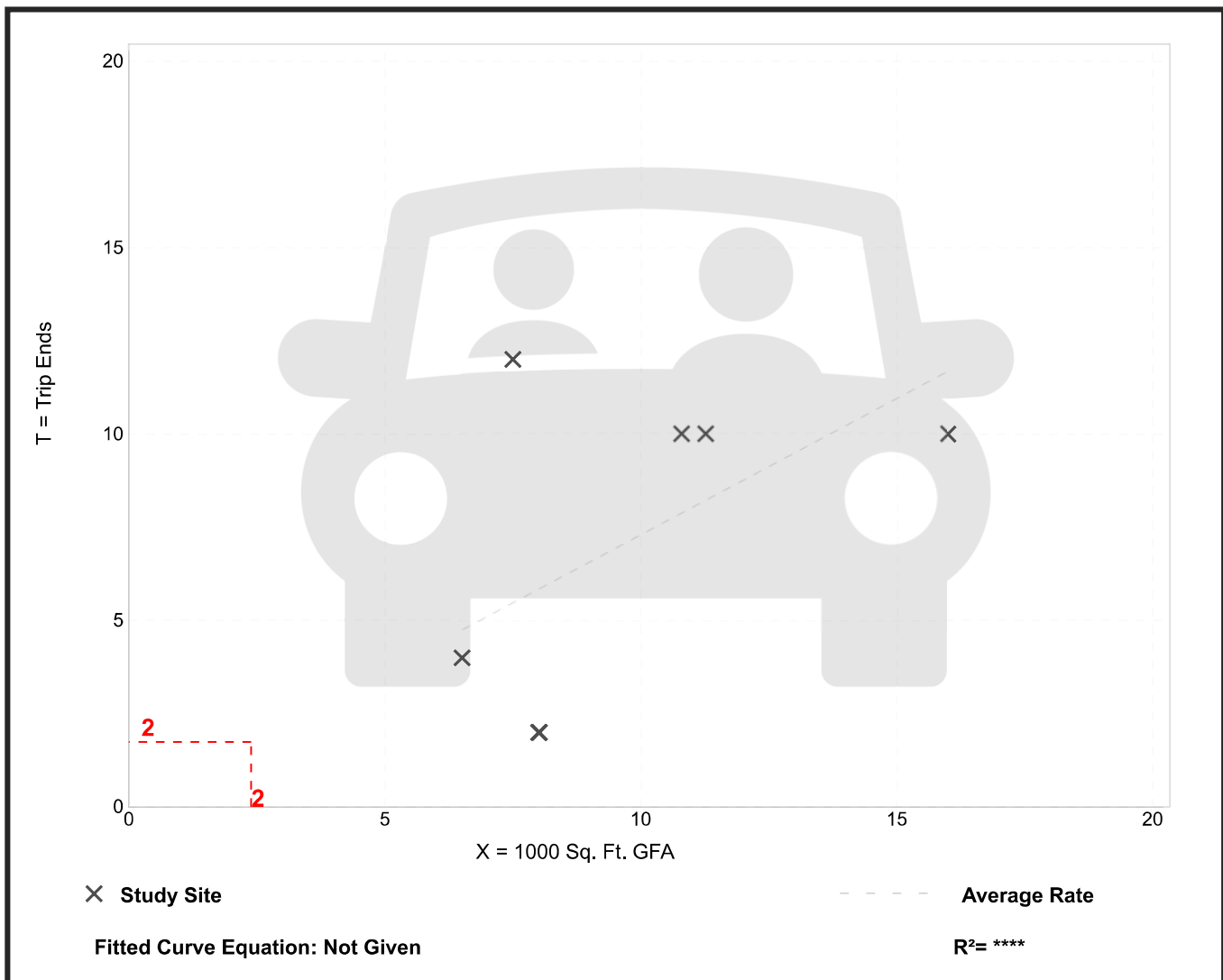
Fine Dining Restaurant (931)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 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: 7
 Avg. 1000 Sq. Ft. GFA: 10
 Directional Distribution: Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.73	0.25 - 1.60	0.42

Data Plot and Equation



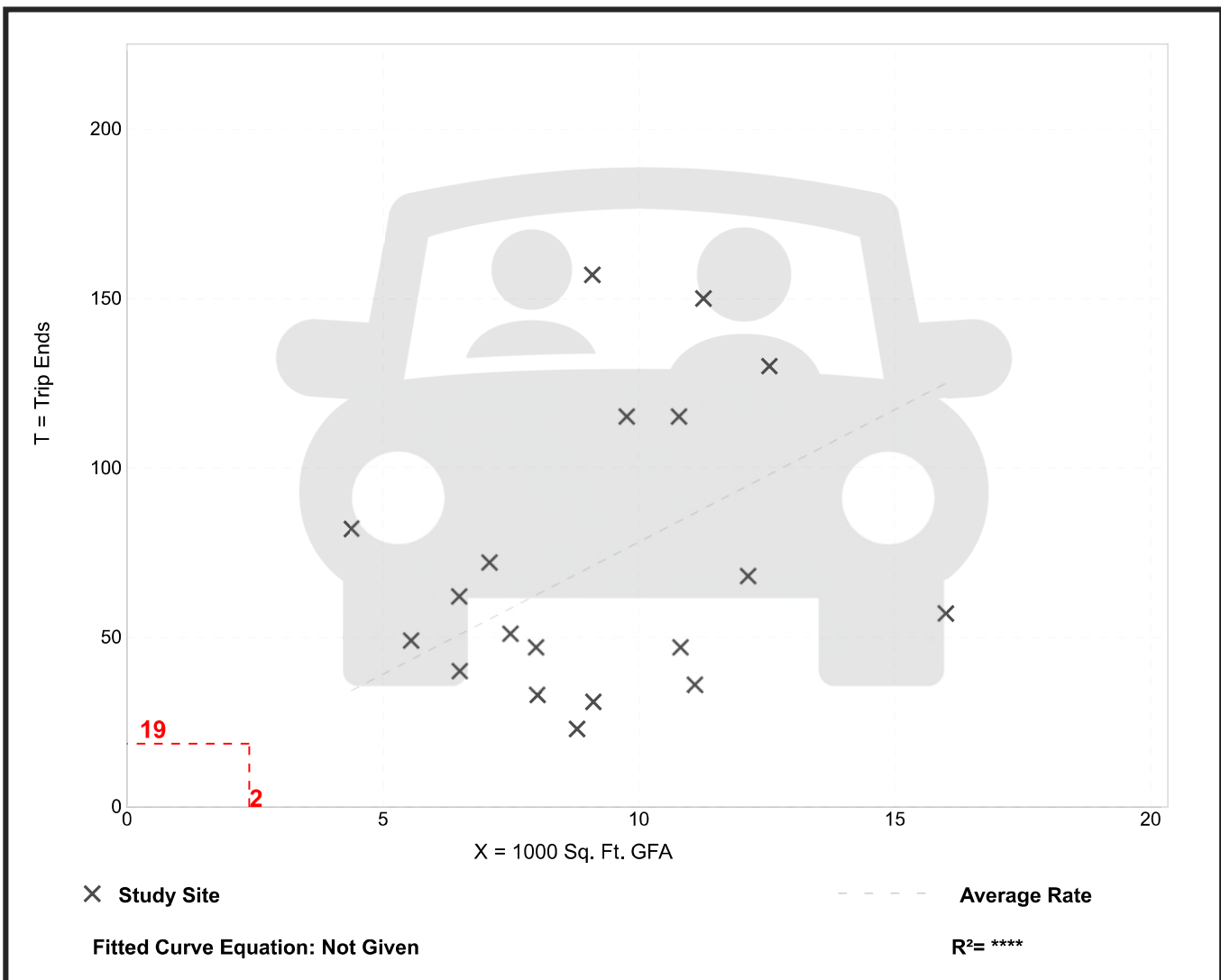
Fine Dining Restaurant (931)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 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: 19
 Avg. 1000 Sq. Ft. GFA: 9
 Directional Distribution: 67% entering, 33% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.80	2.62 - 18.68	4.49

Data Plot and Equation



Quality Restaurant (931)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Friday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 7:00 - 9:00 p.m.

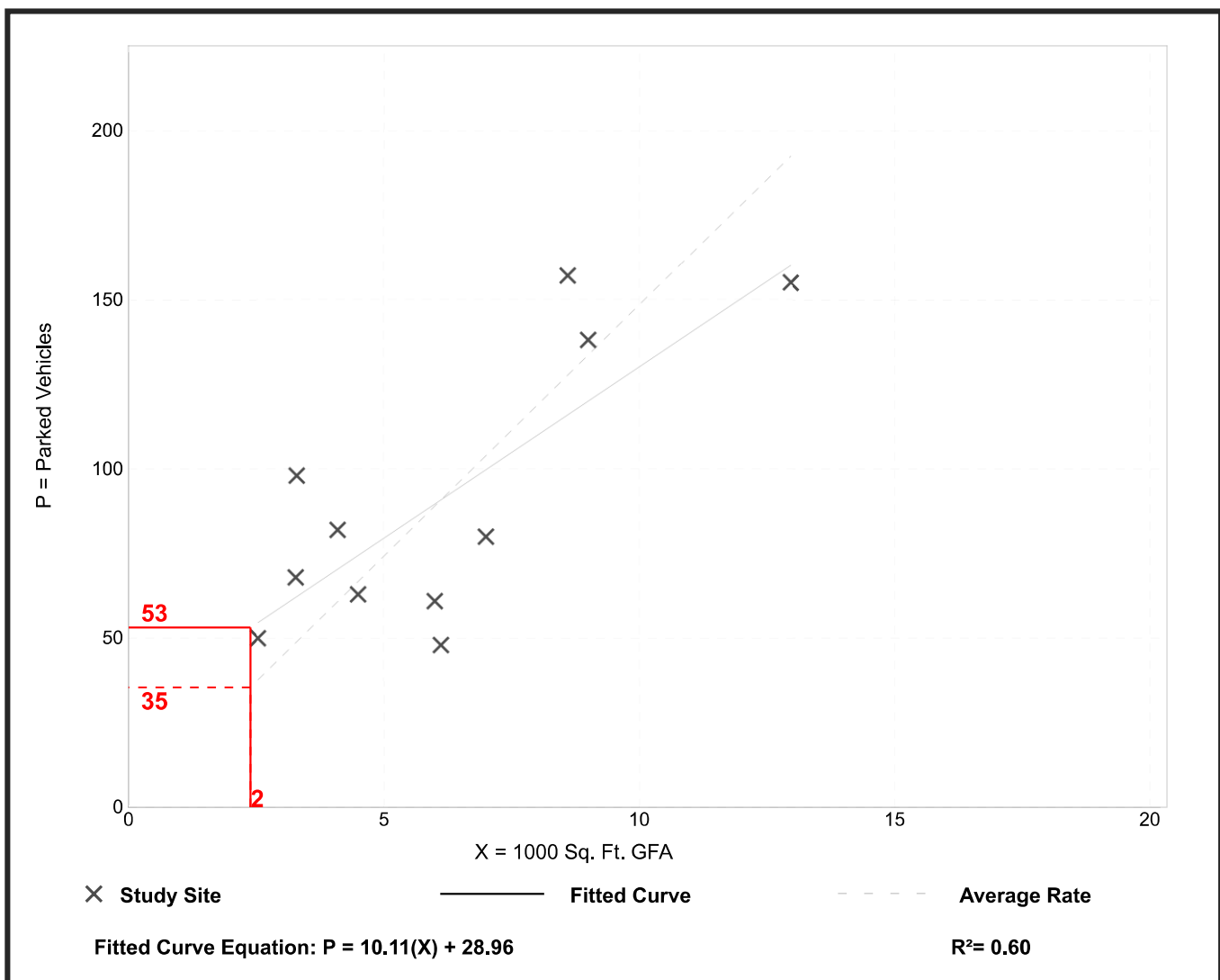
Number of Studies: 11

Avg. 1000 Sq. Ft. GFA: 6.1

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
14.84	7.84 - 29.70	11.93 / 22.52	***	5.32 (36%)

Data Plot and Equation



Quality Restaurant (931)

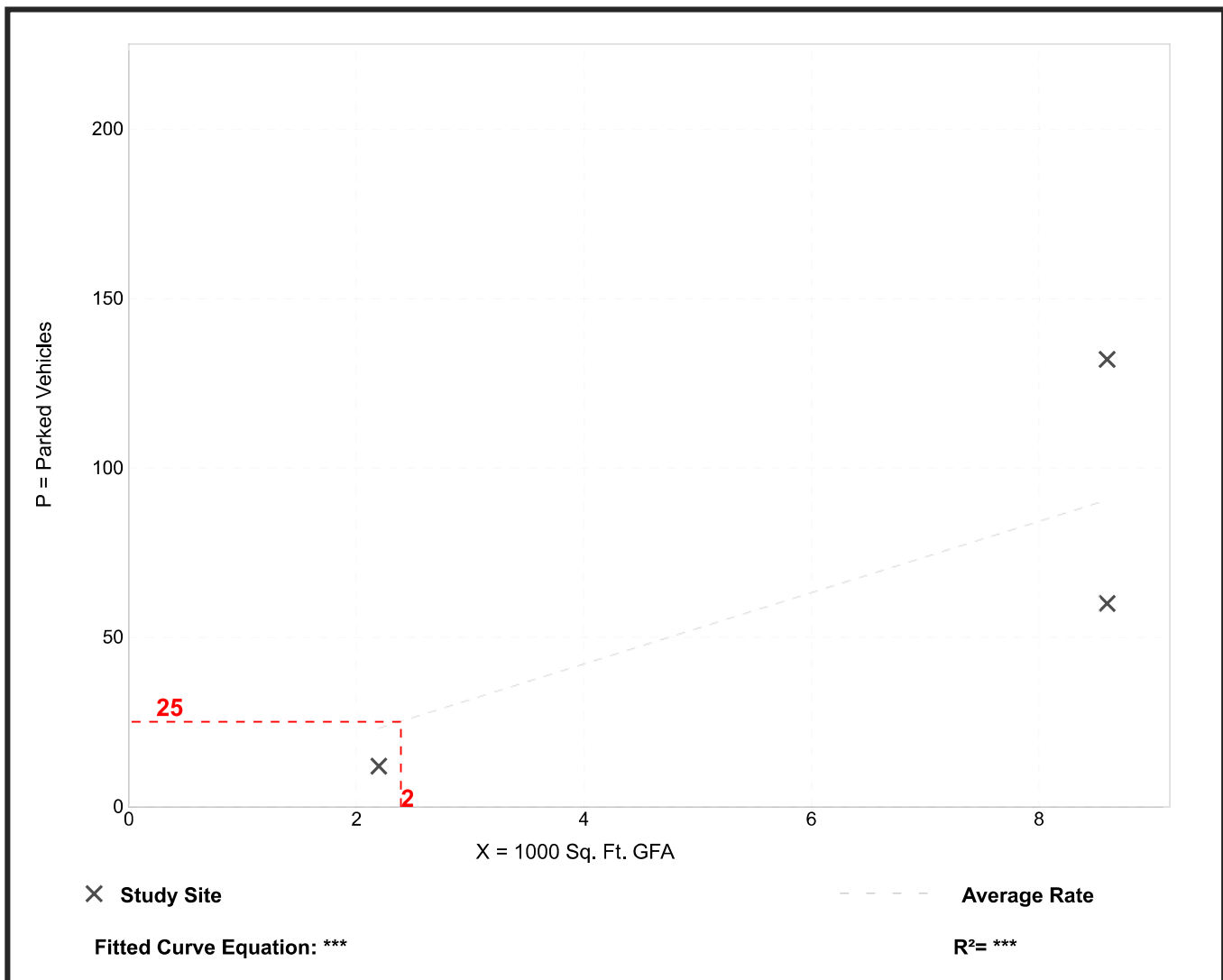
Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
 On a: Weekday (Monday - Thursday)
 Setting/Location: General Urban/Suburban
 Peak Period of Parking Demand: 7:00 - 8:00 p.m.
 Number of Studies: 3
 Avg. 1000 Sq. Ft. GFA: 6.4

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
10.52	5.46 - 15.35	5.95 / 15.35	***	5.31 (50%)

Data Plot and Equation

Caution – Small Sample Size



Quality Restaurant (931)

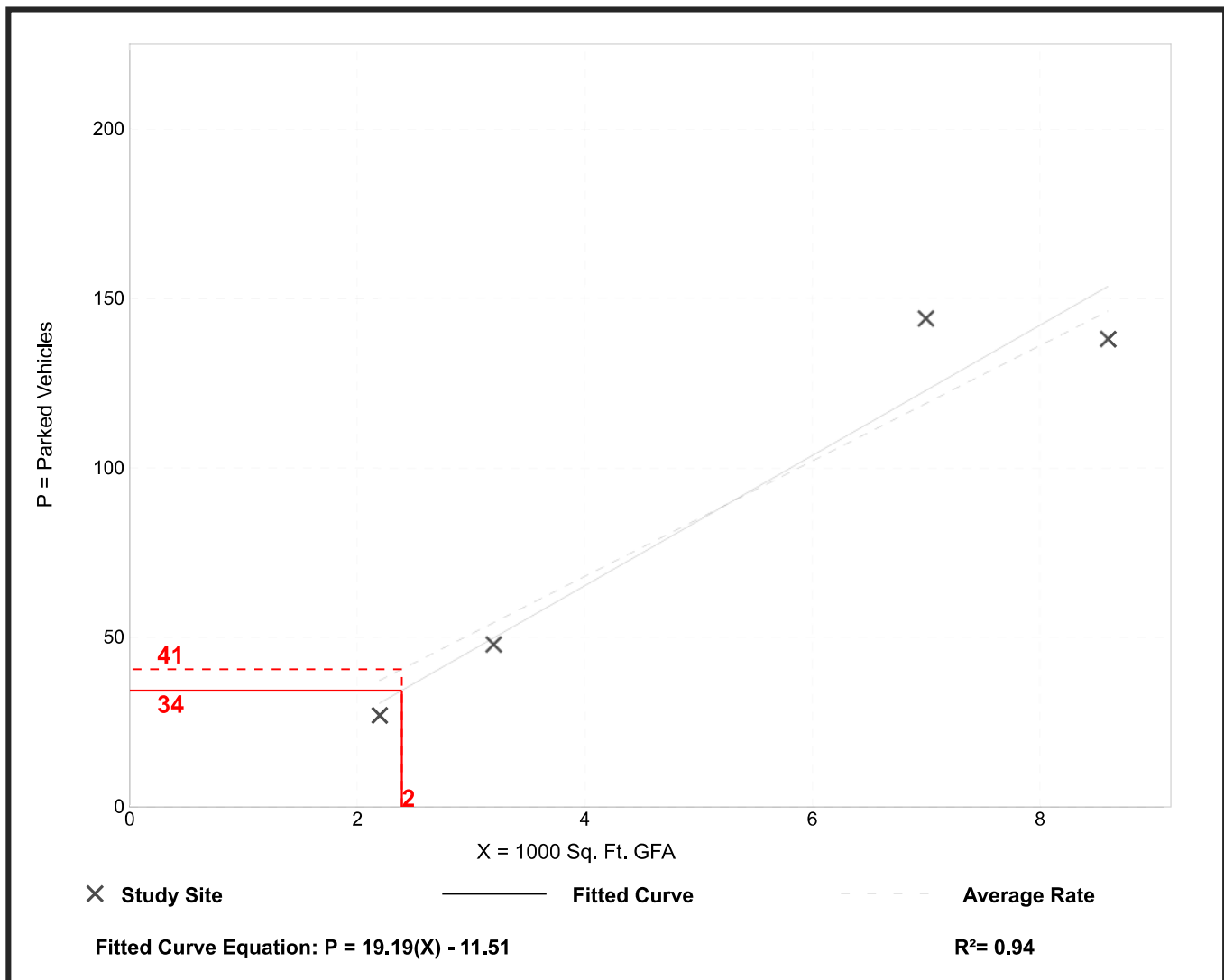
Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
 On a: Saturday
 Setting/Location: General Urban/Suburban
 Peak Period of Parking Demand: 7:00 - 8:00 p.m.
 Number of Studies: 4
 Avg. 1000 Sq. Ft. GFA: 5.2

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
17.00	12.30 - 20.57	14.05 / 20.57	***	3.17 (19%)

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Occupied Dwelling Units

On a: Saturday

Setting/Location: General Urban/Suburban (< 1/2 mile to rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 7:00 a.m.

Number of Studies: 3

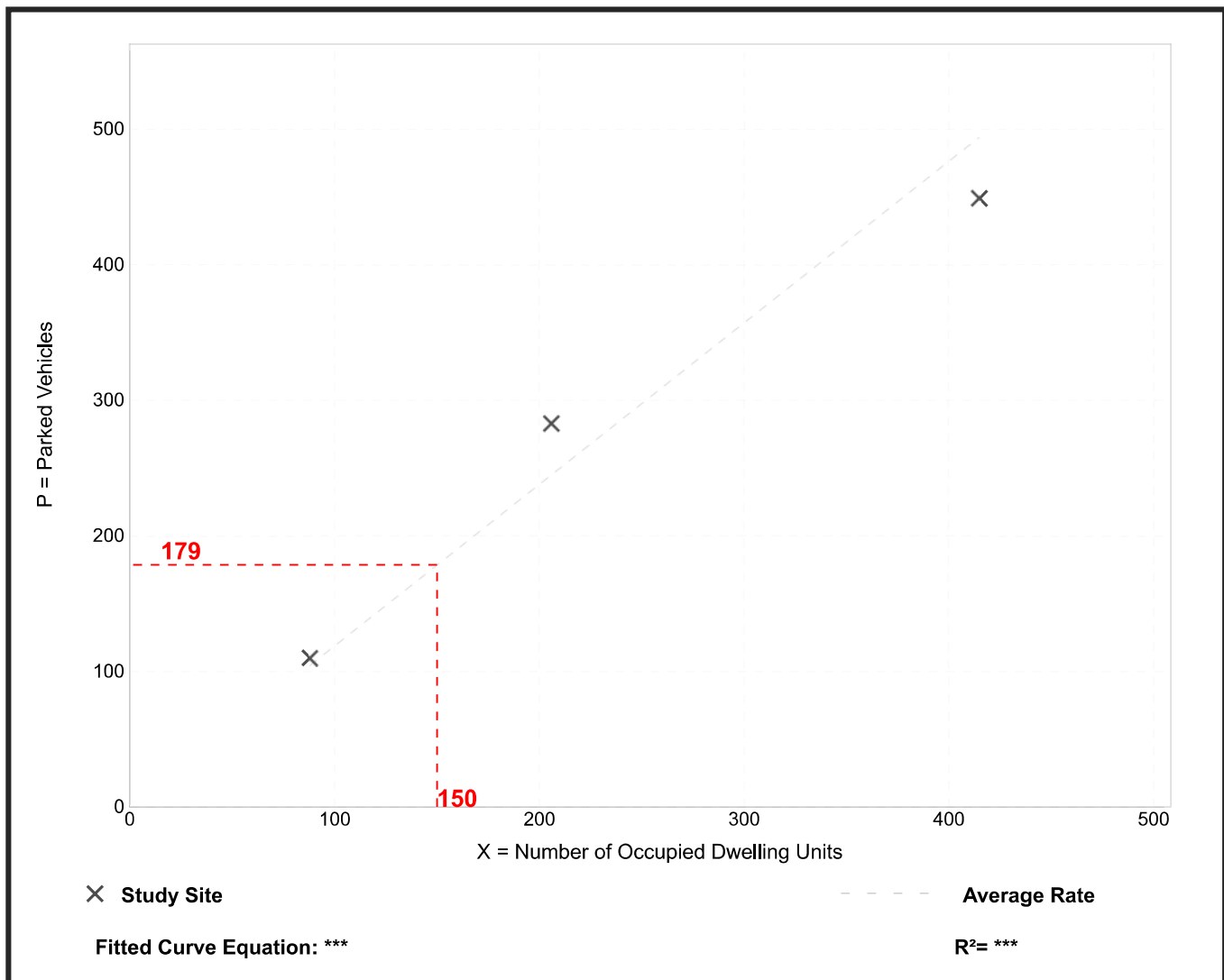
Avg. Num. of Occupied Dwelling Units: 236

Peak Period Parking Demand per Occupied Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.19	1.08 - 1.37	1.14 / 1.37	***	0.16 (13%)

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Occupied Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (< 1/2 mile to rail transit)

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

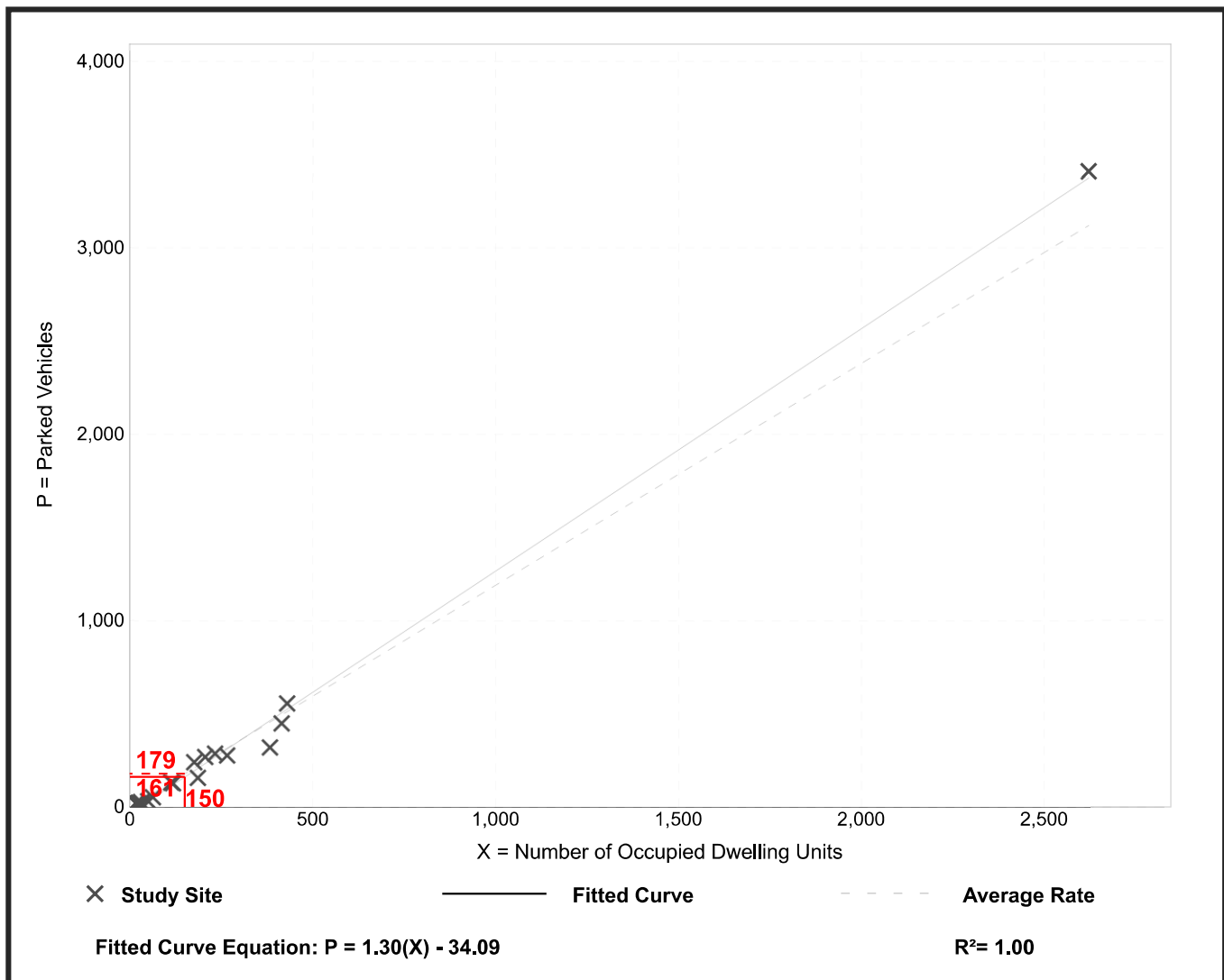
Number of Studies: 18

Avg. Num. of Occupied Dwelling Units: 299

Peak Period Parking Demand per Occupied Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.19	0.55 - 1.37	0.84 / 1.30	***	0.19 (16%)

Data Plot and Equation



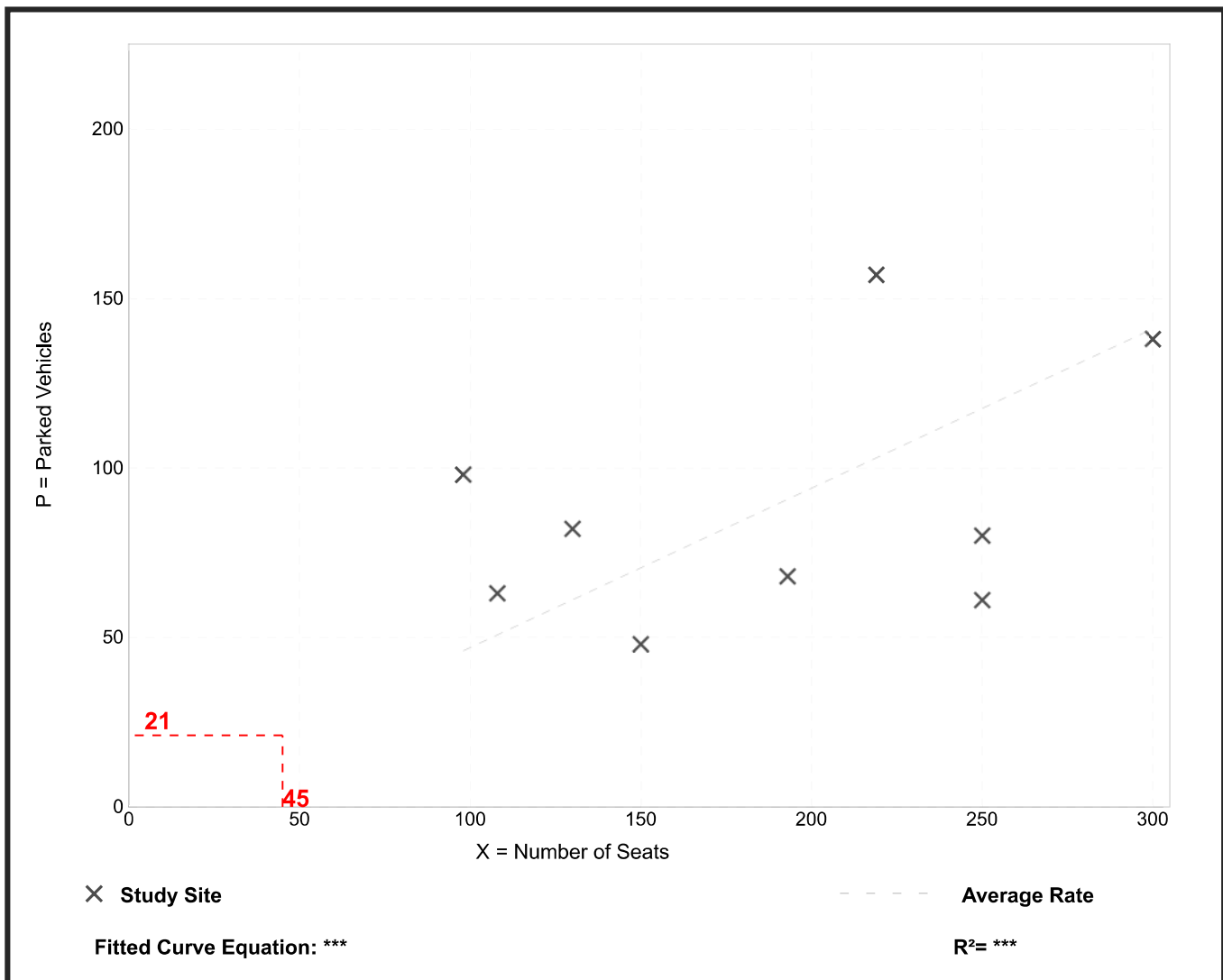
Quality Restaurant (931)

Peak Period Parking Demand vs: **Seats**
 On a: **Friday**
 Setting/Location: **General Urban/Suburban**
 Peak Period of Parking Demand: **7:00 - 9:00 p.m.**
 Number of Studies: **9**
 Avg. Num. of Seats: **189**

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.47	0.24 - 1.00	0.33 / 0.86	***	0.22 (47%)

Data Plot and Equation



Quality Restaurant (931)

Peak Period Parking Demand vs: **Seats**
 On a: **Saturday**
 Setting/Location: **General Urban/Suburban**
 Peak Period of Parking Demand: **7:00 - 8:00 p.m.**
 Number of Studies: **4**
 Avg. Num. of Seats: **177**

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.46	0.14 - 0.63	0.34 / 0.63	***	0.19 (41%)

Data Plot and Equation

Caution – Small Sample Size

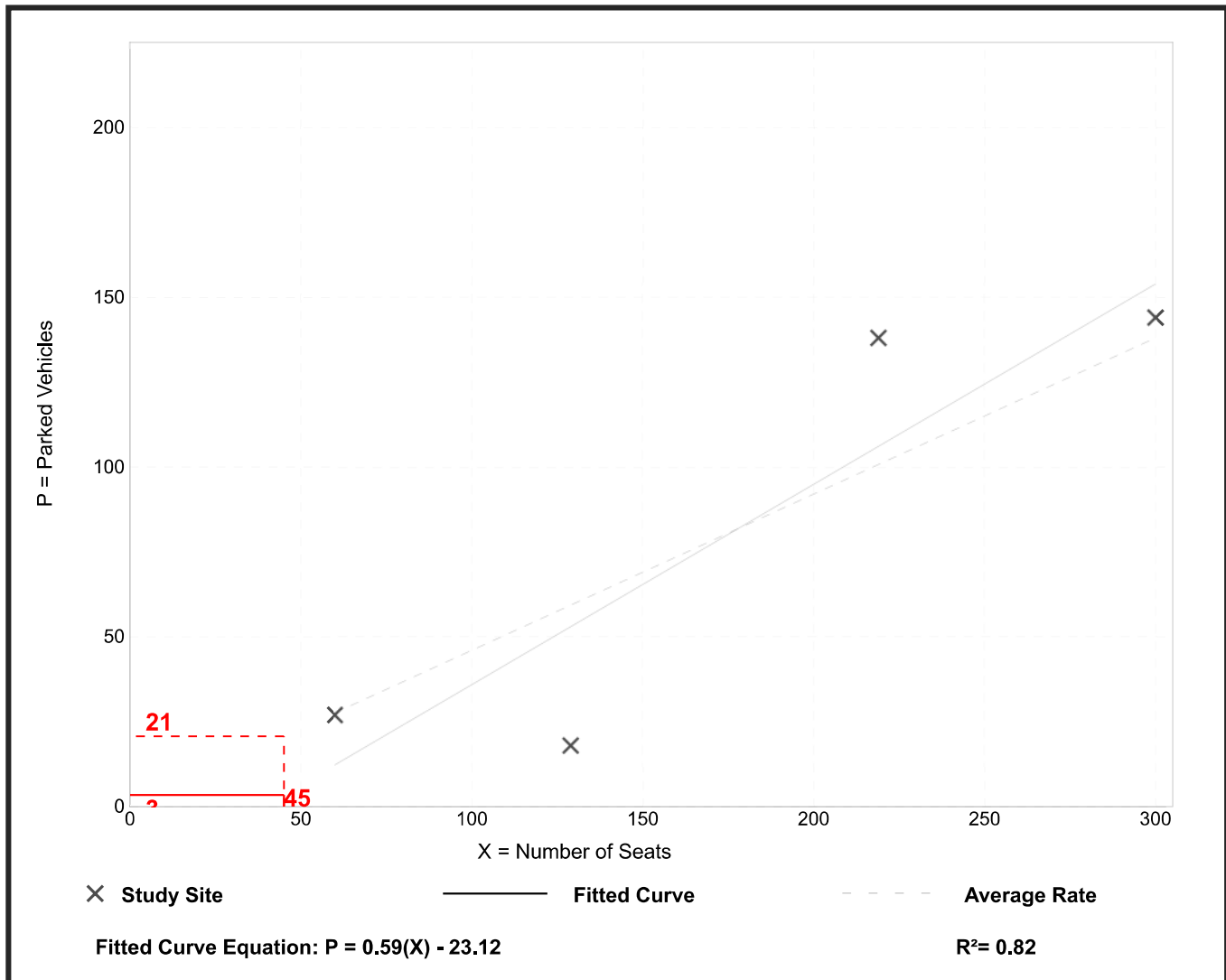


Table 6
PARKING RATIOS OF APARTMENT DEVELOPMENTS (NEAR PUBLIC TRANSIT)

Development	Location	Units	Parking	Parking Ratio
River 595	Des Plaines	60	104	1.73
Kingston Pointe	Des Plaines	144	228	1.58
Walker & Parker	Clarendon Hills	42	42	1.00
Forest & Gilbert	Downers Grove	89	102	1.15
Adriatic Grove	Downers Grove	48	64	1.33
Residences at the Grove	Downers Grove	294	345	1.17
100 North Addison	Elmhurst	165	199	1.21
1717 Ridge	Evanston	175	205	1.17
AMLI Evanston	Evanston	214	312	1.46
Central Station	Evanston	80	80	1.00
E2	Evanston	356	371	1.04
The Reserve at Evanston	Evanston	195	219	1.12
Midtown Square	Glenview	138	160	1.16
The Reserve at Glenview	Glenview	239	333	1.39
Uptown La Grange	La Grange	254	336	1.32
Ninety7Fifty on the Park	Orland Park	295	300	1.02
Wheaton 121	Wheaton	306	400	1.31
The Residences of Wilmette	Wilmette	75	117	1.56
Average		185	224	1.26

Arlington 425 Development
Table 6 Parking Data Analysis

	Project	Location	Unit Mix				Total		Beds		Spaces	
			Studio	1-bed	2-bed	3-bed	Units	Bedrooms	per	Spaces	per	Spaces
1	ReNew Five Ninety Five	Des Plaines	Removed because they were developed as condominiums and then converted to rentals									
2	Kingston Pointe	Des Plaines										
3	Walker&Parker	Clarendon Hills	0	17	25	0	42	67	1.60	42	1.00	0.63
4	Forest & Gilbert	Downers Grove	0	58	31	0	89	120	1.35	102	1.15	0.85
5	Adriatic Cove	Downers Grove	Data on this project not found									
6	Residences at the Grove	Downers Grove	21	144	129	0	294	423	1.44	345	1.17	0.82
7	100 North Addison	Elmhurst	0	108	50	6	164	226	1.38	199	1.21	0.88
8	1717 Ridge	Evanston	14	134	42	14	204	274	1.34	205	1.00	0.75
9	AMLI Evanston	Evanston	5	153	44	12	214	282	1.32	312	1.46	1.11
10	Central Station	Evanston	9	43	24	4	80	112	1.40	80	1.00	0.71
11	E2	Evanston	48	204	81	23	356	483	1.36	371	1.04	0.77
12	Reserve at Evanston	Evanston	7	103	77	8	195	288	1.48	219	1.12	0.76
13	Midtown Square	Glenview	0	99	39	0	138	177	1.28	160	1.16	0.90
14	Reserve at Glenview	Glenview	6	121	76	36	239	387	1.62	333	1.39	0.86
15	Uptown La Grange	La Grange	9	151	69	25	254	373	1.47	336	1.32	0.90
16	Ninety7Fifty on the Park	Orland Park	0	177	118	0	295	413	1.40	300	1.02	0.73
17	Wheaton 121	Wheaton	5	217	80	4	306	394	1.29	400	1.31	1.02
18	Residences of Wilmette	Wilmette	4	33	32	6	75	119	1.59	117	1.56	0.98
		Totals	128	1762	917	138	2945	4138	1.41	3521	1.20	0.85
		Unit Mix %	4%	60%	31%	5%	100%					

Arlington Heights Vehicle Ownership

Residential vehicle ownership data was obtained from the US Census - American Community Survey (2017 to 2023) on for rental units within the Village of Arlington Heights. Please note that this data set includes all rental units ranging from senior housing, apartment, and rental condominiums to single-family rental homes, so it is conservatively high. **Table A** summarizes the data and results for the Village as a whole. For the bedroom counts, studio units were considered as one-bedroom units. For all rental units in the village, the average vehicle ownership is 0.76 vehicles per bedroom. Please note that only 44.5% of the units were studio or one-bedroom units. The proposed building has 162 bedrooms which would need 123 parking spaces based on the 0.76 veh/bedroom ratio. The Census data was also reviewed for the three main census tracts that make up Downtown Arlington Heights (8033,8034, and 8035). **Table B** summarizes the data like Table 8.

Table A
Vehicle Ownership at
Rental Units in Arlington Heights (Village Wide)

Vehicles Available	Rental Units	Total Vehicles Available	Bedrooms Per Unit	Rental Units	Unit %	Total Bedrooms
0	845	0	0	415	5.0%	415
1	4,464	4,464	1	3,297	39.5%	3,297
2	2,586	5,172	2	3,316	39.7%	6,632
3	423	1,269	3	1,083	13.0%	3,249
4	10	40	4	187	2.2%	748
5	19	95	5	49	0.6%	245
Totals	8,347	11,040 (1.32 veh/unit)		8,347	100%	14,586 (1.74 beds/unit)
Vehicle Ownership						0.76veh/bedroom

Table B
Vehicle Ownership at
Rental Units in Arlington Heights (Downtown)⁽¹⁾

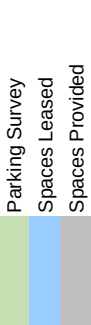
Vehicles Available	Rental Units	Total Vehicles Available	Bedrooms Per Unit	Rental Units	Unit %	Total Bedrooms
0	411	0	0	165	8.0%	165
1	932	932	1	880	42.9%	880
2	632	1,264	2	712	34.7%	1,424
3	77	231	3	223	10.9%	669
4	0	0	4	72	3.5%	288
5	0	0	5	0	0%	0
Totals	2,052	2,427 (1.18 veh/unit)		2,052	100%	3,426 (1.67 beds/unit)
Vehicle Ownership						0.71veh/bedroom

(1) Census Tracts 8033, 8034, and 8035

Rental units in the Downtown area have a slightly lower vehicle ownership than Village wide (0.76 vs 0.71 vehicles per unit). The proposed building has 162 bedrooms which would need 115 parking spaces based on the 0.71 veh/bedroom ratio.

Downtown Apartment Buildings
Detailed Parking Data

Project	Location	Distance to		Unit Mix						Beds		Occupancy		Occupied		Vehicles	Vehicles		Spaces	
		Metra Station	(miles)	Studio	1-bed	2-bed	3-bed	Units	Bedrooms	Unit	Rate	Units	Bedrooms	per	Unit		per	Bedroom	Bedroom	
1	Hancock Square	Arlington Hts.	0.09	30	232	147	0	409	556	1,359	96.1%	393	534	483	1,229	0.904				
2	10 North Main	Mount Prospect	0.22	14	51	29	3	97	132	1,361	96.0%			129	1,330	0.977				
3	20 West	Mount Prospect	0.10	9	41	20	1	71	93	1,310	90.1%	64	84	67	1,047	0.800				
4	Maple Street Lofts	Mount Prospect	0.15	38	124	30	0	192	222	1,156	94.8%	182	210	203	1,115	0.965				
5	One Arlington	Arlington Hts.	0.85	51	113	50	0	214	264	1,234	97.2%	208	257	272	1,308	1.060				
6	One Wheeling Town Center	Wheeling	0.05	11	129	152	9	301	471	1,565	90.4%	272	426	361	1,327	0.848				
7	Residences at Payton Place	Arlington Hts.	0.84	34	115	87	27	263	404	1,536	63.9%			401	1,525	0.993				
8	Uptown 500	Wheeling	0.26	83	102	134	0	319	453	1,420	88.7%	283	402	371	1,311	0.923				
		Totals		270	907	649	40	1866	2595	1,391	93.1%	1402	1913	2287	1,298	0.934				
		Unit Mix		14%	49%	35%	2%	100%												

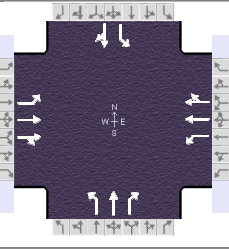
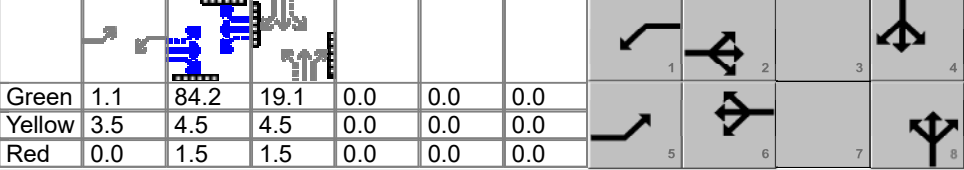


Note: For sites 2 and 7, occupancy data was not applicable with only parking supply data available

Eastman Shared Parking Analysis

	Garage					Surface Parking							
Weekday	Resident Parking				Residential Guest		Restaurant		Employee Parking				
	Size	165	Garage		Size	165	Size =	2,142	Size	2,142	Restaurant		
	Peak Demand %	165.0 veh.	Total Parking	Parking Provided	Peak Demand %	9.0 15.0	Peak Demand %	20.0 veh.	Peak Demand %	3.0 veh.	Total Parking	Parking Provided	
6:00 AM	100%	165.0	165.0	201	0%	0.0	13%	2.6	25%	0.8	3.4	23	
7:00 AM	90%	148.5	148.5	201	10%	0.9	25%	5.0	48%	1.4	7.3	23	
8:00 AM	85%	140.3	140.3	201	20%	1.8	30%	6.0	79%	2.4	10.2	23	
9:00 AM	80%	132.0	132.0	201	20%	1.8	38%	7.6	83%	2.5	11.9	23	
10:00 AM	75%	123.8	123.8	201	20%	1.8	50%	10.0	95%	2.9	14.7	23	
11:00 AM	70%	115.5	115.5	201	20%	1.8	65%	13.0	95%	2.9	17.7	23	
Noon	65%	107.3	107.3	201	20%	1.8	88%	17.6	95%	2.9	22.3	23	
1:00 PM	70%	115.5	115.5	201	20%	1.8	83%	16.6	95%	2.9	21.3	23	
2:00 PM	70%	115.5	115.5	201	20%	1.8	58%	11.6	95%	2.9	16.3	23	
3:00 PM	70%	115.5	115.5	201	20%	1.8	43%	8.6	75%	2.3	12.7	23	
4:00 PM	75%	123.8	123.8	201	20%	1.8	48%	9.6	75%	2.3	13.7	23	
5:00 PM	85%	140.3	140.3	201	40%	3.6	75%	15.0	100%	3.0	21.6	23	
6:00 PM	90%	148.5	148.5	201	60%	5.4	87%	17.4	100%	3.0	25.8	23	
7:00 PM	97%	160.1	160.1	201	100%	9.0	100%	20.0	100%	3.0	32.0	23	
8:00 PM	98%	161.7	161.7	201	100%	9.0	100%	20.0	100%	3.0	32.0	23	
9:00 PM	99%	163.4	163.4	201	100%	9.0	80%	16.0	90%	2.7	27.7	23	
10:00 PM	100%	165.0	165.0	201	100%	9.0	75%	15.0	83%	2.5	26.5	23	
11:00 PM	100%	165.0	165.0	201	80%	7.2	63%	12.6	75%	2.3	22.1	23	
Midnight	100%	165.0	165.0	201	50%	4.5	25%	5.0	35%	1.1	10.6	23	
	Garage					Surface Parking							
Weekend	Resident Parking				Residential Guest		Restaurant		Employee Parking				
	Size	165	Garage		Size	165	Size =	2,142	Size	2,142	Restaurant	Parking Provided	
	Peak Demand %	165.0 veh.	Total Parking	Parking Provided	Peak Demand %	9.0 veh.	Peak Demand %	18.0 veh.	Peak Demand %	3.0 veh.	Total Parking		
6:00 AM	100%	165.0	165.0	201	0%	0.0	5%	0.9	25%	0.8	1.7	23	
7:00 AM	90%	148.5	148.5	201	20%	1.8	13%	2.3	50%	1.5	5.6	23	
8:00 AM	85%	140.3	140.3	201	20%	1.8	23%	4.1	60%	1.8	7.7	23	
9:00 AM	80%	132.0	132.0	201	20%	1.8	35%	6.3	75%	2.3	10.4	23	
10:00 AM	75%	123.8	123.8	201	20%	1.8	45%	8.1	88%	2.6	12.5	23	
11:00 AM	70%	115.5	115.5	201	20%	1.8	53%	9.5	88%	2.6	14.0	23	
Noon	65%	107.3	107.3	201	20%	1.8	75%	13.5	88%	2.6	17.9	23	
1:00 PM	70%	115.5	115.5	201	20%	1.8	70%	12.6	88%	2.6	17.0	23	
2:00 PM	70%	115.5	115.5	201	20%	1.8	55%	9.9	88%	2.6	14.3	23	
3:00 PM	70%	115.5	115.5	201	20%	1.8	43%	7.7	75%	2.3	11.8	23	
4:00 PM	75%	123.8	123.8	201	20%	1.8	45%	8.1	75%	2.3	12.2	23	
5:00 PM	85%	140.3	140.3	201	40%	3.6	60%	10.8	100%	3.0	17.4	23	
6:00 PM	90%	148.5	148.5	201	60%	5.4	80%	14.4	100%	3.0	22.8	23	
7:00 PM	97%	160.1	160.1	201	100%	9.0	100%	18.0	100%	3.0	30.0	23	
8:00 PM	98%	161.7	161.7	201	100%	9.0	100%	18.0	100%	3.0	30.0	23	
9:00 PM	99%	163.4	163.4	201	100%	9.0	60%	10.8	90%	2.7	22.5	23	
10:00 PM	100%	165.0	165.0	201	100%	9.0	57%	10.3	83%	2.5	21.8	23	
11:00 PM	100%	165.0	165.0	201	80%	7.2	53%	9.5	75%	2.3	19.0	23	
Midnight	100%	165.0	165.0	201	50%	4.5	30%	5.4	45%	1.4	11.3	23	

HCS Signalized Intersection Input Data

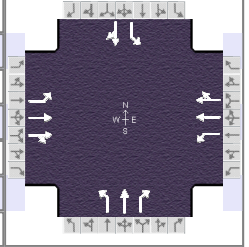
General Information						Intersection Information															
Agency	Eriksson					Duration, h	0.250														
Analyst	AG		Analysis Date	7/22/2022		Area Type	Other														
Jurisdiction	IDOT		Time Period	AM Peak		PHF	0.92														
Urban Street	Northwest Highway		Analysis Year	2022		Analysis Period	1 > 7:00														
Intersection	Vail Avenue		File Name	NW and Vail AM 2022.xus																	
Project Description	Eastman																				
Demand Information						EB			WB			NB			SB						
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h						12	538	43	13	552	30	17	23	51	17	29	2				
Signal Information																					
Cycle, s	120.0	Reference Phase	2																		
Offset, s	0	Reference Point	End																		
Uncoordinated	No	Simult. Gap E/W	On																		
Force Mode	Fixed	Simult. Gap N/S	On																		
Green						1.1	84.2	19.1	0.0	0.0	0.0										
Yellow						3.5	4.5	4.5	0.0	0.0	0.0										
Red						0.0	1.5	1.5	0.0	0.0	0.0										
Traffic Information						EB			WB			NB			SB						
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h						12	538	43	13	552	30	17	23	51	17	29	2				
Initial Queue (Q_b), veh/h						0	0	0	0	0	0	0	0	0	0	0	0				
Base Saturation Flow Rate (s_o), veh/h						1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Parking (N_m), man/h						None			None			None			None						
Heavy Vehicles (P_{HV}), %						0	0		0	0		0	0	0	0	0					
Ped / Bike / RTOR, /h						5	0	0	5	0	0	11	0	0	22	0	0				
Buses (N_b), buses/h						0	0	0	0	0	0	0	0	0	0	0	0				
Arrival Type (AT)						3	3	3	3	3	3	3	3	3	3	3	3				
Upstream Filtering (I)						1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lane Width (W), ft						12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0					
Turn Bay Length, ft						170	0		92	0		80	0	75	90	0					
Grade (P_g), %							0			0			0			0					
Speed Limit, mi/h						30	30	30	30	30	30	30	30	30	30	30	30				
Phase Information						EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Maximum Green (G_{max}) or Phase Split, s						11.0		74.0		11.0		74.0				35.0				35.0	
Yellow Change Interval (Y), s						3.5		4.5		3.5		4.5				4.5				4.5	
Red Clearance Interval (R_c), s						0.0		1.5		0.0		1.5				1.5				1.5	
Minimum Green (G_{min}), s						3		15		3		15				8				8	
Start-Up Lost Time (l_t), s						2.0		2.0		2.0		2.0		2.0		2.0		2.0		2.0	
Extension of Effective Green (e), s						2.0		2.0		2.0		2.0		2.0		2.0		2.0		2.0	
Passage (PT), s						2.0		2.0		2.0		2.0				2.0				2.0	
Recall Mode						Off		Off		Off		Off				Off				Off	
Dual Entry						No		Yes		No		Yes				Yes				Yes	
Walk ($Walk$), s								10.0				10.0				10.0				10.0	
Pedestrian Clearance Time (PC), s								18.0				18.0				23.0				24.0	
Multimodal Information						EB			WB			NB			SB						
85th % Speed / Rest in Walk / Corner Radius						0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0				
Walkway / Crosswalk Width / Length, ft						9.0	8.0	58.0	9.0	8.0	58.0	9.0	8.0	70.0	9.0	8.0	78.0				
Street Width / Island / Curb, ft						0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No				
Width Outside / Bike Lane / Shoulder, ft						12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0				
Pedestrian Signal / Occupied Parking						No		0.50	No		0.50	No		0.50	No		0.50				

HCS Signalized Intersection Results Summary

General Information

Agency	Eriksson		
Analyst	AG	Analysis Date	7/22/2022
Jurisdiction	IDOT	Time Period	AM Peak
Urban Street	Northwest Highway	Analysis Year	2022
Intersection	Vail Avenue	File Name	NW and Vail AM 2
Project Description	Eastman		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	12	538	43	13	552	30	17	23	51	17	29	2

Signal Information

Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	1.1	84.2	19.1	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	4.5	4.5	0.0	0.0	0.0	0.0
				Red	0.0	1.5	1.5	0.0	0.0	0.0	0.0

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		5.0		6.0
Phase Duration, s	4.6	90.2	4.6	90.3		25.1		25.1
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (MAH), s	3.2	0.0	3.2	0.0		3.3		3.3
Queue Clearance Time (g_s), s	2.3		2.3			5.7		4.7
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.3		0.3
Phase Call Probability	0.35		0.38			0.99		0.99
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	13	320	312	14	319	314	18	25	55	18	34	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1849	1810	1900	1864	1344	1900	1577	1381	1872	
Queue Service Time (g_s), s	0.3	7.2	7.3	0.3	7.2	7.2	1.4	1.3	3.7	1.4	1.8	
Cycle Queue Clearance Time (g_c), s	0.3	7.2	7.3	0.3	7.2	7.2	3.3	1.3	3.7	2.7	1.8	
Green Ratio (g/C)	0.71	0.70	0.70	0.71	0.70	0.70	0.16	0.16	0.16	0.16	0.16	
Capacity (c), veh/h	581	1334	1298	595	1335	1310	254	303	251	265	299	
Volume-to-Capacity Ratio (X)	0.022	0.240	0.240	0.024	0.239	0.239	0.073	0.083	0.220	0.070	0.113	
Back of Queue (Q), ft/ln (95 th percentile)	4	128.9	126.1	4.3	128.3	126.3	21.8	28.8	65.4	21.6	39	
Back of Queue (Q), veh/ln (95 th percentile)	0.2	5.2	5.0	0.2	5.1	5.1	0.9	1.2	2.6	0.9	1.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.02	0.00	0.00	0.05	0.00	0.00	0.27	0.00	0.87	0.24	0.00	
Uniform Delay (d_1), s/veh	5.4	6.4	6.4	5.3	6.4	6.4	44.6	43.0	43.9	44.1	43.2	
Incremental Delay (d_2), s/veh	0.0	0.4	0.4	0.0	0.4	0.4	0.0	0.0	0.2	0.0	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	5.4	6.8	6.8	5.3	6.8	6.8	44.6	43.0	44.1	44.2	43.2	
Level of Service (LOS)	A	A	A	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	6.8		A	6.8		A	43.9		D	43.6		D
Intersection Delay, s/veh / LOS	10.7						B					

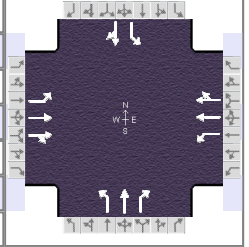
Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	1.86	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.02	A	1.02	A	0.65	A	0.57	A

HCS Signalized Intersection Intermediate Values

General Information

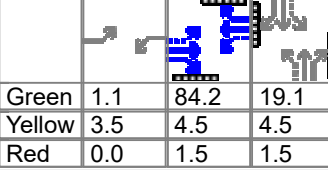
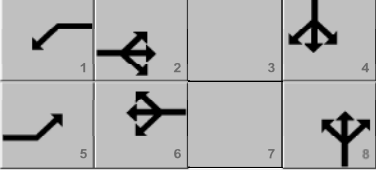
Agency	Eriksson		
Analyst	AG	Analysis Date	7/22/2022
Jurisdiction	IDOT	Time Period	AM Peak
Urban Street	Northwest Highway	Analysis Year	2022
Intersection	Vail Avenue	File Name	NW and Vail AM 2
Project Description	Eastman		



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	12	538	43	13	552	30	17	23	51	17	29	2

Signal Information

Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
				Green	1.1	84.2	19.1	0.0	0.0	0.0			
				Yellow	3.5	4.5	4.5	0.0	0.0	0.0			
				Red	0.0	1.5	1.5	0.0	0.0	0.0			

Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.735	0.000		0.741	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.973	0.973		0.981	0.981		0.000	0.847		0.985	0.985
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	0.999			0.999			0.962			0.981		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			0.996			0.996			0.979			0.959
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3472	277	1810	3570	194	1344	1900	1577	1381	1751	121
Proportion of Vehicles Arriving on Green (P)	0.01	0.70	0.70	0.01	0.70	0.70	0.16	0.16	0.16	0.16	0.16	0.16
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.04	0.04	0.04	

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		6.0		6.0
Green Ratio (g/C)	0.71	0.70	0.71	0.70		0.16		0.16
Permitted Saturation Flow Rate (s_p), veh/h/ln	807	0	808	0		1344		1381
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	84.2	0.0	84.2	0.0		19.1		19.1
Permitted Service Time (g_u), s	75.1	0.0	77.0	0.0		17.3		17.8
Permitted Queue Service Time (g_{ps}), s	0.2		0.1			1.4		1.4
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal

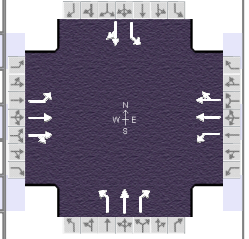
	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.198	0.000	1.557	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.067	0.000	0.067	0.000	0.150	0.000	0.150
Pedestrian M_{corner} / M_{cw}	0.00	Infinity	0.00	Infinity	0.00	Infinity	0.00	Infinity
Bicycle c_b / d_b	1403.98	5.33	1405.13	5.31	318.90	42.39	318.90	42.39
Bicycle F_w / F_v	-3.64	0.53	-3.64	0.53	-3.64	0.16	-3.64	0.09

HCS Signalized Intersection Results Graphical Summary

General Information

Agency	Eriksson		
Analyst	AG	Analysis Date	7/22/2022
Jurisdiction	IDOT	Time Period	AM Peak
Urban Street	Northwest Highway	Analysis Year	2022
Intersection	Vail Avenue	File Name	NW and Vail AM 2
Project Description	Eastman		

Intersection Information



Demand Information

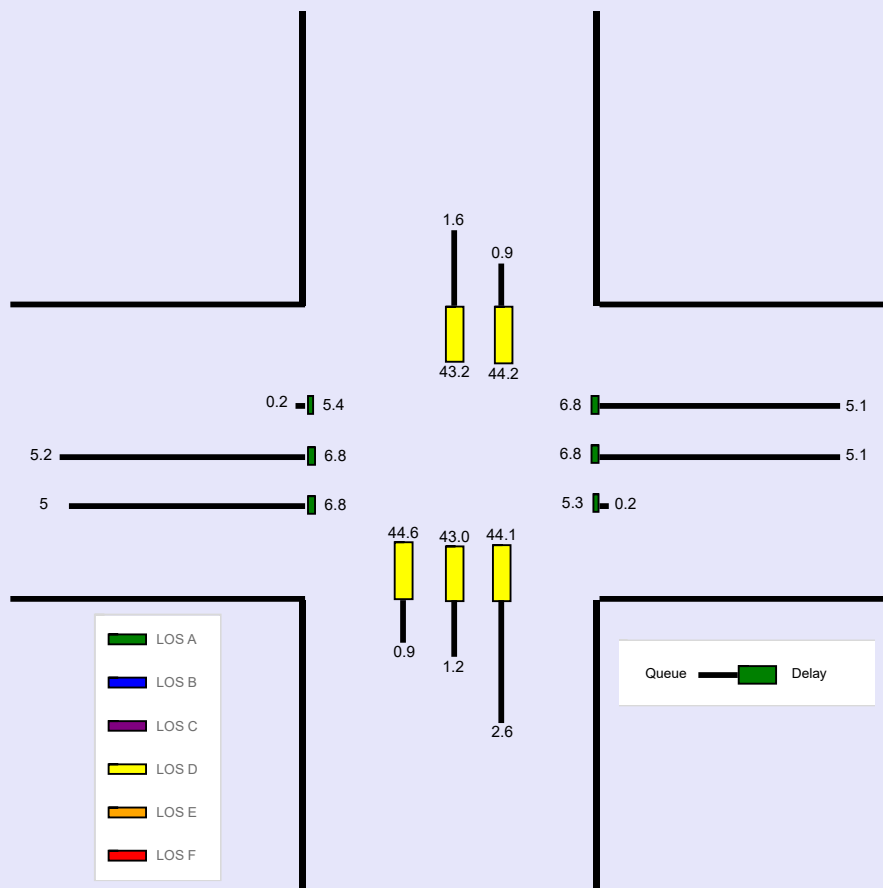
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	12	538	43	13	552	30	17	23	51	17	29	2

Signal Information

Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	4	128.9	126.1	4.3	128.3	126.3	21.8	28.8	65.4	21.6	39	
Back of Queue (Q), veh/ln (95 th percentile)	0.2	5.2	5.0	0.2	5.1	5.1	0.9	1.2	2.6	0.9	1.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.02	0.00	0.00	0.05	0.00	0.00	0.27	0.00	0.87	0.24	0.00	
Control Delay (d), s/veh	5.4	6.8	6.8	5.3	6.8	6.8	44.6	43.0	44.1	44.2	43.2	
Level of Service (LOS)	A	A	A	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	6.8	A		6.8	A		43.9	D		43.6	D	
Intersection Delay, s/veh / LOS	10.7						B					

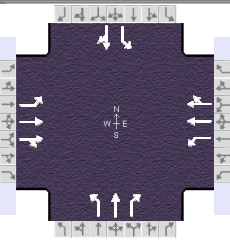


--- Messages ---

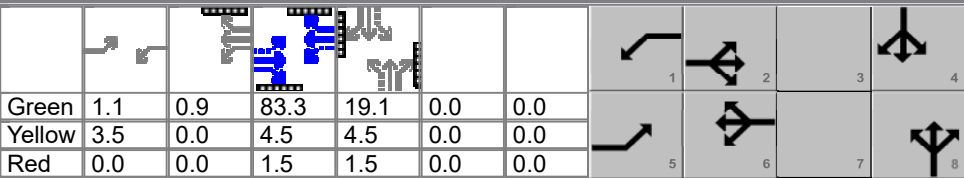
No errors or warnings exist.

--- Comments ---

HCS Signalized Intersection Input Data

General Information				Intersection Information		
Agency	Eriksson			Duration, h	0.250	
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other	
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.92	
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00	
Intersection	Vail Avenue	File Name	NW and Vail AM 2028.xus			
Project Description	Eastman					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	13	573	47	32	585	14	18	25	54	26	30	2

Signal Information										
Cycle, s	120.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	1.1	0.9	83.3	19.1	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.5	1.5	0.0	0.0

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	13	573	47	32	585	14	18	25	54	26	30	2
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0		0	0	0	0	0	
Ped / Bike / RTOR, /h	5	0	0	5	0	0	11	0	0	22	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	170	0		92	0		80	0	75	90	0	
Grade (P_g), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	30	30	30	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	11.0	74.0	11.0	74.0		35.0		35.0
Yellow Change Interval (Y), s	3.5	4.5	3.5	4.5		4.5		4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5		1.5		1.5
Minimum Green (G_{min}), s	3	15	3	15		8		8
Start-Up Lost Time (l_t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0		2.0		2.0
Recall Mode	Off	Max	Off	Max		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk ($Walk$), s		10.0		10.0		10.0		10.0
Pedestrian Clearance Time (PC), s		18.0		18.0		23.0		24.0

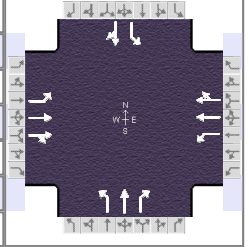
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	8.0	58.0	9.0	8.0	58.0	9.0	8.0	70.0	9.0	8.0	78.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

HCS Signalized Intersection Results Summary

General Information

Agency	Eriksson		
Analyst	AG	Analysis Date	7/22/2022
Jurisdiction	IDOT	Time Period	AM Peak
Urban Street	Northwest Highway	Analysis Year	2028
Intersection	Vail Avenue	File Name	NW and Vail AM 2
Project Description	Eastman		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	13	573	47	32	585	14	18	25	54	26	30	2

Signal Information

Cycle, s	120.0	Reference Phase	2												
Offset, s	0	Reference Point	End		Green	1.1	0.9	83.3	19.1	0.0	0.0				
Uncoordinated	No	Simult. Gap E/W	On		Yellow	3.5	0.0	4.5	4.5	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On		Red	0.0	0.0	1.5	1.5	0.0	0.0				

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		5.0		6.0
Phase Duration, s	4.6	89.3	5.6	90.2		25.1		25.1
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (MAH), s	3.2	0.0	3.2	0.0		3.3		3.3
Queue Clearance Time (g_s), s	2.3		2.7			5.9		5.6
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.3		0.3
Phase Call Probability	0.38		0.69			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	14	341	333	35	327	324	20	27	59	28	35	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1848	1810	1900	1884	1343	1900	1577	1378	1873	
Queue Service Time (g_s), s	0.3	8.0	8.1	0.7	7.4	7.4	1.5	1.5	3.9	2.1	1.9	
Cycle Queue Clearance Time (g_c), s	0.3	8.0	8.1	0.7	7.4	7.4	3.4	1.5	3.9	3.6	1.9	
Green Ratio (g/C)	0.70	0.69	0.69	0.71	0.70	0.70	0.16	0.16	0.16	0.16	0.16	
Capacity (c), veh/h	571	1319	1283	578	1334	1322	253	303	252	263	299	
Volume-to-Capacity Ratio (X)	0.025	0.259	0.259	0.060	0.245	0.245	0.077	0.090	0.233	0.107	0.116	
Back of Queue (Q), ft/ln (95 th percentile)	4.5	144.8	141.4	10.8	132.3	131.3	23.1	31.4	69.4	33.4	40.3	
Back of Queue (Q), veh/ln (95 th percentile)	0.2	5.8	5.7	0.4	5.3	5.3	0.9	1.3	2.8	1.3	1.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.03	0.00	0.00	0.12	0.00	0.00	0.29	0.00	0.92	0.37	0.00	
Uniform Delay (d_1), s/veh	5.6	6.8	6.8	5.4	6.4	6.4	44.6	43.0	44.0	44.5	43.2	
Incremental Delay (d_2), s/veh	0.0	0.5	0.5	0.0	0.4	0.4	0.0	0.0	0.2	0.1	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	5.6	7.3	7.3	5.4	6.9	6.9	44.7	43.0	44.2	44.6	43.2	
Level of Service (LOS)	A	A	A	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	7.3		A	6.8		A	44.0		D	43.9		D
Intersection Delay, s/veh / LOS	11.1						B					

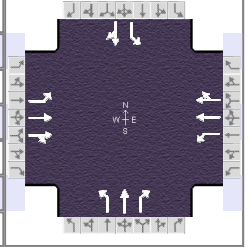
Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	1.86	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.06	A	1.05	A	0.66	A	0.59	A

HCS Signalized Intersection Intermediate Values

General Information

Agency	Eriksson		
Analyst	AG	Analysis Date	7/22/2022
Jurisdiction	IDOT	Time Period	AM Peak
Urban Street	Northwest Highway	Analysis Year	2028
Intersection	Vail Avenue	File Name	NW and Vail AM 2028
Project Description	Eastman		



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	13	573	47	32	585	14	18	25	54	26	30	2

Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	1.1	0.9	83.3	19.1	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.5	4.5	0.0	0.0		
				Red	0.0	0.0	1.5	1.5	0.0	0.0		

Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVG})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.734	0.000		0.740	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.972	0.972		0.991	0.991		0.000	0.847		0.986	0.986
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	0.999			0.999			0.963			0.981		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			0.996			0.996			0.979			0.959
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3464	284	1810	3695	88	1343	1900	1577	1378	1756	117
Proportion of Vehicles Arriving on Green (P)	0.01	0.69	0.69	0.02	0.70	0.70	0.16	0.16	0.16	0.16	0.16	0.16
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.04	0.04	0.04	

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		6.0		6.0
Green Ratio (g/C)	0.70	0.69	0.71	0.70		0.16		0.16
Permitted Saturation Flow Rate (s_p), veh/h/ln	793	0	777	0		1343		1378
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	83.3	0.0	83.3	0.0		19.1		19.1
Permitted Service Time (g_u), s	74.8	0.0	75.2	0.0		17.2		17.7
Permitted Queue Service Time (g_{ps}), s	0.2		0.4			1.5		2.1
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

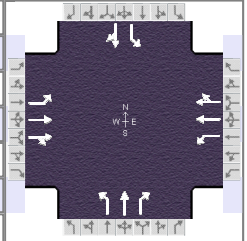
Multimodal

	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.198	0.000	1.557	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.069	0.000	0.067	0.000	0.150	0.000	0.150
Pedestrian M_{corner} / M_{cw}	0.00	Infinity	0.00	Infinity	0.00	Infinity	0.00	Infinity
Bicycle c_b / d_b	1388.23	5.61	1403.76	5.33	319.12	42.38	319.12	42.38
Bicycle F_w / F_v	-3.64	0.57	-3.64	0.57	-3.64	0.17	-3.64	0.10

HCS Signalized Intersection Results Graphical Summary

General Information

Agency	Eriksson		
Analyst	AG	Analysis Date	7/22/2022
Jurisdiction	IDOT	Time Period	AM Peak
Urban Street	Northwest Highway	Analysis Year	2028
Intersection	Vail Avenue	File Name	NW and Vail AM 2
Project Description	Eastman		



Demand Information

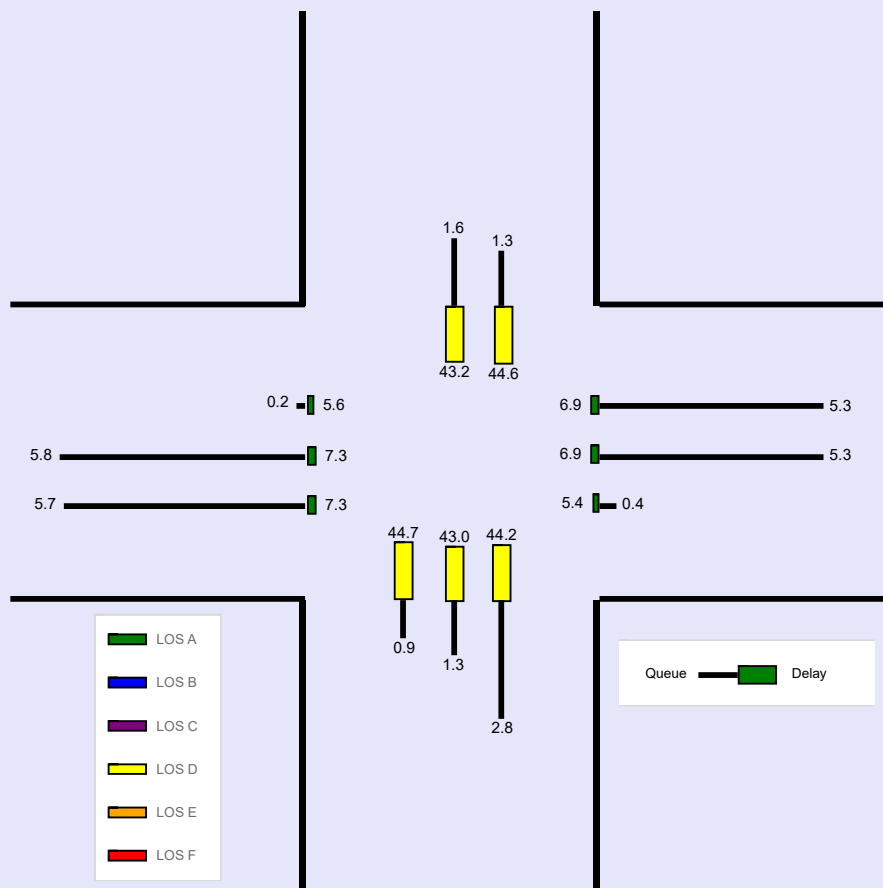
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	13	573	47	32	585	14	18	25	54	26	30	2

Signal Information

Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	1.1	0.9	83.3	19.1	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.5	4.5	0.0	0.0	
				Red	0.0	0.0	1.5	1.5	0.0	0.0	

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	4.5	144.8	141.4	10.8	132.3	131.3	23.1	31.4	69.4	33.4	40.3	
Back of Queue (Q), veh/ln (95 th percentile)	0.2	5.8	5.7	0.4	5.3	5.3	0.9	1.3	2.8	1.3	1.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.03	0.00	0.00	0.12	0.00	0.00	0.29	0.00	0.92	0.37	0.00	
Control Delay (d), s/veh	5.6	7.3	7.3	5.4	6.9	6.9	44.7	43.0	44.2	44.6	43.2	
Level of Service (LOS)	A	A	A	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	7.3	A		6.8	A		44.0	D		43.9	D	
Intersection Delay, s/veh / LOS	11.1						B					

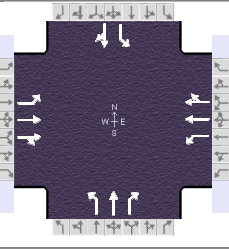


--- Messages ---

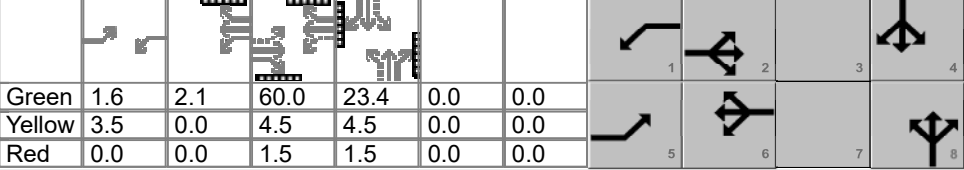
No errors or warnings exist.

--- Comments ---

HCS Signalized Intersection Input Data

General Information						Intersection Information						
Agency	Eriksson			Duration, h	0.250							
Analyst	AG	Analysis Date	7/22/2022		Area Type	Other						
Jurisdiction	IDOT	Time Period	PM Peak		PHF	0.94						
Urban Street	Northwest Highway	Analysis Year	2022		Analysis Period	1 > 7:00						
Intersection	Vail Avenue	File Name	NW and Vail PM 2022.xus									
Project Description	Eastman											

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	24	563	74	82	712	21	36	45	96	14	37	5

Signal Information											
Cycle, s	102.6	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	24	563	74	82	712	21	36	45	96	14	37	5
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h	None			None			None			None		
Heavy Vehicles (P_{HV}), %	0	0		0	0		0	0	0	0	0	
Ped / Bike / RTOR, /h	8	0	0	10	2	0	22	2	0	40	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	170	0		92	0		80	0	75	90	0	
Grade (P_g), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	30	30	30	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	10.0	60.0	10.0	60.0		30.0		30.0
Yellow Change Interval (Y), s	3.5	4.5	3.5	4.5		4.5		4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5		1.5		1.5
Minimum Green (G_{min}), s	3	15	3	15		8		8
Start-Up Lost Time (l_t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0		2.0		2.0
Recall Mode	Off	Max	Off	Max		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk ($Walk$), s		10.0		10.0		10.0		10.0
Pedestrian Clearance Time (PC), s		18.0		18.0		23.0		24.0

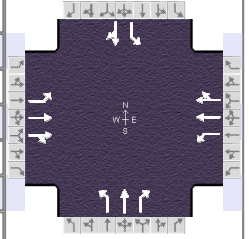
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	8.0	58.0	9.0	8.0	58.0	9.0	8.0	70.0	9.0	8.0	78.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

HCS Signalized Intersection Results Summary

General Information

Agency	Eriksson		
Analyst	AG	Analysis Date	7/22/2022
Jurisdiction	IDOT	Time Period	PM Peak
Urban Street	Northwest Highway	Analysis Year	2022
Intersection	Vail Avenue	File Name	NW and Vail PM 2
Project Description	Eastman		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	24	563	74	82	712	21	36	45	96	14	37	5

Signal Information

Cycle, s	102.6	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On	Green	1.6	2.1	60.0	23.4	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.5	4.5	0.0	0.0	
				Red	0.0	0.0	1.5	1.5	0.0	0.0	

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		5.0		6.0
Phase Duration, s	5.1	66.0	7.2	68.1		29.4		29.4
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (MAH), s	3.2	3.1	3.2	3.1		3.3		3.3
Queue Clearance Time (g_s), s	2.6	11.5	3.9	12.5		7.6		4.9
Green Extension Time (g_e), s	0.0	3.1	0.1	3.1		0.5		0.5
Phase Call Probability	0.52	1.00	0.92	1.00		1.00		1.00
Max Out Probability	0.00	0.00	0.02	0.00		0.00		0.00

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	26	346	332	87	392	388	38	48	102	15	45	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1819	1810	1900	1877	1318	1900	1542	1343	1846	
Queue Service Time (g_s), s	0.6	9.5	9.5	1.9	10.5	10.5	2.4	2.0	5.6	0.9	2.0	
Cycle Queue Clearance Time (g_c), s	0.6	9.5	9.5	1.9	10.5	10.5	4.4	2.0	5.6	2.9	2.0	
Green Ratio (g/C)	0.60	0.58	0.58	0.63	0.61	0.61	0.23	0.23	0.23	0.23	0.23	
Capacity (c), veh/h	437	1111	1064	516	1150	1136	346	434	352	350	422	
Volume-to-Capacity Ratio (X)	0.058	0.311	0.312	0.169	0.341	0.341	0.111	0.110	0.290	0.043	0.106	
Back of Queue (Q), ft/ln (95 th percentile)	10	180.3	174.2	32.2	195.6	193.9	35.1	42.4	94.6	13.4	39.6	
Back of Queue (Q), veh/ln (95 th percentile)	0.4	7.2	7.0	1.3	7.8	7.8	1.4	1.7	3.8	0.5	1.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.06	0.00	0.00	0.35	0.00	0.00	0.44	0.00	1.26	0.15	0.00	
Uniform Delay (d_1), s/veh	8.9	10.8	10.8	8.1	10.1	10.1	33.0	31.3	32.7	32.5	31.3	
Incremental Delay (d_2), s/veh	0.0	0.7	0.8	0.1	0.8	0.8	0.1	0.0	0.2	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	8.9	11.5	11.6	8.1	10.9	10.9	33.1	31.4	32.9	32.5	31.3	
Level of Service (LOS)	A	B	B	A	B	B	C	C	C	C	C	
Approach Delay, s/veh / LOS	11.5	B		10.6	B		32.5	C		31.6	C	
Intersection Delay, s/veh / LOS	13.9						B					

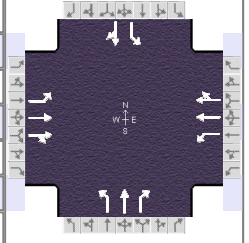
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.08	B		1.88	B		2.29	B		2.29	B	
Bicycle LOS Score / LOS	1.07	A		1.20	A		0.80	A		0.59	A	

HCS Signalized Intersection Intermediate Values

General Information

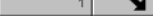
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94
Urban Street	Northwest Highway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail PM 2022.xus		
Project Description	Eastman				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	24	563	74	82	712	21	36	45	96	14	37	5

Signal Information

Cycle, s	102.6	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
				Green	1.6	2.1	60.0	23.4	0.0	0.0				
				Yellow	3.5	0.0	4.5	4.5	0.0	0.0				
				Red	0.0	0.0	1.5	1.5	0.0	0.0				

Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVG})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.728	0.000		0.726	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.957	0.957		0.988	0.988		0.000	0.847		0.972	0.972
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	0.998			0.998			0.953			0.974		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			0.993			0.971			0.958			0.947
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3288	431	1810	3669	108	1318	1900	1542	1343	1626	220
Proportion of Vehicles Arriving on Green (P)	0.02	0.58	0.58	0.04	0.61	0.61	0.23	0.23	0.23	0.23	0.23	0.23
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.04	0.04	0.04	

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		6.0		6.0
Green Ratio (g/C)	0.60	0.58	0.63	0.61		0.23		0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln	704	0	774	0		1318		1343
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	60.0	0.0	60.6	0.0		23.4		23.4
Permitted Service Time (g_u), s	49.6	0.0	50.5	0.0		21.5		21.4
Permitted Queue Service Time (g_{ps}), s	0.4		1.3			2.4		0.9
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal

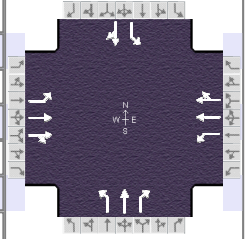
	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.198	0.000	1.557	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.087	0.000	0.083	0.000	0.137	0.000	0.137
Pedestrian M_{corner} / M_{cw}	0.00	Infinity	0.00	Infinity	0.00	Infinity	0.00	Infinity
Bicycle c_b / d_b	1169.53	8.85	1210.72	8.00	456.91	30.57	456.91	30.54
Bicycle F_w / F_v	-3.64	0.58	-3.64	0.72	-3.64	0.31	-3.64	0.10

HCS Signalized Intersection Results Graphical Summary

General Information

Agency	Eriksson		
Analyst	AG	Analysis Date	7/22/2022
Jurisdiction	IDOT	Time Period	PM Peak
Urban Street	Northwest Highway	Analysis Year	2022
Intersection	Vail Avenue	File Name	NW and Vail PM 2
Project Description	Eastman		

Intersection Information



Demand Information

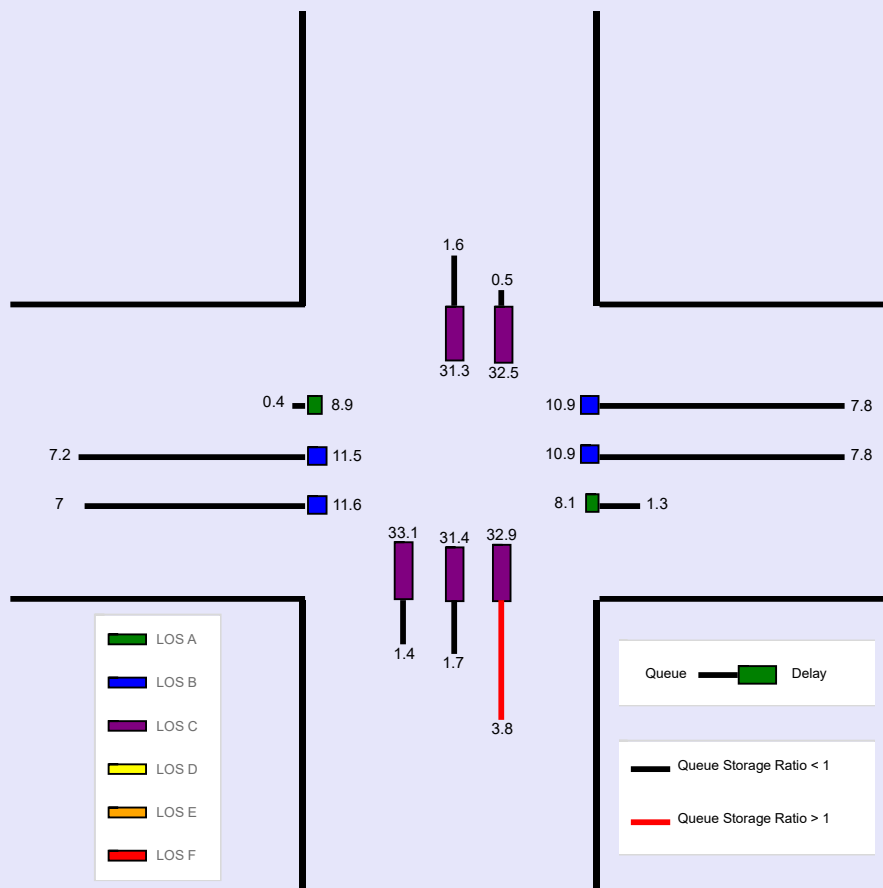
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	24	563	74	82	712	21	36	45	96	14	37	5

Signal Information

Cycle, s	102.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	10	180.3	174.2	32.2	195.6	193.9	35.1	42.4	94.6	13.4	39.6	
Back of Queue (Q), veh/ln (95 th percentile)	0.4	7.2	7.0	1.3	7.8	7.8	1.4	1.7	3.8	0.5	1.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.06	0.00	0.00	0.35	0.00	0.00	0.44	0.00	1.26	0.15	0.00	
Control Delay (d), s/veh	8.9	11.5	11.6	8.1	10.9	10.9	33.1	31.4	32.9	32.5	31.3	
Level of Service (LOS)	A	B	B	A	B	B	C	C	C	C	C	
Approach Delay, s/veh / LOS	11.5	B		10.6	B		32.5	C		31.6	C	
Intersection Delay, s/veh / LOS	13.9						B					

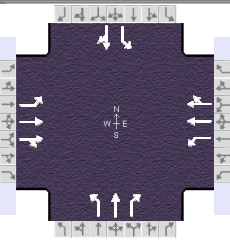


--- Messages ---

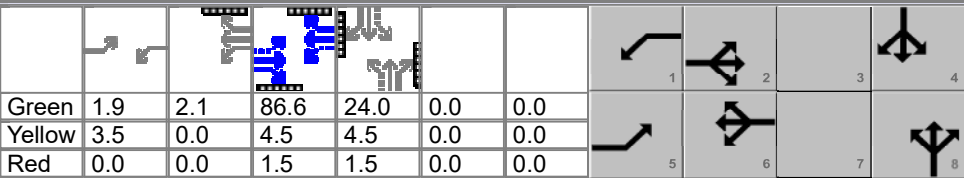
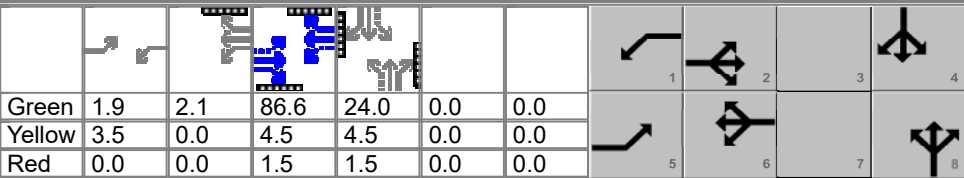
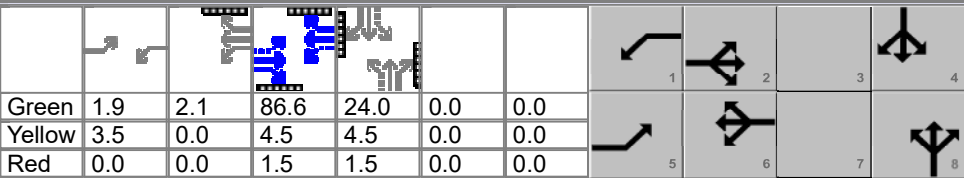
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

HCS Signalized Intersection Input Data

General Information					Intersection Information		
Agency	Eriksson				Duration, h	0.250	
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other		
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94		
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00		
Intersection	Vail Avenue	File Name	NW and Vail PM 2028.xus				
Project Description	Eastman						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	25	596	80	86	766	22	38	49	101	21	39	5

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	1.9	2.1	86.6	24.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.5	4.5	0.0	0.0		
				Red	0.0	0.0	1.5	1.5	0.0	0.0		

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	25	596	80	86	766	22	38	49	101	21	39	5
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0		0	0	0	0	0	
Ped / Bike / RTOR, /h	8	0	0	10	2	0	22	2	0	40	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	170	0		92	0		80	0	75	90	0	
Grade (P_g), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	30	30	30	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	10.0	90.0	10.0	90.0		30.0		30.0
Yellow Change Interval (Y), s	3.5	4.5	3.5	4.5		4.5		4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5		1.5		1.5
Minimum Green (G_{min}), s	3	15	3	15		8		8
Start-Up Lost Time (l_t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0		2.0		2.0
Recall Mode	Off	Max	Off	Max		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk ($Walk$), s		10.0		10.0		10.0		10.0
Pedestrian Clearance Time (PC), s		18.0		18.0		23.0		24.0

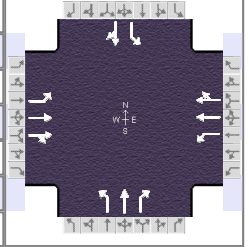
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	8.0	58.0	9.0	8.0	58.0	9.0	8.0	70.0	9.0	8.0	78.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS Signalized Intersection Results Summary

General Information

Agency	Eriksson		
Analyst	AG	Analysis Date	7/22/2022
Jurisdiction	IDOT	Time Period	PM Peak
Urban Street	Northwest Highway	Analysis Year	2028
Intersection	Vail Avenue	File Name	NW and Vail PM 2
Project Description	Eastman		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	25	596	80	86	766	22	38	49	101	21	39	5

Signal Information

Cycle, s	130.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	1.9	2.1	86.6	24.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.5	4.5	0.0	0.0	
				Red	0.0	0.0	1.5	1.5	0.0	0.0	

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		5.0		6.0
Phase Duration, s	5.4	92.6	7.4	94.6		30.0		30.0
Change Period, (Y+R _c), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (MAH), s	3.2	0.0	3.2	0.0		3.3		3.3
Queue Clearance Time (g _s), s	2.6		4.1			10.0		6.9
Green Extension Time (g _e), s	0.0	0.0	0.0	0.0		0.5		0.5
Phase Call Probability	0.62		0.96			1.00		1.00
Max Out Probability	0.26		1.00			0.00		0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	27	367	352	91	422	417	40	52	107	22	47	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1818	1810	1900	1877	1301	1900	1531	1331	1845	
Queue Service Time (g _s), s	0.6	10.4	10.4	2.1	11.8	11.8	3.5	3.0	8.0	1.9	2.8	
Cycle Queue Clearance Time (g _c), s	0.6	10.4	10.4	2.1	11.8	11.8	6.2	3.0	8.0	4.9	2.8	
Green Ratio (g/C)	0.68	0.67	0.67	0.70	0.68	0.68	0.18	0.18	0.18	0.18	0.18	
Capacity (c), veh/h	465	1265	1210	546	1296	1280	268	351	283	270	341	
Volume-to-Capacity Ratio (X)	0.057	0.290	0.291	0.167	0.325	0.325	0.151	0.149	0.380	0.083	0.137	
Back of Queue (Q), ft/ln (95 th percentile)	10.6	195.4	189.6	34.6	213.3	211.5	51.6	64.3	139.2	28.1	57.6	
Back of Queue (Q), veh/ln (95 th percentile)	0.4	7.8	7.6	1.4	8.5	8.5	2.1	2.6	5.6	1.1	2.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.06	0.00	0.00	0.38	0.00	0.00	0.65	0.00	1.86	0.31	0.00	
Uniform Delay (d ₁), s/veh	7.3	9.0	9.0	6.7	8.5	8.5	47.0	44.4	46.5	46.5	44.3	
Incremental Delay (d ₂), s/veh	0.0	0.6	0.6	0.1	0.7	0.7	0.1	0.1	0.3	0.0	0.1	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	7.3	9.6	9.6	6.7	9.1	9.1	47.0	44.5	46.8	46.5	44.4	
Level of Service (LOS)	A	A	A	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	9.5		A	8.9		A	46.2		D	45.1		D
Intersection Delay, s/veh / LOS	14.3						B					

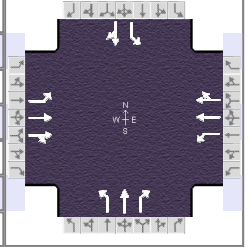
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.07		B	1.87		B	2.31		B	2.31		B
Bicycle LOS Score / LOS	1.10		A	1.25		A	0.82		A	0.60		A

HCS Signalized Intersection Intermediate Values

General Information

Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail PM 2028.xus		
Project Description	Eastman				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	25	596	80	86	766	22	38	49	101	21	39	5

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	1.9	2.1	86.6	24.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.5	4.5	0.0	0.0		
				Red	0.0	0.0	1.5	1.5	0.0	0.0		

Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVG})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.727	0.000		0.723	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.957	0.957		0.988	0.988		0.000	0.847		0.971	0.971
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	0.999			0.999			0.943			0.969		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			0.994			0.972			0.951			0.935
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3278	439	1810	3672	105	1301	1900	1531	1331	1635	210
Proportion of Vehicles Arriving on Green (P)	0.01	0.67	0.67	0.03	0.68	0.68	0.18	0.18	0.18	0.18	0.18	0.18
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.04	0.04	0.04	

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		6.0		6.0
Green Ratio (g/C)	0.68	0.67	0.70	0.68		0.18		0.18
Permitted Saturation Flow Rate (s_p), veh/h/ln	666	0	745	0		1301		1331
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	86.6	0.0	87.1	0.0		24.0		24.0
Permitted Service Time (g_u), s	74.8	0.0	76.1	0.0		21.2		21.0
Permitted Queue Service Time (g_{ps}), s	0.5		1.5			3.5		1.9
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal

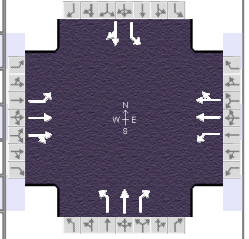
	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.198	0.000	1.557	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.079	0.000	0.076	0.000	0.151	0.000	0.151
Pedestrian M_{corner} / M_{cw}	0.00	Infinity	0.00	Infinity	0.00	Infinity	0.00	Infinity
Bicycle c_b / d_b	1331.57	7.26	1363.82	6.58	369.23	43.26	369.23	43.22
Bicycle F_w / F_v	-3.64	0.62	-3.64	0.77	-3.64	0.33	-3.64	0.11

HCS Signalized Intersection Results Graphical Summary

General Information

Agency	Eriksson		
Analyst	AG	Analysis Date	7/22/2022
Jurisdiction	IDOT	Time Period	PM Peak
Urban Street	Northwest Highway	Analysis Year	2028
Intersection	Vail Avenue	File Name	NW and Vail PM 2
Project Description	Eastman		

Intersection Information



Demand Information

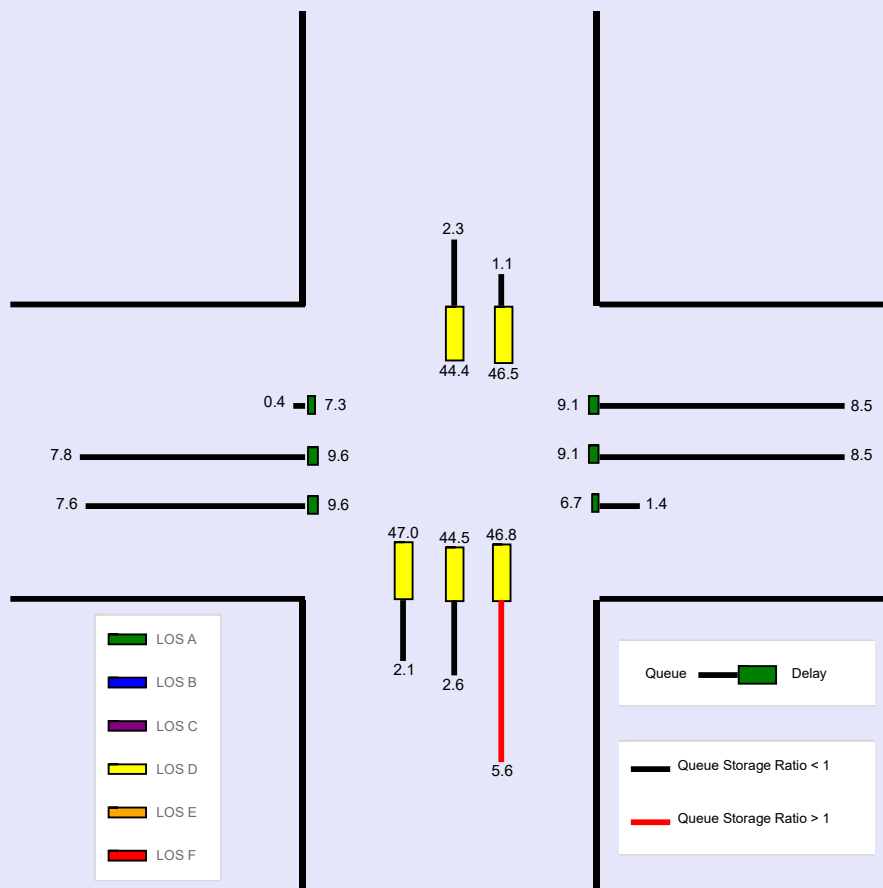
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	25	596	80	86	766	22	38	49	101	21	39	5

Signal Information

Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	10.6	195.4	189.6	34.6	213.3	211.5	51.6	64.3	139.2	28.1	57.6	
Back of Queue (Q), veh/ln (95 th percentile)	0.4	7.8	7.6	1.4	8.5	8.5	2.1	2.6	5.6	1.1	2.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.06	0.00	0.00	0.38	0.00	0.00	0.65	0.00	1.86	0.31	0.00	
Control Delay (d), s/veh	7.3	9.6	9.6	6.7	9.1	9.1	47.0	44.5	46.8	46.5	44.4	
Level of Service (LOS)	A	A	A	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	9.5	A		8.9	A		46.2	D		45.1	D	
Intersection Delay, s/veh / LOS	14.3						B					



--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

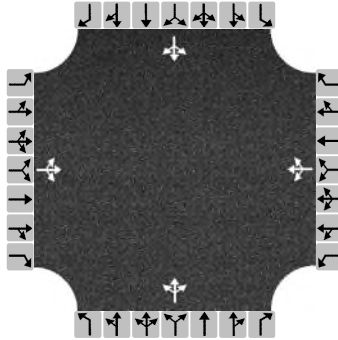
--- Comments ---

HCS All-Way Stop Control Report

General Information

Analyst	AG	Intersection	Vail and Eastman
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	7/20/2022	East/West Street	Eastman Street
Analysis Year	2022	North/South Street	Vail Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.86
Time Analyzed	AM Peak		
Project Description	Eastman		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	4	3	2	4	27	12	2	35	11	8	42	2
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	10			50			56			60		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.009			0.044			0.050			0.054		
Final Departure Headway, hd (s)	4.19			4.04			3.99			4.12		
Final Degree of Utilization, x	0.012			0.056			0.062			0.069		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.19			2.04			1.99			2.12		

Capacity, Delay and Level of Service

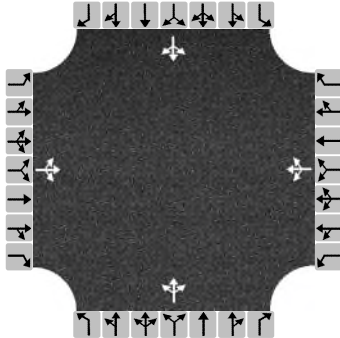
Flow Rate, v (veh/h)	10			50			56			60		
Capacity	860			890			901			873		
95% Queue Length, Q ₉₅ (veh)	0.0			0.2			0.2			0.2		
Control Delay (s/veh)	7.2			7.3			7.3			7.4		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.2			7.3			7.3			7.4		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	7.3						A					

HCS All-Way Stop Control Report

General Information

Analyst	AG	Intersection	Vail and Eastman
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	7/20/2022	East/West Street	Eastman Street
Analysis Year	2028	North/South Street	Vail Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.86
Time Analyzed	AM Peak		
Project Description	Eastman		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	4	9	10	5	29	12	3	36	13	8	43	2
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	27			53			60			62		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.024			0.048			0.054			0.055		
Final Departure Headway, hd (s)	4.02			4.09			4.03			4.17		
Final Degree of Utilization, x	0.030			0.061			0.068			0.071		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.02			2.09			2.03			2.17		

Capacity, Delay and Level of Service

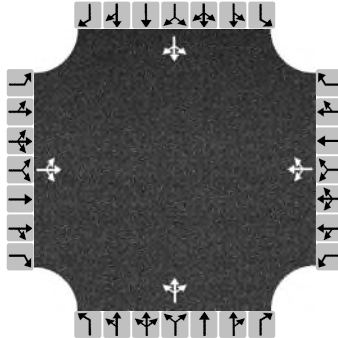
Flow Rate, v (veh/h)	27			53			60			62		
Capacity	895			881			894			863		
95% Queue Length, Q ₉₅ (veh)	0.1			0.2			0.2			0.2		
Control Delay (s/veh)	7.1			7.4			7.3			7.5		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.1			7.4			7.3			7.5		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	7.4						A					

HCS All-Way Stop Control Report

General Information

Analyst	AG	Intersection	Vail and Eastman
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	7/20/2022	East/West Street	Eastman Street
Analysis Year	2022	North/South Street	Vail Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.86
Time Analyzed	PM Peak		
Project Description	Eastman		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	5	11	1	17	24	2	1	64	25	17	38	4
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	20			50			105			69		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.018			0.044			0.093			0.061		
Final Departure Headway, hd (s)	4.38			4.38			4.00			4.21		
Final Degree of Utilization, x	0.024			0.061			0.116			0.080		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.38			2.38			2.00			2.21		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	20			50			105			69		
Capacity	822			823			901			855		
95% Queue Length, Q ₉₅ (veh)	0.1			0.2			0.4			0.3		
Control Delay (s/veh)	7.5			7.7			7.5			7.6		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.5			7.7			7.5			7.6		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	7.6						A					

General and Site Information		Lanes	
Analyst	AG		
Agency/Co.	Eriksson		
Date Performed	7/20/2022		
Analysis Year	2028		
Analysis Time Period (hrs)	0.25		
Time Analyzed	PM Peak		
Project Description	Eastman		
Intersection	Vail and Eastman		
Jurisdiction	Arlington Heights		
East/West Street	Eastman Street		
North/South Street	Vail Avenue		
Peak Hour Factor	0.86		

Turning Movement Demand Volumes

[illegible]

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	30			59			112			71		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.027			0.053			0.099			0.063		
Final Departure Headway, h_d (s)	4.27			4.41			4.05			4.27		
Final Degree of Utilization, x	0.036			0.073			0.125			0.084		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.27			2.41			2.05			2.27		

Capacity, Delay and Level of Service	
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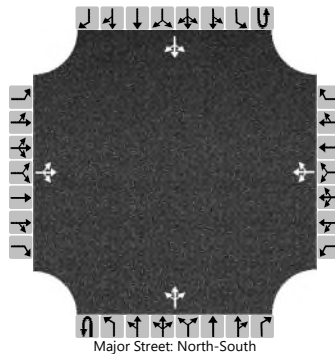
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	30			59			112			71		
Capacity (veh/h)	843			816			889			844		
95% Queue Length, Q ₉₅ (veh)	0.1			0.2			0.4			0.3		
Control Delay (s/veh)	7.4			7.8			7.6			7.7		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	7.4	A		7.8	A		7.6	A		7.7	A	
Intersection Delay (s/veh) LOS	7.6						A					

HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Northwest Hwy and Highland
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	7/20/2022	East/West Street	St James Street
Analysis Year	2022	North/South Street	Vail Avenue
Time Analyzed	AM Peak	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Eastman		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	13	4		3	7	1		7	41	3		6	45	4
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			19				12			8				7		
Capacity, c (veh/h)			800				785			1544				1552		
v/c Ratio			0.02				0.02			0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			9.6				9.7			7.3	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.6				9.7				1.0				0.8			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

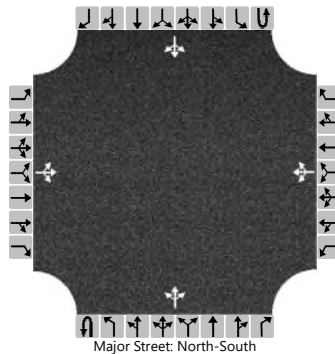
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/20/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Northwest Hwy and Highland
Jurisdiction	Arlington Heights
East/West Street	St James Street
North/South Street	Vail Avenue
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		5	13	4		3	8	1		7	42	3		6	46	5
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

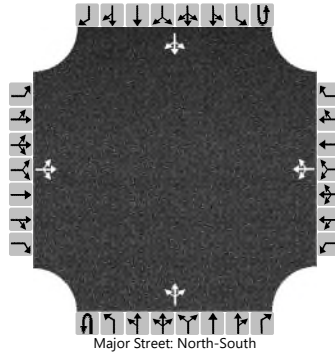
Flow Rate, v (veh/h)			24				13			8				7		
Capacity, c (veh/h)			802				779			1541				1550		
v/c Ratio			0.03				0.02			0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			9.6				9.7			7.3	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.6				9.7				1.0				0.8			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Vail and St James
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	7/20/2022	East/West Street	St James Street
Analysis Year	2022	North/South Street	Vail Avenue
Time Analyzed	PM Peak	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Eastman		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		8	6	7		14	16	2		3	65	3		6	38	5
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

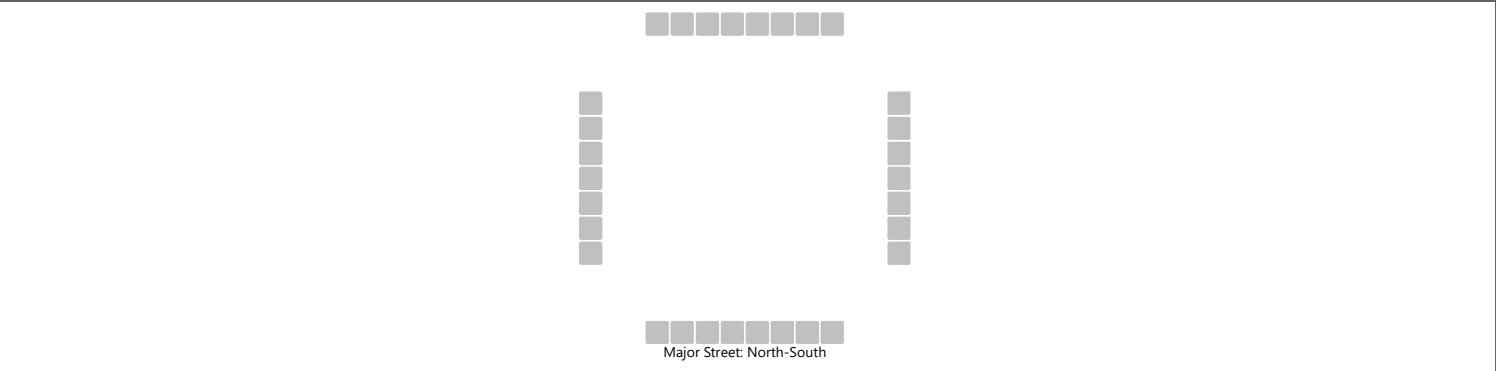
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			23				35			3				7		
Capacity, c (veh/h)			842				785			1554				1518		
v/c Ratio			0.03				0.04			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			9.4				9.8			7.3	0.0	0.0		7.4	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.4				9.8				0.3				0.9			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AG	Intersection	Vail and St James
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	7/20/2022	East/West Street	St James Street
Analysis Year	2028	North/South Street	Vail Avenue
Time Analyzed	PM Peak	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Eastman		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		11	6	7		14	17	2		3	67	3		6	40	10
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

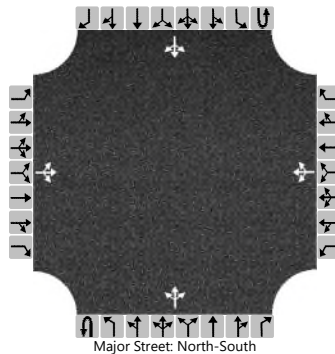
Flow Rate, v (veh/h)			26			36			3				7		
Capacity, c (veh/h)			825			771			1544				1515		
v/c Ratio			0.03			0.05			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1			0.1			0.0				0.0		
Control Delay (s/veh)			9.5			9.9			7.3	0.0	0.0		7.4	0.0	0.0
Level of Service (LOS)			A			A			A	A	A		A	A	A
Approach Delay (s/veh)	9.5			9.9			0.3			0.8					
Approach LOS	A			A			A			A					

HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Highland and Eastman
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	7/20/2022	East/West Street	Eastman Street
Analysis Year	2022	North/South Street	Highland Avenue
Time Analyzed	AM Peak	Peak Hour Factor	0.57
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Eastman		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	2	2		24	6	1		6	7	7		0	1	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

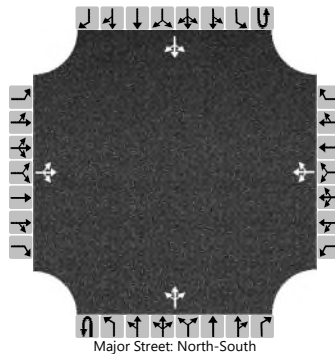
Flow Rate, v (veh/h)			9				54				11					0		
Capacity, c (veh/h)			942				926				1614					1584		
v/c Ratio			0.01				0.06				0.01					0.00		
95% Queue Length, Q ₉₅ (veh)			0.0				0.2				0.0					0.0		
Control Delay (s/veh)			8.9				9.1				7.2	0.0	0.0			7.3	0.0	0.0
Level of Service (LOS)			A				A				A	A	A			A	A	A
Approach Delay (s/veh)	8.9			9.1			2.2			0.0								
Approach LOS	A			A			A			A								

HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Highland and Eastman
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	7/20/2022	East/West Street	Eastman Street
Analysis Year	2028	North/South Street	Highland Avenue
Time Analyzed	AM Peak	Peak Hour Factor	0.57
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Eastman		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	2	2		25	6	3		7	17	7		14	27	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

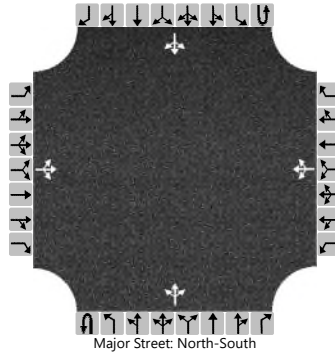
Flow Rate, v (veh/h)			9				60			12				25		
Capacity, c (veh/h)			823				784			1554				1560		
v/c Ratio			0.01				0.08			0.01				0.02		
95% Queue Length, Q ₉₅ (veh)			0.0				0.2			0.0				0.0		
Control Delay (s/veh)			9.4				10.0			7.3	0.1	0.1		7.3	0.1	0.1
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.4				10.0				1.7				2.6			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Highland and Eastman
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	7/20/2022	East/West Street	Eastman Street
Analysis Year	2022	North/South Street	Highland Avenue
Time Analyzed	PM Peak	Peak Hour Factor	0.71
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Eastman		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	9	6		23	5	1		6	5	7		1	2	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

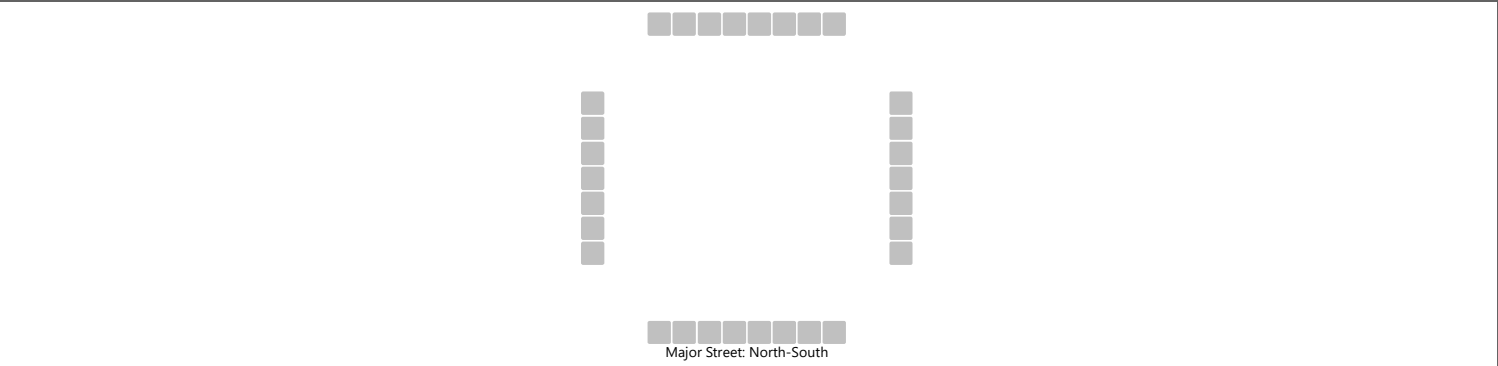
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			21				41			8				1		
Capacity, c (veh/h)			925				921			1613				1594		
v/c Ratio			0.02				0.04			0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			9.0				9.1			7.2	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.0				9.1				2.4				2.4			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AG	Intersection	Highland and Eastman
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	7/20/2022	East/West Street	Eastman Street
Analysis Year	2028	North/South Street	Highland Avenue
Time Analyzed	PM Peak	Peak Hour Factor	0.71
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Eastman		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	9	6		24	5	8		7	41	7		10	19	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

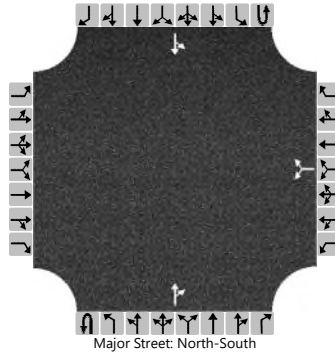
Flow Rate, v (veh/h)			21			52				10				14		
Capacity, c (veh/h)			834			816				1581				1527		
v/c Ratio			0.03			0.06				0.01				0.01		
95% Queue Length, Q ₉₅ (veh)			0.1			0.2				0.0				0.0		
Control Delay (s/veh)			9.4			9.7				7.3	0.0	0.0		7.4	0.1	0.1
Level of Service (LOS)			A			A				A	A	A		A	A	A
Approach Delay (s/veh)	9.4				9.7				1.0				2.6			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Highland and Site Access
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	7/20/2022	East/West Street	Highland Avenue
Analysis Year	2028	North/South Street	Site Access
Time Analyzed	AM Peak	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Eastman		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						39		7			9	12		2	2	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

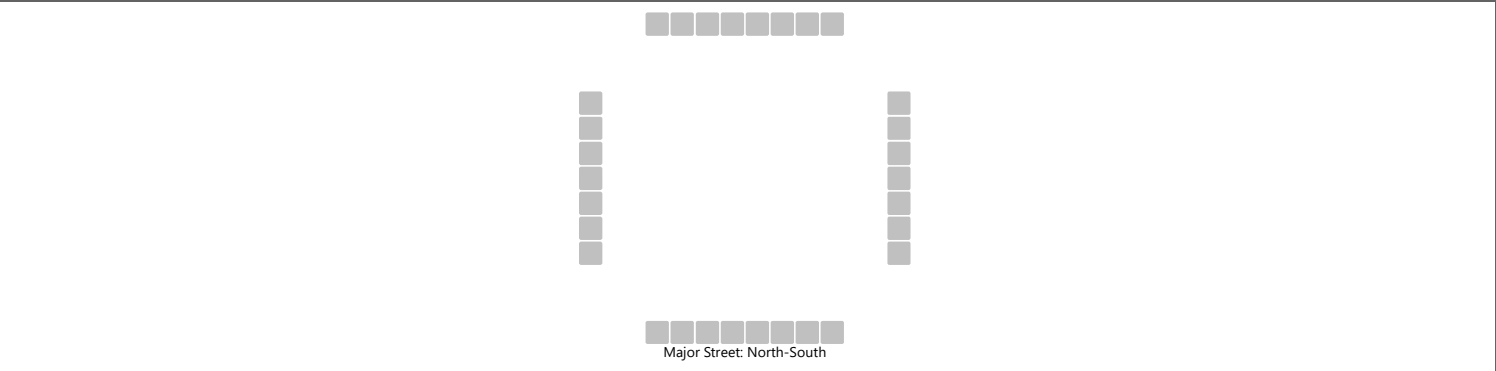
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						50								2		
Capacity, c (veh/h)						1000								1586		
v/c Ratio						0.05								0.00		
95% Queue Length, Q ₉₅ (veh)						0.2								0.0		
Control Delay (s/veh)						8.8								7.3	0.0	
Level of Service (LOS)						A								A	A	
Approach Delay (s/veh)					8.8								3.6			
Approach LOS					A								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AG	Intersection	Highland and Site Access
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	7/20/2022	East/West Street	Highland Avenue
Analysis Year	2028	North/South Street	Site Access
Time Analyzed	PM Peak	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Eastman		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						26		5			6	43		7	3	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

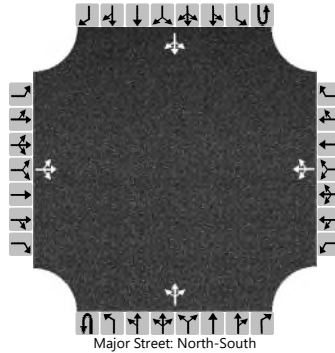
Flow Rate, v (veh/h)						34								8		
Capacity, c (veh/h)						967								1546		
v/c Ratio						0.03								0.00		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
Control Delay (s/veh)						8.9								7.3	0.0	
Level of Service (LOS)						A								A	A	
Approach Delay (s/veh)						8.9								5.1		
Approach LOS						A								A		

HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Highland and St James
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	7/20/2022	East/West Street	Highland Avenue
Analysis Year	2022	North/South Street	St James Street
Time Analyzed	AM Peak	Peak Hour Factor	0.46
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Eastman		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	10	1		0	18	0		2	0	7		0	0	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

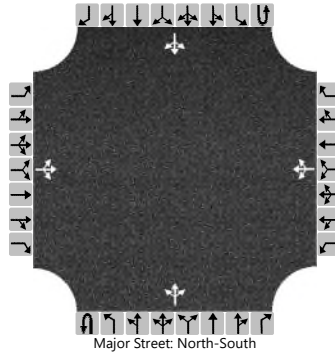
Flow Rate, v (veh/h)			24				39			4				0		
Capacity, c (veh/h)			881				873			1617				1596		
v/c Ratio			0.03				0.04			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			9.2				9.3			7.2	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.2				9.3				1.6							
Approach LOS	A				A				A							

HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Highland and St James
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	7/20/2022	East/West Street	Highland Avenue
Analysis Year	2028	North/South Street	St James Street
Time Analyzed	AM Peak	Peak Hour Factor	0.46
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Eastman		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	10	3		1	19	0		4	0	12		0	0	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

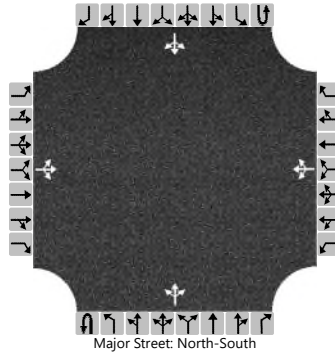
Flow Rate, v (veh/h)			28				43			9				0		
Capacity, c (veh/h)			887				859			1617				1582		
v/c Ratio			0.03				0.05			0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.2			0.0				0.0		
Control Delay (s/veh)			9.2				9.4			7.2	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.2				9.4				1.8							
Approach LOS	A				A				A							

HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Highland and St James
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	7/20/2022	East/West Street	Highland Avenue
Analysis Year	2022	North/South Street	St James Street
Time Analyzed	PM Peak	Peak Hour Factor	0.70
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Eastman		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	15	3		0	24	0		0	0	6		0	0	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

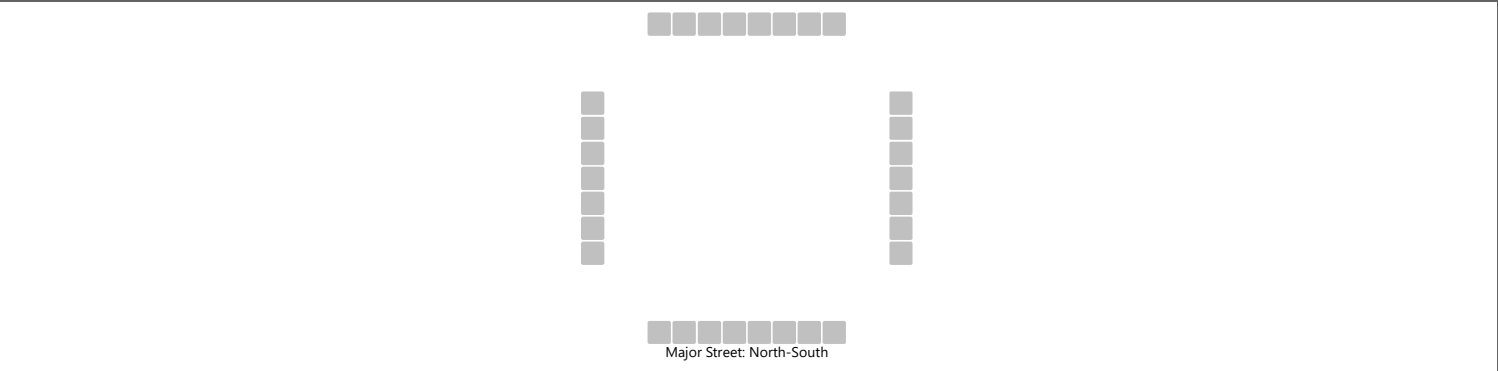
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			26				34			0				0		
Capacity, c (veh/h)			912				889			1617				1605		
v/c Ratio			0.03				0.04			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			9.1				9.2			7.2	0.0	0.0		7.2	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.1				9.2				0.0							
Approach LOS	A				A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AG	Intersection	Highland and St James
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	7/20/2022	East/West Street	Highland Avenue
Analysis Year	2028	North/South Street	St James Street
Time Analyzed	PM Peak	Peak Hour Factor	0.70
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Eastman		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	15	5		5	25	0		2	0	9		0	0	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

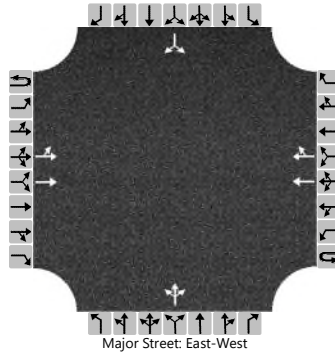
Flow Rate, v (veh/h)			29				43			3				0		
Capacity, c (veh/h)			916				890			1617				1599		
v/c Ratio			0.03				0.05			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.2			0.0				0.0		
Control Delay (s/veh)			9.1				9.3			7.2	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.1				9.3				1.3							
Approach LOS	A				A				A							

HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Northwest Hwy and Highland
Agency/Co.	Eriksson	Jurisdiction	IDOT
Date Performed	7/20/2022	East/West Street	Northwest Highway
Analysis Year	2022	North/South Street	Highland Avenue
Time Analyzed	AM Peak	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Eastman		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT	T				T	TR			LTR				LR	
Volume (veh/h)		14	590				565	6		0	0	0		3		24
Percent Heavy Vehicles (%)		3								3	3	3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1								7.5	6.5	6.9		7.5		6.9
Critical Headway (sec)		4.16								7.56	6.56	6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2								3.5	4.0	3.3		3.5		3.3
Follow-Up Headway (sec)		2.23								3.53	4.03	3.33		3.53		3.33

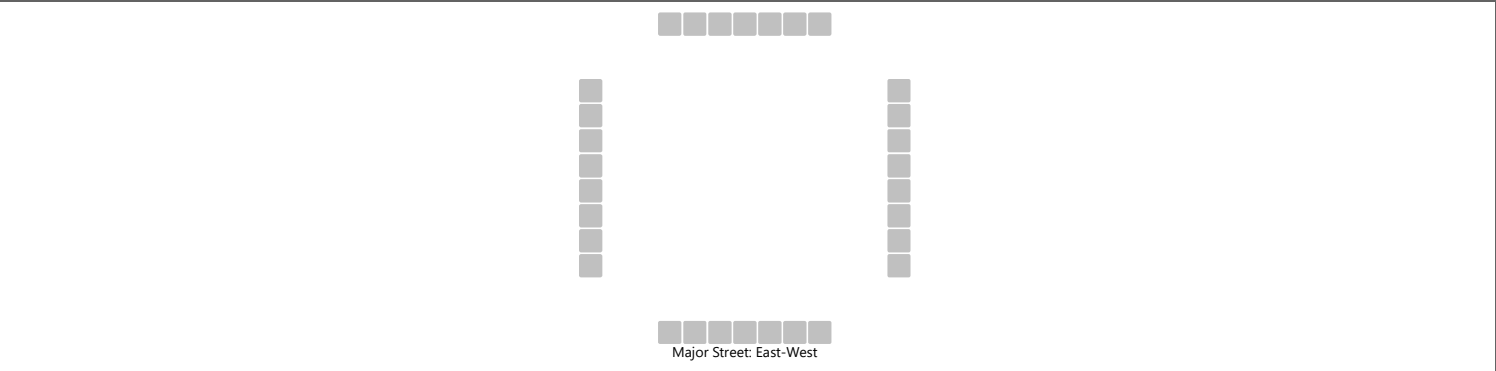
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17								0					33	
Capacity, c (veh/h)		881								0					473	
v/c Ratio		0.02													0.07	
95% Queue Length, Q ₉₅ (veh)		0.1													0.2	
Control Delay (s/veh)		9.2	0.2												13.2	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	0.4												13.2			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AG	Intersection	Northwest Hwy and Highland
Agency/Co.	Eriksson	Jurisdiction	IDOT
Date Performed	7/20/2022	East/West Street	Northwest Highway
Analysis Year	2028	North/South Street	Highland Avenue
Time Analyzed	AM Peak	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Eastman		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	1	0
Configuration		LT	T				T	TR				R			LR	
Volume (veh/h)		20	620				594	11				0		13		41
Percent Heavy Vehicles (%)		3										3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1										6.9		7.5		6.9
Critical Headway (sec)		4.16										6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2										3.3		3.5		3.3
Follow-Up Headway (sec)		2.23										3.33		3.53		3.33

Delay, Queue Length, and Level of Service

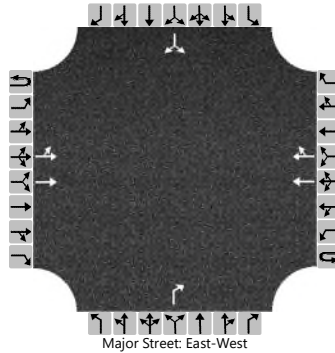
Flow Rate, v (veh/h)		24										0			65	
Capacity, c (veh/h)		864										621			353	
v/c Ratio		0.03										0.00			0.18	
95% Queue Length, Q ₉₅ (veh)		0.1										0.0			0.7	
Control Delay (s/veh)		9.3	0.3									10.8			17.5	
Level of Service (LOS)		A	A									B			C	
Approach Delay (s/veh)	0.6												17.5			
Approach LOS	A												C			

HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Northwest Hwy and Highland
Agency/Co.	Eriksson	Jurisdiction	IDOT
Date Performed	7/20/2022	East/West Street	Northwest Highway
Analysis Year	2022	North/South Street	Highland Avenue
Time Analyzed	PM Peak	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Eastman		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	1	0
Configuration		LT	T				T	TR				R			LR	
Volume (veh/h)		6	657				741	12				0		4		27
Percent Heavy Vehicles (%)		3										3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1										6.9		7.5		6.9
Critical Headway (sec)		4.16										6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2										3.3		3.5		3.3
Follow-Up Headway (sec)		2.23										3.33		3.53		3.33

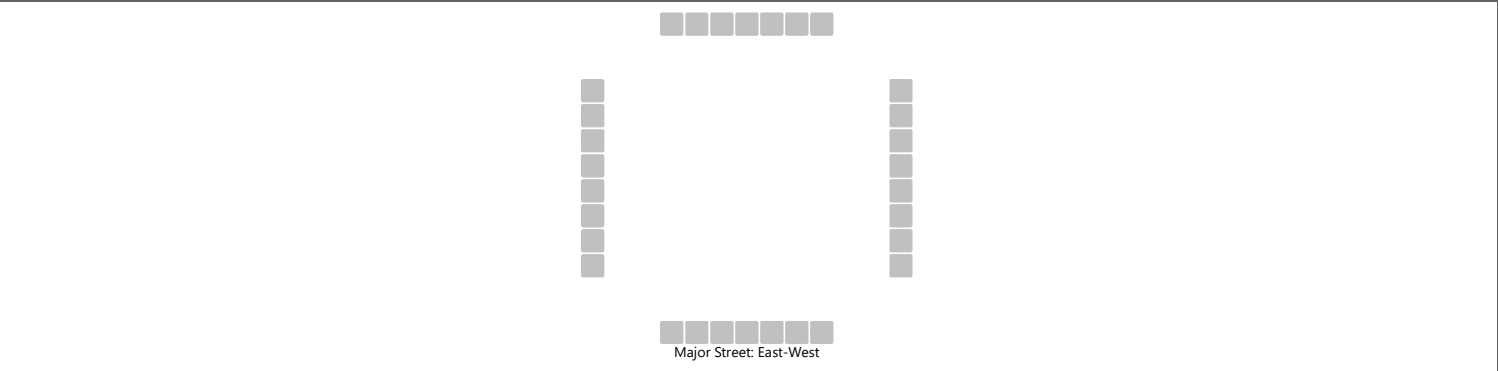
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7										0			34	
Capacity, c (veh/h)		799										637			419	
v/c Ratio		0.01										0.00			0.08	
95% Queue Length, Q ₉₅ (veh)		0.0										0.0			0.3	
Control Delay (s/veh)		9.5	0.1									10.7			14.3	
Level of Service (LOS)		A	A									B			B	
Approach Delay (s/veh)	0.2												14.3			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AG	Intersection	Northwest Hwy and Highland
Agency/Co.	Eriksson	Jurisdiction	IDOT
Date Performed	7/20/2022	East/West Street	Northwest Highway
Analysis Year	2028	North/South Street	Highland Avenue
Time Analyzed	PM Peak	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Eastman		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	1	0
Configuration		LT	T				T	TR				R			LR	
Volume (veh/h)		24	690				778	31				0		11		38
Percent Heavy Vehicles (%)		3										3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1										6.9		7.5		6.9
Critical Headway (sec)		4.16										6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2										3.3		3.5		3.3
Follow-Up Headway (sec)		2.23										3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		26										0			53	
Capacity, c (veh/h)		758										620			300	
v/c Ratio		0.03										0.00			0.18	
95% Queue Length, Q ₉₅ (veh)		0.1										0.0			0.6	
Control Delay (s/veh)		9.9	0.4									10.8			19.6	
Level of Service (LOS)		A	A									B			C	
Approach Delay (s/veh)	0.7												19.6			
Approach LOS	A												C			

DATE: 1/27/23

FROM: Jorge Torres, Director of Building & Life Safety

SUBJECT: 116-120 W Eastman – Multi-family housing, underground parking and retail

These comments are conceptual only. A formal plan review will be required.

1. The following adopted codes shall apply:
 - 2018 International Building Code with amendments
 - 2018 International Fire Code with amendments
 - 2018 International Fuel Gas Code with amendments
 - 2018 International Mechanical Code with Amendments
 - 2018 Illinois Energy Conservation Code with state amendments
 - 2018 Illinois Accessibility Code
 - 2017 National Electrical Code with amendments
 - 2014 Illinois Plumbing Code with amendments
2. The 7th floor floor-level height is 71 feet above grade. Therefore, the building shall be considered a high-rise and comply with the requirements of 2018 IBC 403. The plans do not appear to conform to this requirement.
3. As a high-rise, a fire command center is required per 2018 IBC 403.4.6 and shall comply with 2018 IFC Section 508. In order to verify compliance, please provide the proposed location and square footage of the fire command center.
4. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official. 2018 IFC Appendix D – D105.1. In order to verify compliance, please provide the clear width of each street on either side of the building.
5. The east wall of the new building may be required to have a minimum fire-resistance rating of a 1-hour fire wall if on the lot line to the adjacent 1- and 2-story building. 2018 IBC 601 & 602. The plans do not appear to conform to this requirement.
6. Fire separation between R, S-2 and M shall comply with 2018 IBC Section 508.4 and Table 508.4. The plans do not appear to conform to this requirement.
7. Doors from stairwells shall open in the direction of travel at the termination point. The plans do not appear to conform to this requirement.
8. All stair enclosures are required to discharge to the exterior of the building, or shall be extended to the exterior of the building with an exit passageway. 2018 IBC 1023.1. The plans do not appear to conform to this requirement.
9. An approved water supply capable of supplying the required fire flow for fire protection shall be provided. The plans do not appear to conform to this requirement.

10. Approved radio coverage for emergency responders within the building based on the existing coverage levels utilized measured at the exterior of the building shall be provided. The plans do not appear to conform to this requirement.
11. Fire pump room location not specified. The plans do not appear to conform to this requirement.
12. Where provided, fire pump rooms and automatic sprinkler system riser rooms shall be designed with adequate space for all equipment necessary for the installation, as defined by the manufacturer, with sufficient working space around the stationary equipment. Clearances around equipment to elements of permanent construction, including other installed equipment and appliances, shall be sufficient to allow inspection, service, repair or replacement without removing such elements of permanent construction or disabling the function of a required fire-resistance-rated assembly. Fire pump and automatic sprinkler system riser rooms shall be provided with doors and unobstructed passageways large enough to allow removal of the largest piece of equipment. The plans do not appear to conform to this requirement.
13. An automatic smoke detection system is required for a high-rise building. The plans do not appear to conform to this requirement.
14. Fire department connections (FDC) shall be located on the street side of buildings, fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant and in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved. In order to verify compliance, please provide the proposed location of the FDC and the location of a fire hydrant within 100 feet of the FDC. 2018 IFC 912.2.1 as amended. In order to verify compliance, please provide the location of the FDC and fire hydrant within 100 feet on the plans.
15. A complete NFPA compliant fire suppression system is required. Supervised indicating control valves shall be provided at the point of connection to the riser on each floor.
16. The enclosed parking garage shall comply with 2018 IBC 406.2, 406.4 and 406.6
17. In buildings and structures where standby power is required or furnished to operate an elevator the operation shall comply with current code requirements. The plans do not appear to conform to this requirement.
18. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance. The plans do not appear to conform to this requirement.
19. Visible alarm notification appliances shall be provided in public areas and common areas. A visible exterior weatherproof alarm notification device shall be located within closest proximity to the front main entrance of the building or tenant space. The plans do not appear to conform to this requirement.
20. A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance. The plans do not appear to conform to this requirement.
21. A key box (Knox Box) shall be provided and contain keys to gain necessary access as required by the fire code official. (More than one may be required based on the size of the project/building). The plans do not appear to conform to this requirement.

22. Fire pumps, if provided, shall be installed in accordance with the 2018 International Fire Code and NFPA 20 and shall comply with all current code requirements including a minimum of two water mains located in different streets.
23. In order to be considered part of an accessible means of egress, an elevator shall comply with the emergency operation and signaling device requirements. The plans do not appear to conform to this requirement.
24. In buildings four or more stories above grade plane, one stairway shall extend to the roof surface, unless the roof has a slope steeper than four units vertical in 12 units horizontal. Proper signage is required. 2018 IBC 1011.12. The plans do not appear to conform to this requirement.
25. All new elevators shall be equipped with emergency key opening devices at all landings. The location and specific type of device shall be approved by the Fire Department. The plans do not appear to conform to this requirement.
26. If the elevator uses an automatic dialer, the ten-digit number 847-590-3470 shall be used. If bidirectional communication is available and is used, the elevator should call 911. The phone line used to dial 911 must have the correct address information affiliated with that phone line. The plans do not appear to conform to this requirement.
27. Emergency Signs required for elevators shall be 7 inches by 5 inches and read as follows: IN FIRE EMERGENCY, DO NOT USE ELEVATOR. USE EXIT STAIRS. The plans do not appear to conform to this requirement.
28. 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, 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. The plans do not appear to conform to this requirement.
29. Areas of refuge may be required and identified with fire department communications.
30. Separate permits are required for fuel tanks to supply an emergency back-up generator if one is proposed. The plans do not appear to conform to this requirement.
31. Storage is not permitted in any mechanical, electrical, or equipment room. The plans do not appear to conform to this requirement.
32. Structural calculations shall be provided for the building including the pool located on 3rd floor.
33. The fire pump/sprinkler room shall be separated from all other areas of the building by 2-hour fire barriers and 2-hour horizontal assemblies. The fire pump/sprinkler room may be required to be located on the first floor. Its location will be determined by the Fire Department. The plans do not appear to conform to this requirement.
34. The enclosed parking garage is required to have an automatic sprinkler system. The plans do not appear to conform to this requirement.
35. The enclosed parking garage shall have mechanical ventilation. The plans do not appear to conform to this requirement.
36. The electrical room shown in the basement shall have two doors that open in the direction of egress and have panic hardware. The plans do not appear to conform to this requirement.

37. The bar in the basement is required to have two doors that open in the direction of egress and have panic hardware. The plans do not appear to conform to this requirement.

ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: **P.C. PC 23-002**
 Petitioner: MYLO Residential Arlington Heights Property
c/o Joe Taylor
202 S. Cook Street, Suite 210, Barrington, IL 60010
 Owner: 116-120 Eastman Apartments LLC
 Contact Person: Bernard Citron, Thompson Coburn LLP
 Address: 55 E. Monroe, 37th Floor
Chicago, IL 60603
 Phone #: 312-580-2209
 Fax #: 312-580-2201
 E-Mail: bcitron@thompsoncoburn.com

P.I.N.# 03-29-316-001-0000; 03-29-316-008-0000; 03-30-409-003-0000
 Location: 116-120 Eastman: Eastman, Highland and St. James
 Rezoning: Current: B5 Proposed:
 Subdivision:
 # of Lots: Current: Proposed:
 PUD: For: Mixed use residential/commercial
 Special Use: For:
 Land Use Variation: For:
Residential use in the B5 district; allow for 3 D.U
 Land Use: Current: 2 vacant commercial building
 Proposed:
 Site Gross Area: 43584 sq.ft.
 # of Units Total: 154
 1BR: 2BR: 3BR: 4BR:

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

1. PUBLIC IMPROVEMENTS

REQUIRED: YES NO COMMENTS

- a. Underground Utilities
 Water YES
 Sanitary Sewer YES
 Storm Sewer YES
 b. Surface Improvement
 Pavement YES
 Curb & Gutter YES
 Sidewalks YES
 Street Lighting
 c. Easements
 Utility & Drainage NO
 Access

2. PERMITS REQUIRED OTHER THAN VILLAGE:

- a. MWRDGC X b. IDOT
 c. ARMY CORP d. IEPA X
 e. CCHD

YES	NO	COMMENTS
<u> </u>	<u>X</u>	<u> </u>
<u> </u>	<u>X</u>	<u> </u>
<u> </u>	<u>N/A</u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>
<u>X</u>	<u> </u>	<u> </u>
<u> </u>	<u>X</u>	<u> </u>
<u> </u>	<u>X</u>	<u> </u>
<u> </u>	<u>X</u>	<u> </u>

3. R.O.W. DEDICATIONS?
 4. SITE PLAN ACCEPTABLE?
 5. PRELIMINARY PLAT ACCEPTABLE?
 6. TRAFFIC STUDY ACCEPTABLE?
 7. STORM WATER DETENTION REQUIRED?
 8. CONTRIBUTION ORDINANCE EXISTING?
 9. FLOOD PLAIN OR FLOODWAY EXISTING?
 10. WETLAND EXISTING?

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: RW 62
 DATE OF PLANS: 11/22/22

Michael J. [Signature] 2-8-23
 Director Date
 VILLAGE ENGINEER

PLAN COMMISSION PC #23-002
MYLO Residential
116-120 W Eastman St
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. 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

13. The proposed volume control facility will be a private system and as such will not be the Village's responsibility to maintain. 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.

14. Plan Commission approval will require preliminary engineering plans including detention calculations showing storage required, storage provided, and restrictor sizing calculations.

- a) An MWRD permit is required.
- b) Provide a stormwater narrative.
- c) The volume control facility located under pavement must be designed to AASHTO HS-25 loading standard. The volume control facility is also in the fire lane, provide calculations for the punch through loading of the tower truck with the outriggers extended.
- d) Provide the restrictor calculations for the volume control facility.
- e) The project must also meet the Village's detention requirements. As this project is located within the combined sewer area and in the downtown business district, fee in lieu of detention is acceptable. Provide calculations of the storage required to meet the Village's detention requirements. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use updated Bulletin 70 rainfall data. The volume captured in the volume control facility can be credited towards the Village's detention requirements. The deficiency can be paid as money in lieu of detention at the rate of \$1.00 per cubic foot.
- f) Clearly show the overflow route for the site.

15. The site photometric lighting diagram shows lighting intensities of 0.5 foot candles along W St James St, exceeding the 0.1 foot candles limit for single family residential. Provide additional readings to the north right-of-way. In the event the lighting intensities still exceed 0.1 foot candles, revise the lighting accordingly. 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.
16. The heavy-duty pavement section for the fire lane shall 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.
17. The fire lane extends into the shared access drive aisle with the adjacent property. It is recommended that the entire width of the fire lane along the west side of the building be reconstructed with the heavy-duty pavement section.
18. The exhibit showing the turning path of the tower truck shall show maneuvering through the site in all possible directions of travel. Provide an exhibits for arrival eastbound on St James St and westbound on Eastman St.
19. The entire apron at St James St shall be removed and replaced. It is recommended to replace the west radius. The curb radius shall stop at the sidewalk.
20. The access on St James St will be under stop control. Provide detectable warning panels for the public sidewalk.
21. The parking lane along the west side of Highland Ave shall be resurfaced. The improvements shall be coordinated with the adjacent property owner.
22. Show the existing ADA ramp at the southwest corner of Highland Ave and Eastman St.
23. The curb shall be eliminated for the loading bay off of Eastman St. The apron shall be constructed in concrete.
24. Provide additional information on the accessible route from the accessible parking stalls on Highland Ave to the accessible entrance for the building.
25. The pedestrian access route along the west side of the building is intermittent, disrupted by the loading bay and the entrance to the underground parking garage. Provide additional information.
26. The drive aisle on Highland Ave will accommodate two-way traffic. Provide a striping and signage plan.
27. The existing water services shall be abandoned at the main.
28. An IEPA permit is required.
29. The water main extension will disturb the pavement on W St James St. The pavement shall be resurfaced to the centerline.
30. The existing 1" residential water service to be connected to the proposed 8" water main shall be coordinated with the homeowner.
31. Identify the location of the existing sanitary sewer service for 116 W Eastman St. The sanitary sewer services shall be abandoned.

32. The proposed sanitary sewer service is shown to be located under the building. It is recommended that the sanitary sewer main be extended from the intersection of W Eastman St and N Vail Ave west, with the sanitary sewer service connecting to the new main. The GIS information is provided as an attachment.

Traffic:

33. The location of the restaurant could result in delivery vans or semi-trucks parking on Highland Ave, obstructing northbound traffic. It is recommended that a condition be established in the ordinance to require the loading bays to be used for deliveries.

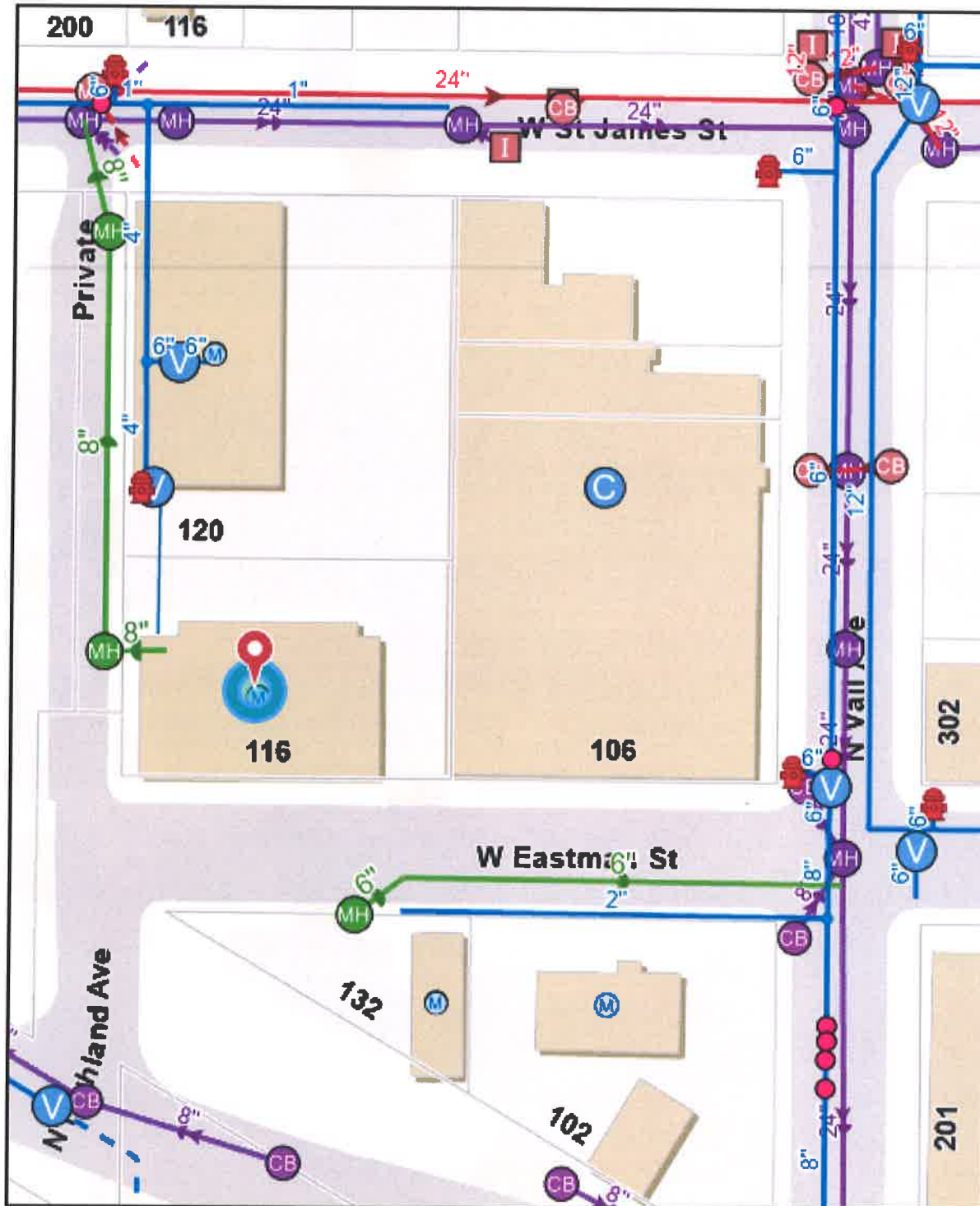
Public Works:

34. The water main shall loop to Northwest Highway, or Eastman St to Vail Ave.
35. The pavement repair on St James St for the utility connections shall be full depth and width.
36. A note shall be provided that the pavement on W Eastman St and W St James St shall be replaced or milled as necessary.
37. No roadway patch shall be less than 4 ft wide.
38. The existing utility manholes that are proposed to be reused shall be televised and condition verified adequate for reconstruction.
39. The brick paver section along W St James St shall match the downtown streetscape.


Michael L. Pagones, P.E.
Village Engineer

2/8/23
Date

Attachments:
GIS information





Arlington Heights Fire Department

David Roberts, Division Chief

droberts@vah.com

Telephone 847/368-5457 • Facsimile 847/368-5995

P.C. Number 23-002
Project Name Multi-Family underground parking and retail space
Project Location 116 – 120 West Eastman
Planning Department Contact Sam Hubbard

February 10th, 2023

1. 503.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. Please provide details that the fire apparatus access road meets this requirement.
2. 503.3 Marking. Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility. Please provide a drawing that shows parking details and proposed signage along Eastman and St. James St.
3. D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing up to 75,000 pounds (34 050 kg). Please provide details that the fire apparatus access road meets this requirement.
4. 503.2.1 Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm). A drawing is needed to show the height of the third-floor overhang above Highland Ave.
5. D105.4 Obstructions. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official. A drawing is needed to show utilities in order to confirm that the proposal meets this requirement.



Arlington Heights Fire Department

David Roberts, Division Chief

droberts@vah.com

Telephone 847/368-5457 • Facsimile 847/368-5995

6. 3310.1 Required access. Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet (30 480 mm) of temporary or permanent fire department connections. Vehicle access shall be provided by either temporary or permanent roads, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be maintained until permanent fire apparatus access roads are available. During construction, fire department access is required.
7. 3310.2 Key boxes. Key boxes shall be provided as required by 506.1. During construction, fire department access is required to all locked accesses.

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. **PC 23-002**Petitioner: MYLO Residential Arlington Heights Property
c/o Joe Taylor202 S. Cook Street, Suite 210, Barrington, IL 60010Owner: 116-120 Eastman Apartments LLCContact Person: Bernard Citron, Thompson Coburn LLPAddress: 55 E. Monroe, 37th FloorChicago, IL 60603Phone #: 312-580-2209Fax #: 312-580-2201E-Mail: bcitron@thompsoncoburn.comP.I.N.# 03-29-316-001-0000; 03-29-316-008-0000; 03-30-409-003-0000Location: 116-120 Eastman: Eastman, Highland and St. JamesRezoning: _____ Current: B5 Proposed: _____

Subdivision: _____

of Lots: _____ Current: _____ Proposed: _____

PUD: ☒ For: Mixed use residential/commercialSpecial Use: ☒ For: _____Land Use Variation: ☒ For: _____Residential use in the B5 district; allow for 3 D.ULand Use: _____ Current: 2 vacant commercial building

Proposed: _____

Site Gross Area: 43584 sq ft# of Units Total: 154

1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

*(Petitioner: Please do not write below this line.)*1. GENERAL COMMENTS:

A recycling plan will need to be submitted upon occupancy.

The pool will need a permit and license from the Illinois Department of Public Health.



1/25/23

Environmental Health Officer

Date



for

Direc
Date

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 23-002
 Petitioner: MYLO Residential Arlington Heights Property
c/o Joe Taylor
202 S. Cook Street, Suite 210, Barrington, IL 60010
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P.I.N.# 03-29-316-001-0000; 03-29-316-008-0000; 03-30-409-003-0000
 Location: 116-120 Eastman: Eastman, Highland and St. James
 Rezoning: Current: B5 Proposed:
 Subdivision:
 # of Lots: Current: Proposed:
 PUD: ✓ For: Mixed use residential/commercial
 Special Use: ✓ For:
 Land Use Variation: ✓ For:
Residential use in the B5 district; allow for 3 D.U.
 Land Use: Current: 2 vacant commercial building
 Proposed:
 Site Gross Area: 43584 sq ft
 # of Units Total: 154
 1BR: 2BR: 3BR: 4BR:

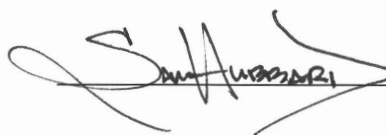
(Petitioner: Please do not write below this line.)

YES NO

1. X COMPLIES WITH COMPREHENSIVE PLAN?
2. X COMPLIES WITH THOROUGHFARE PLAN?
3. X VARIATIONS NEEDED FROM ZONING REGULATIONS?
(See below.)
4. X VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
(See below.)
5. X SUBDIVISION REQUIRED?
6. X SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
(See below.)

Comments:

Please see additional comments attached.



2.13.23

Date

Planning & Community Development Dept. Review

February 13, 2023



REVIEW ROUND 1

Project: 116-120 W. Eastman Development
116-120 W. Eastman Street

Case Number: PC 23-002

General:

7. The Plan Commission must review and approve the following action:
 - a) Planned Unit Development to allow a 154-unit multi-family residential development.
 - b) Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
 - c) A variation from Chapter 28, Section 5.1-14.1, to allow 154 units on a 43,438 square foot lot where code requires a minimum lot size of 47,000 square feet.
 - d) Conceptual Special Use Permit approval for a restaurant on the subject property.
 - e) A variation from Chapter 28, Section 6.1-5.1, to allow tandem parking stalls.
 - f) Additional bulk variations from Chapter 28 as may be determined.

Additional variations may be required depending upon your response to certain comments and review of the revised plans.

8. The proposed development is 12 units above maximum allowable density in the B-5 District. Section 7-1709a of the Inclusionary Zoning Ordinance (IHO) allows a 1-for-1 density increase through every affordable unit provided within the development. It is recommended that 7.5% of all units be provided as onsite affordable units (equating to 12 units). Although a density variation would still be required by Chapter 28, the development will conform to the IHO 1-to-1 density bonus allowance.
9. Since details on the restaurant have not yet been provided, only conceptual approval can be granted at this stage. Once a tenant and details on the restaurant operation have been provided, a Special Use Permit or a Special Use Permit Waiver (if eligible) will be required.
10. Please outline any communications that have taken place with the property owners to the east and west. Are these property owners aware of your project and have they expressed any initial concerns?
11. Please provide a detailed market study that evaluates the market demand for this product at this location.
12. For the tandem parking stall variation identified above, please provide a separate response justifying compliance with the standards for approval as outlined below:
 - The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and
 - The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned; and
 - The proposed variation is in harmony with the spirit and intent of this Chapter; and
 - The variance requested is the minimum variance necessary to allow reasonable use of the property.
13. Impact Fee's will be required for the residential portion of the development, in accordance with Village Policy.

14. The project narrative shall be revised accordingly:
 - a) Narrative states 29 parking stalls are available on the Wintrust site, EEA study states there are 19 on the Wintrust site and 23 on the private street. A better description of where the stalls are located must be provided. Provide the data as follows: # of stalls on east side of Highland on subject property, # of stalls on west side of Highland on Wintrust property, # of stalls within the Wintrust parking lot (i.e. not on Highland).
 - b) Please provide a description of any green/sustainable features proposed.
 - c) Please outline expected move-in times/days, delivery times/days, and trash collection times/days.
15. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 review comments include a revision date.
16. The resubmittal shall be provided within a flash drive/USB, which shall include the response to these comments along with all revised plan sets and documents. In addition, one full sized hard copy of all revised plan sets and documents must also be provided.

Site/Infrastructure:

17. Please explore ways to increase the sidewalk width along the southwest side of the building.
18. Please identify any proposed ground mounted mechanical equipment (AC units, generators, transformers, utility pedestals etc.) on the site plans. These elements must be appropriately located and screened from view.

Building:

19. What is the "Back of House" space within the basement? Will this be storage for the restaurant? If so, it must be included in the overall restaurant square footage.
20. Does the 833 sq. ft. measurement for the "Kitchen" include the small storage room adjacent to the kitchen (assuming that room will be used by the restaurant). If that area is used by the restaurant but is not factored into the square footage, please modify the overall square footage to include this space.
21. Please confirm that both loading zones will have 14' height clearance, per Section 10.6-2 of the Zoning Code. A note shall be added to the plans.
22. The proposed canopy over the primary front entrance encroaches into the public ROW and would require a license and indemnification agreement with the Village if allowed. Will any of the building fins encroach above the ROW?
23. Will the restaurant have any outdoor seating? If so, please show this area on the plans.
24. The use of wall pack lighting is strongly discouraged. Please revise the fixtures along the northern elevation to reduce glare/spillover. Provide product specifications for all proposed fixtures.
25. Safety measures/warning devices for vehicles exiting the garage along Highland shall be provided.
26. Will the development include a bike parking room? Please show any proposed bike parking spaces on the floor plan (if interior) or the site plan (if exterior), including a note outlining how many spaces there will be. Per code, a minimum of 15 bike parking stalls should be provided.

Parking and Traffic:

27. Please note that the Village is still evaluating the adequacy of the proposed residential parking supply at 1.17 spaces per unit (including tandem). Typically, demand for parking in multi-family units within downtown Arlington Heights is around 1.3-1.5 spaces per unit.

28. Additional study on parking ratios in suburban downtown environments is required. Please provide current data on additional suburban downtown multi-family developments. The analysis should evaluate parking per unit as well as per bedroom. Additionally, what are the locations, sizes, development attributes (mixed-use, residential only), bedroom mix, and number of parking stalls provided in similar Compasspoint projects?
29. Please provide a copy of any shared parking agreement with the property owner to the west.
30. Please note that the tandem parking stalls require a variation from Section 10.2-9. The necessary justification for said variation must be provided, as outlined above.

PUD/Construction Phasing:

31. A construction schedule and construction staging plan shall be provided, per Section 9.1i.

Prepared by: SAM JUREAK

Mylo Development
116-120 W. Eastman Street
PC #23-002
February 13, 2023

Landscaping

Public Property

1. The streetscape along Eastman Street must be consistent with the Downtown standards. Please identify the brick pavers, street trees, grates and the Sternberg light fixtures.

Private Property

1. Provide landscaping and decorative pavement at the corner of St James Street and Highland Avenue.
2. Along Highland Avenue it is recommended that specialty pavement be used for the north/south walkway. In addition, provide crosswalks with specialty pavement for the walkway at the drive aisle and at the loading area. Please evaluate the overall width of the walkway on the west elevation near the southwest corner of the building.
3. Along St. James Street, the foundation plantings are in the public right of way. Please note that a license agreement and maintenance agreement will be required.
4. Please indicate the plan for the planter boxes identified on the west elevation and provide landscape details. In addition, please provide details for the planters/green space identified on the terrace on the north elevation.
5. A tree fee of \$4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

Bernard I. Citron
312 580 2209 direct
bcitron@thompsoncoburn.com

March 10, 2023

VIA ELECTRONIC MAIL

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

Re: 116-120 Eastman
Response to Staff Comments - PC 23-002

Dear Mr. Hubbard:

This letter is our teams response to your staff's comments received on February 14, 2023. Along with this letter we are including the revised plans as requested. Many of the requirements or deficiencies are based on the fact that the project has not been designed to the point where the specific code provisions have been addressed. Generally we would not begin to prepare building permit drawings (in which the various code provisions will be addressed) until after approval of the Project by the Village Board. Therefore our responses (for instance to the Building and Life Safety Comments) are that we will meet these standards on the permit drawings as then submitted.

Our responses are as follows:

Building and Life Safety Comments

1. The architect and their team will prepare permit and construction drawings in conformance with the Codes as set forth.
2. We accept the determination that the building is considered a high rise and all aspects (emergency egress, fire alarms, etc) will be designed in accordance with the code provisions so noted. The design of the building has not proceeded to the point where we have prepared the building design addressing compliance with 2018-IBC-403. Once the permit plans have been completed they will be submitted to show compliance with the requirements noted.
3. We accept the determination that the building is considered a high rise and all aspects (emergency egress, fire alarms, etc) will be designed in accordance with the code provisions so noted. The design of the building has not proceeded to the point where we have prepared the building design addressing compliance with 2018-IBC-403. Once the permit plans have been completed they will be submitted to show compliance with the requirements noted.

4. During our call with the Village's team in which Jorge Torres participated it was determined that we have provided the minimum fire access road width. The clear width is noted on the submitted drawings.
5. We have not designed the actual building structure at this time and will not complete this until after development approval by the Village Board. Once the permit drawings are completed they will be submitted for review by the Village to evidence conformance with the required code sections.
6. We accept the determination that the building is considered a high rise and all aspects (emergency egress, fire alarms, etc) will be designed in accordance with the code provisions so noted. The design of the building has not proceeded to the point where we have prepared the building design addressing compliance with 2018-IBC-403. Once the permit plans have been completed they will be submitted to show compliance with the requirements noted.
7. The floor plans, once prepared and submitted will show exit doors opening in the direction of travel.
8. The revised floor plans, as submitted at the time of permit drawing submittal will depict all stair enclosures discharging to the exterior of the building as required.
9. Per the requirements of the Public Works Department of the Village, we will be construction new water mains to serve the building. The new water mains will be capable of supplying the required fire flow for fire protection.
10. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
11. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
12. The fire pump rooms and automatic sprinkler system riser rooms have not yet been designed. They will be designed and constructed to meet the standards that are required to be met. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
13. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
14. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time. The FDC locations will be shown in the required locations at that time.
15. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
16. The parking garage will be designed to meet the code provisions noted therein. These requirements will be provided for at the time permit drawings are submitted for review by

- the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
17. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
 18. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
 19. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
 20. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
 21. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
 22. New water mains are required per the Public Works Department. Their design is shown on the revised engineering drawings submitted herewith.
 23. Our elevators as specified will comply with the accessible means of egress requirements as noted.
 24. We will extend one stairway up through the roof as noted.
 25. The elevators as specified at the time of permit drawings being submitted shall comply with the requirements as noted.
 26. The elevators as specified at the time of permit drawings being submitted shall comply with the requirements as noted.
 27. The elevators as specified at the time of permit drawings being submitted shall comply with the requirements as noted.
 28. The elevators as specified at the time of permit drawings being submitted shall comply with the requirements as noted.
 29. We will work with the Building and Life Safety staff to determine if an area of refuge is required. If required, it will be provided and shown on the permit set of plans.
 30. If an emergency generator is required, which has not yet been established we will provide the requisite permit plans for the necessary fuel tanks.
 31. We recognize the prohibition of storage within mechanical, electrical and equipment rooms. The plans as submitted do not show any storage within those rooms.
 32. The required structural calculations and structural plans for the entire building, including the pool will be submitted at the time that the building permits plans are submitted for review by the Village.
 33. The fire separation between the Fire Pump Room and Sprinkler Room will be shown on the permit set of plans when submitted. We will comply with the standards as set forth by the code.

34. We are aware of the fire suppression system required for the building including for the garage. The fire suppression system will not be designed until the building permit plans are finalized and submitted for permits. We will comply to the standards under the code.
35. We will comply with all code requirements and will provide these plans at the time the building permit sets are submitted.
36. The electrical room will be revised so that the two doors open in the direction of egress and have panic hardware.
37. All doors from habitable spaces shall be designed so that they open in the direction of travel and will be shown on the permit set of plans and will have panic hardware as required.

Engineering Comments

Items 1 through 10 do not require responses. Item number 2 notes the various agencies that will required submission of plans and approval thereof. These submittals will made at the time final engineering plans are finished.

11. We will submit detailed plans at the time building permit plans are prepared.
12. We will geo-reference the engineering plans as required.
13. We will provide the calculations for the Volume Control Facility at the time final engineering is submitted. Prior to requesting a building permit we will work with the Village to draft and submit the OUMA. The OUMA will be executed and final sizing of the StormTech system with weir and restrictor calculations will be included at the time of final engineering submittals.
14.
 - a. We will submit the plans, as prepared to MWRD for review. A full submittal will be made prior to submitting for the building permit.
 - b. We will provide a stormwater narrative setting forth how the system will function. A narrative is included with this submittal including the fee in lieu of calculations.
 - c. The volume control facility will be designed and ultimately constructed in accordance with the standards noted. Both loading requirements will be designed and met at the time of final engineering submittal.
 - d. The restrictor calculations will be submitted. MWRD controls the design of these 'newer' volume control only underground systems. Typically the weir is set at the HWL in a structure and a 4" perforated pvc pipe is used as a 'restrictor'. MWRD will review and approve the design.
 - e. We have determined that the Fee in Lieu of Detention program will best apply to this project. The final amount will be calculated after final engineering plans are reviewed and approved and payment made at the time building permits are applied for. The volume for our detention fee in lieu of requirements is included in our stormwater narrative. We used the spreadsheet provided by the Village with an assumed all impervious site at C=0.95 and bulletin 75.
 - f. The overflow route is shown on the plans.
15. A photometric plan will be submitted. We do not intend to install any site lighting except for lighting on the building. It will be designed so as to meet the standards noted therein. The lighting consultant will revise the lighting plan to meet village code requirements. Detailed lighting cut sheets will be provided at the time of final design.
16. All replacement pavement shall be designed to meet the standards set forth. A note was added to the plans to reflect this requirement.
17. We will reconstruct the area upon which the fire lane is located (Highland) in accordance with the heavy duty pavement standards noted therein. This note has been added to the updated plans.

18. A revised turning path study will be submitted showing the additional turning movement requested to be studied. The auto-turn exhibit is included with the revised plans.
19. The final engineering plans will note the removal of the entire apron at St. James and replacement thereof. This revision is included in the revised plans.
20. Detectable warning panels will be provided at St. James. This revision is included in the revised plans.
21. All of pavement along Highland will be replaced after building construction is completed. A note was added to the plans and improvements will be coordinated with the adjacent property owner.
22. The ADA ramp was located on the plans.
23. The curb was eliminated and the apron shown as concrete.
24. The handicapped stalls on Highland have a path of under 5% in slope and over 3'-0" in width to the front door on Eastman. A ramp was added at the entrance to accommodate this path to the front door
25. The stalls have to be located on Highland but the entrance is on Eastman; however the path does meet code.
26. A striping and signage plan will be submitted at the time final engineering drawings are submitted.
27. The final engineering plans will note the requirement of abandonment at the main.
28. The required IEPA permit for all new water mains will be submitted once final engineering plans are prepared.
29. Once the final water main extension is determined (as discussed in our last meeting) we will accommodate any pavement replacement requirements.
- 30 We will coordinate water service changes with the residential service. This will occur prior to construction of the new water mains.
- 31 The Village has the location of the sanitary sewer service for 116 Eastman. We will accommodate the abandonment if required.
- 32 . The sanitary sewer service/grease trap has to be located outside of the kitchen and cannot be closer than 10' to the volume control system. The storm sewer and waterman are also tight with the sanitary sewer if the pipe goes west rather than south. The best design is to keep the sanitary sewer shallow and to flow north to connect to the sewer on St. James. The pipe will be accessible in the parking garage and will be under the OUMA for future maintenance.

Traffic Comments

33. We will include any parking restriction in the PUD ordinance and direct all deliveries to not lock traffic adjacent to the site. These conditions are noted and will be established.

Public Works Comments

- 34 The water main shall loop to the watermain on St. James as recommended.
35. The pavement repair on St. James will be full depth and width as required and will be shown on the resubmitted plans.
36. The note will be added addressing the pavement along Eastman and St. James.
37. No roadway patch will less than 4 feet in width. A noted was added to the plans
38. A note will be added to the engineering specifications requiring that all manholes that are intended to be reused shall be televised.
39. A note will be added confirming that the brick paver section along St. James will match the downtown streetscape. The village's details and a design plan will be shown on the final engineering plans.

Fire Department Comments

1. The engineering specifications on the final engineering plans shall note the required cross section to support fire apparatus. Cross section details shall be added.
2. The final engineering plans shall include a plan noting where 'no parking-fire lanes' signage is required.
3. The Highland Road cross section shall be provided with our re-submittal and will show compliance with the required load bearing capacity.
4. Review of the included plans show the minimum unobstructed width of Eastman, Highland and St. James. We have provided a cross section showing that the third floor overhang is of sufficient height complying with the requirements noted therein.
5. There are no overhead utility lines.
6. A plan will be developed and submitted at the time building permits are submitted showing fire and emergency access to the Site.
7. Key boxes will be provided and shown on the Access Plan submitted at the time building permits are submitted to the Village.

Health Services Department Comments

1. A recycling plan will be prepared and submitted prior to occupancy.
2. We recognize that an Illinois Department of Public Health is required and we will submit once the pool has been constructed.

Planning Department Comments

General Comments

Notes 1 through 7 do not require responses.

The items noted in paragraph 7 set out the required approvals.

8. We will seek a variation for those units being proposed that are not permitted to be added by virtue of number of affordable units being provide onsite.
9. We accept that only conceptual approval of the restaurant will be rendered at this time. We will submit for Special Use Permit Waiver at the time additional information is known.
10. We have provided notes regarding the meeting with the adjacent neighborhood. The majority of the comments addressed the following:
 - a. Height of the building
 - b. Architectural Design not reflecting the single family homes.
 - c. Traffic from our property existing Highland and entering St. James
 - d. The designation of our building as being a rental building.
 - e. Affordable dwelling units being located within our building
11. A basic market study providing information on nearby apartment occupancies has been provided. A new market study will be submitted on March 10th.
12. Providing for tandem parking spaces within the building will not alter the essential character of the neighborhood. The tandem spaces instead will allow the Developer to provide additional parking spaces for two bedroom units and one bedroom units whose occupants have more than one vehicle.
 - The plight of the owner is unique as the dimensions of the floor plat allows for the addition of the tandem parking spaces. Not including the tandem spaces would leave these 'areas' without any use.

- The proposed variation allowing for tandem parking spaces meets the intent of the Zoning Ordinance by allowing the Developer to address additional parking needs of the Building.
 - The variance, allowing for the tandem spaces is the minimum required to allow for tandem spaces.
13. We will review the required impact fees for residential projects. The amounts will be in conformance with Village policy. We ask that the fees required to be paid be provided to our team.
14. a. The number of parking spaces on the Wintrust Property total 19 spaces.
The number of parking spaces located within Highland total 9 spaces.
- b. We will provide a report noting green and sustainable features with this submittal.
- c. We will provide a memo detailing move in times and days, delivery days (which are determined by the restaurant operations which is unknown at this time) and trash collection days.
15. All plans will include revision dates.
16. All plans and this response letter shall be included on a flash drive as required.

Site/Infrastructure Comments

17. The sidewalk is as wide as it can be made.
18. We have not yet engaged a system engineer so we are not certain where ground equipment may be located. We will screen the equipment when the locations are known. We have provided a roof plan and equipment will be screened. The location of transformers are not known yet but they will be screened.

Building Comments

19. The back of house space is for storage and pantry space provided for the Resident Lounge. The basement is not intended to be open to the public and therefore is an amenity space for the building's residents. This space should not be counted with the area of the restaurant and therefore should not affect the required parking ratios.
20. The areas shown on the revised plans, submitted herewith show the total area of the restaurant. ?
21. Both loading zones have a height clearance of 14 feet.
22. We will eliminate the overhang of the entrance canopy over public ROW. The building fins will remain but they do not overhang the public ROW. Agreement.
23. There will be no outdoor seating for the restaurant.
24. We have removed the wall pack lighting and have included updated fixture specifications on our photometric plan.
25. Warning devices for vehicles existing the garage will be provided and shown on the final permit plans.
26. The floor plans include a bicycle parking room. We have identified the space count on the floor plan.

Parking and Traffic Comments

27. We are providing additional information regarding parking spaces per bedroom. It will be submitted with the revised plans.
28. We providing additional information on parking ratios per bedroom.
29. The parking and access easement will be submitted.

30. We have requested the variation for the tandem spaces and have addressed the standards in this response.

PUD/Construction Phasing Comments

31. We will provide a construction schedule. The phasing is such as the entire building will be built in one phase. Once we the Village has approved the project we can project a construction schedule.

Landscaping Comments

Public Property:

1. All landscaping will meet the required standards. We have requested a copy of the standards but have not received same.

Private Property

1. Additional landscaping will be provided at St. James and Highland where the space is available
2. We will evaluate the ability to utilize specialty paving where it does not conflict with the needed structural capabilities of the road.
3. We will seek the required license and assume all maintenance of the foundation plantings along St. James
4. Additional landscape details will be provided.
5. The required fees will be paid at the time building permits are sought.

Very truly yours,

Thompson Coburn LLP



By

Bernard I. Citron
Partner

BIC/mse

116-120 W Eastman – Multi-family housing, underground parking and retail space.

These comments are conceptual only. A formal plan review will be required.

Previous comments from Round 1 are approved, except comment 6.

1-5. Okay

6. Fire separation between R, S-2 and M shall comply with 2018 IBC Section 508.4 and Table 508.4. Details of the required fire separation shall be shown on the plans in the Code Analysis section. Additional response not needed.

7-37. Okay.

PLAN COMMISSION PC #23-002
MYLO Residential
116-120 W Eastman St
Round 2

40. The petitioner's response to comment nos. 11-13, 20, 22-23, 27-30, 32-35 and 37 are acceptable.
41. The petitioner's response to comment no. 14 is noted. The stormwater narrative is acceptable. The remaining items related to final detention calculations, fee-in-lieu, volume control and the MWRD permit can be addressed at final engineering.
42. The petitioner's response to comment no. 15 is noted. The photometric lighting diagram and the associated catalog cut sheets shall be provided. This can be addressed at final engineering.
43. The petitioner's response to comment nos. 16 and 17 is noted. The fire lane shall be the heavy-duty pavement section. This can be addressed at final engineering.
44. The petitioner's response to comment no. 18 is noted. Provide an additional exhibit showing the truck entering the site from eastbound St James St.
45. The petitioner's response to comment nos. 19 and 20 are noted. The sidewalk shall carry through the curb, with the curb stopping at the sidewalk. This can be addressed at final engineering.
46. The petitioner's response to comment no. 21 is noted. In the event any of the curb separating the shared drive aisle and the bank parking lot is damaged as a result of construction, the curb shall be replaced. Provide a note on the plans. This can be addressed at final engineering.
47. The petitioner's response to comment no. 24 is noted. Additional information must be provided to verify that the accessible route to the entrance on Eastman is compliant. This can be addressed at final engineering.
48. The petitioner's response to comment no. 25 is noted. Additional information must be provided for the accessible route along the west side of the building, at the loading bay and the entrance to the garage. This can be addressed at final engineering.
49. The petitioner's response to comment no. 26 is noted. A striping and signage plan shall be provided at final engineering. Due to the increase in traffic, it is recommended that stop control be added for the bank parking lot entrances off of Highland Ave. This should be coordinated with the adjacent parcel.
50. The petitioner's response to comment no. 31 is noted. The location of the existing sanitary sewer service for 116 W Eastman St must be determined and the services shall be abandoned. This can be addressed at final engineering.

Traffic:

51. The petitioner's response to comment no. 33 is noted. The parking restriction in the PUD ordinance should direct all deliveries to use the loading bays.

Public Works:

52. The petitioner's response to comment no. 36 is noted. A note shall be provided to address the pavement on W Eastman St and W St James St. This can be addressed at final engineering.
53. The petitioner's response to comment no. 38 is noted. A note shall be provided that the manholes shall be televised to verify condition. This can be addressed at final engineering.
54. The petitioner's response to comment no. 39 is noted. The Engineering Division can be contacted to provide the downtown streetscape brick cross section. This can be addressed at final engineering.


Michael L. Pagones, P.E. 3/23/23
Village Engineer Date

Planning & Community Development Dept. Review

March 24, 2023



REVIEW ROUND 2

Project: 116-120 W. Eastman Development
116-120 W. Eastman Street

Case Number: PC 23-002

General:

32. The response to the following comments is acceptable: 9, 12, 14a, 14b, 19-23
33. The response to comment #7 is noted. Based on review of the revised plans, the following approvals are required:
- a) Planned Unit Development to allow a 154-unit multi-family residential development.
 - b) Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
 - c) A variation from Chapter 28, Section 5.1-14.1, to allow 154 units on a 43,438 square foot lot where code requires a minimum lot size of 47,000 square feet.
 - d) Conceptual Special Use Permit approval for a restaurant on the subject property.
 - e) A variation from Chapter 28, Section 6.1-5.1, to allow tandem parking stalls.
- Additional variations may be required depending upon your response to certain comments and review of the revised plans.
34. The response to comment #8 is noted. The Staff Development Committee is not supportive of the 4-unit density increase beyond the 1-to-1 density bonus as eligible with 8 affordable units. Please either propose all 12 units as affordable, or reduce the overall unit count by 4 units.
35. The response to comment #10 does not directly address the comment. To clarify, the Village would like to ensure that the development team has communicated with the abutting property owners to the east (AT&T building) and to the west (Village Bank & Trust building) to make them aware of your project and understand any concerns they may have as abutting property owners. Please reach out to these owners and summarize any concerns they may have.
36. The response to comment #11 is incomplete. No market study was provided on March 10th.
37. The response to comment #13 is noted. The impact fee chart has previously been provided to the development team.
38. The response to comment #14c is incomplete. No memo detailing move-in/out times and days was provided, no information on trash collection times was provided, and no details on estimated deliveries for the restaurant were provided. Please provide this information. Additionally, please note that deliveries will be prohibited between the hours of 10:00pm-7:00am and all loading/unloading must occur within the dedicated onsite loading zone(s) and on-street loading shall be prohibited.
39. The responses to comments #15 and #16 are acceptable. Please continue to provide revision dates on any plan sheets that are revised as a result of these comments and future resubmittal documents must be provided electronically and in paper format.

Site/Infrastructure:

40. Per code, only one loading zone is required for this development. The Staff Development Committee recognizes the benefit of having a second loading zone located adjacent to the restaurant tenant space, however, please

explore the potential benefit and feasibility of eliminating the second loading zone and relocating the garage entrance to this location and aligning the entrance with the bank driveway. This would allow approx. two additional parking stalls within the garage and approx. two additional parking stalls along Highland Avenue. Additionally, the relocated garage entrance may help to address concerns raised by the property owners to the north of the development with regards to the impacts of the garage entrance location. Also, evaluate and describe in detail how loading operations for the restaurant would occur from the loading zone off Eastman, if this relocation is feasible. Loading on Highland would not be permitted.

41. The response to comment #17 is noted.
42. The response to comment #18 is noted. Any ground mounted mechanical/utility equipment shall be appropriately sited and screened, which shall be subject to final review and approval by the Village. A condition requiring such shall be included within any recommendation to the Plan Commission.
43. The ADA parking stalls within the garage do not match between the engineering plans and the architectural plans. Please correct the applicable plan sheet. Additionally, the ADA stalls shown on the architectural plan do not appear to conform to IAC regulations with regards to the size of the shared accessible aisle. Please revise the stalls to comply with IAC regulations or provide documentation explaining how they conform to Section 502 of the IAC.

Building:

44. Additional modelling showing the proposed building height in relation to surrounding structures must be provided. It is recommended that you create a 3D model of the structures in the vicinity to show how the proposed building height interacts with surrounding structures. Additionally, it is recommended that you prepare an exhibit illustrating the impact/appearance of the existing buildings on the subject property for comparison. This will be beneficial when presenting the plan to adjacent neighborhood.
45. Please provide information on any sound attenuation equipment that is proposed around the three chillers located on the roof and explore relocation of the northern most chiller further south to reduce the potential for sound impact on neighboring property owners.
46. Please provide additional details on usage of the 3rd floor amenity deck (hours of operation, controlled/prohibited afterhours access, cameras, speakers/music, policies/procedures for usage, etc.).
47. The response to comment #24 is incomplete. Please provide the revised photometric plan and catalog cuts for the proposed fixtures.
48. The response to comment #25 is noted, however, additional details are needed. Please outline what pedestrian safety measures will be used and provide catalog cuts for any warning lights or speakers. These elements must be designed to minimize impact on surrounding property owners.

Parking and Traffic:

49. There is general concern around the provided parking supply and ratios used to determine the onsite parking demand for this project. The ratios and parking supply are lower than any other previously approved development in Downtown Arlington Heights and this is shown in the data that has been provided. This concern is compounded by the proposed 1-bdrm + den units, which will include walls and a door and have the potential to be utilized as bedrooms and increase the parking demand/change the parking ratios. Please explore the possibility of the den's being opened up without enclosing walls to make them true den spaces. Due to continued concerns regarding parking, please explore expansion of the lower level by extending the parking garage further south under the building to add additional spaces to the parking supply.
50. Specificity and greater details are needed on how the onsite parking supply would be managed and operated. Please provide a **separate** Parking Management and Operation Plan that includes the following information:
 - a) Which spaces will be available for each use (residential/non-residential)? Will any parking stalls be shared/open to parking by the other use?

- b) Will parking stalls be automatically included within each residential lease or will they be optional and only included with a separate charge?
- c) What is the expected demand for 1-bdrm and 2-bdrm units needing two stalls? If a unit requests two stalls, how would these stalls be allocated?
- d) Will a unit be able to lease more than two parking stalls?
- e) Will a single unit be able to lease two single spaces even if tandem stalls are available?
- f) Will specific parking stalls be assigned to specific units or will the parking stalls be open to all whom have leased a parking stall/leased a unit?
- g) Where/how will guest will parking occur?
- h) Plans and project renderings show the garage access as unrestricted. How will access and parking within the garage be controlled?

51. The responses to comments #27 and #28 are noted. Based on the revised Traffic and Parking study, please address the following comments:

- a) How does uncontrolled access impact the availability of parking for the commercial uses and/or guests? If commercial customers/tenants and residential guests are prohibited from accessing the garage, the analysis must be separated as well. The 19 stalls on the private lot to the west cannot be counted towards the residential parking supply.
- b) At peak demand per Table 11, what uses are using what spots? Based on peak hourly demand, it appears demand is above the overall supply.
- c) What is the rationale for the resident peak shown in Table 11 occurring at 10:00pm but then reducing overnight?
- d) Please update Table 9 (both of them) and Table 10 to include the proposed development for ease of comparison.
- e) Please clarify "Vehicles Parked" in Table 10. Is this the number of parking stalls provided/available for these developments or based on observations on the number of vehicles parked during peak times.
- f) Clarify whether the hourly parking demand in Table 10 was based on ULI projections for peak parking within the residential building. At peak occupancy, what is the metric/ratio that ULI uses to forecast peak demand for the residential component?

52. Please provide parking data on comparable developments completed and/or managed by Compasspoint (bedroom mix, number of units, square footage of any non-residential spaces, number of stalls allocated to residential vs. non-residential uses, details on how parking is managed and allocated for each use, etc.).

53. The response to comment #29 is incomplete. Please provide the parking and access easement for the 19 stalls on the Village Bank & Trust property.

PUD/Construction Phasing:

54. The response to comment #31 is not acceptable. A preliminary construction schedule and construction staging plan shall be provided, per Section 9.1i, or a variation would be required. This must be provided as part of the Plan Commission review process and cannot be provided only as part of a building permit submittal.

Prepared by: 

Mylo Development
 116-120 W. Eastman Street
 PC #23-002
 March 23, 2023

Landscaping

Public Property

1. **The streetscape along Eastman Street must be consistent with the Downtown standards. Please identify the brick pavers, street trees, grates and the Sternberg light fixtures.**

Please coordinate with the Department of Engineering regarding the standards and update the plans identifying the streetscape elements.

Private Property

1. **Provide landscaping and decorative pavement at the corner of St James Street and Highland Avenue.**

Please update the plan to reflect the changes.

2. **Along Highland Avenue it is recommended that specialty pavement be used for the north/south walkway. In addition, provide crosswalks with specialty pavement for the walkway at the drive aisle and at the loading area. Please evaluate the overall width of the walkway on the west elevation near the southwest corner of the building.**

Please update the plan to reflect the changes.

3. **Along St. James Street, the foundation plantings are in the public right of way. Please note that a license agreement and maintenance agreement will be required.**

Response noted.

4. **Please indicate the plan for the planter boxes identified on the west elevation and provide landscape details. In addition, please provide details for the planters/green space identified on the terrace on the north elevation.**

Please update the plan to reflect the changes.

5. **A tree fee of \$4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.**

Response noted.

Bernard I. Citron
312 580 2209 direct
bcitron@thompsoncoburn.com

April 19, 2023

VIA ELECTRONIC MAIL

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

Re: 116-120 Eastman
Review Letter Response

Dear Mr. Hubbard:

Thank you for the staff comments from March 15, 2023. We have submitted under separate cover revised plans for the project at 116-120 Eastman. These include Architectural Plans, Engineering Plans, Traffic and Parking Study, Market Study and Landscape Plans.

Below are our responses to Staff Comments:

Building & Life Safety 2nd Round Comments

116-120 W Eastman – Multi-family housing, underground parking and retail space. These comments are conceptual only. A formal plan review will be required. Previous comments from Round 1 are approved, except comment 6.

1-5. Okay

RESPONSE: UNDERSTOOD

6. Fire separation between R, S-2 and M shall comply with 2018 IBC Section 508.4 and Table 508.4. Details of the required fire separation shall be shown on the plans in the Code Analysis section. Additional response not needed.

RESPONSE: WE UNDERSTAND THAT THE APPROPRIATE FIRE SEPARATION NEEDS TO BE PROVIDED AND WILL BE SHOWN ON BUILDING PERMIT PLANS.

7-37. Okay.

RESPONSE: UNDERSTOOD

40. The petitioner's response to comment nos. 11-13, 20, 22-23, 27-30, 32-35 and 37 are acceptable.

RESPONSE: UNDERSTOOD

41. The petitioner's response to comment no. 14 is noted. The stormwater narrative is acceptable. The remaining items related to final detention calculations, fee-in-lieu, volume control and the MWRD permit can be addressed at final engineering.

RESPONSE: THE REMAINING ITEMS WILL BE SUBMITTED WITH FINAL ENGINEERING

42. The petitioner's response to comment no. 15 is noted. The photometric lighting diagram and the associated catalog cut sheets shall be provided. This can be addressed at final engineering.

RESPONSE: THE PHOTOMETRIC DIAGRAM AND CATALOG CUTS HAVE BEEN PROVIDED.

43. The petitioner's response to comment nos. 16 and 17 is noted. The fire lane shall be the heavy-duty pavement section. This can be addressed at final engineering.

RESPONSE: A NOTE WILL BE ADDED INDICATING THE FIRE LANE WILL BE RESURFACED WITH HEAVY DUTY PAVEMENT.

44. The petitioner's response to comment no. 18 is noted. Provide an additional exhibit showing the truck entering the site from eastbound St James St.

RESPONSE: THE ADDITIONAL EXHIBIT HAS BEEN PROVIDED.

45. The petitioner's response to comment nos. 19 and 20 are noted. The sidewalk shall carry through the curb, with the curb stopping at the sidewalk. This can be addressed at final engineering.

RESPONSE: THIS ITEM WILL BE ADDRESSED AT FINAL ENGINEERING.

46. The petitioner's response to comment no. 21 is noted. In the event any of the curb separating the shared drive aisle and the bank parking lot is damaged as a result of construction, the curb shall be replaced. Provide a note on the plans. This can be addressed at final engineering.

RESPONSE: ANY CURB DAMAGED DURING CONSTRUCTION WILL BE REPAIRED OR REPLACED. A NOTE WILL BE SHOWN ON FINAL ENGINEERING PLANS.

47. The petitioner's response to comment no. 24 is noted. Additional information must be provided to verify that the accessible route to the entrance on Eastman is compliant. This can be addressed at final engineering.

RESPONSE: THE ACCESSIBLE ROUTE MEETS THE REQUIRED STANDARDS. ADDITIONAL INFORMATION WILL BE PROVIDED AT FINAL ENGINEERING.

48. The petitioner's response to comment no. 25 is noted. Additional information must be provided for the accessible route along the west side of the building, at the loading bay and the entrance to the garage. This can be addressed at final engineering.

RESPONSE: ADDITIONAL INFORMATION SHOWING COMPLIANCE WITH REQUIRED STANDARDS WILL BE PROVIDED WITH FINAL ENGINEERING.

49. The petitioner's response to comment no. 26 is noted. A striping and signage plan shall be provided at final engineering. Due to the increase in traffic, it is recommended that stop control be added for the bank parking lot entrances off of Highland Ave. This should be coordinated with the adjacent parcel.

RESPONSE: A STRIPPING AND SIGNAGE PLAN WILL BE PROVIDED AT FINAL ENGINEERING. WE WILL COORDINATE THE ADDITION OF STOP CONTROL FROM THE WINTRUST PARKING LOT WITH THE BUILDING OWNER.

50. The petitioner's response to comment no. 31 is noted. The location of the existing sanitary sewer service for 116 W Eastman St must be determined and the services shall be abandoned. This can be addressed at final engineering.

RESPONSE: WE WILL LOCATE THE EXISTING SANITARY SEWER AND COORDINATE THE ABANDONMENT IF REQUIRED. THIS WILL BE SHOWN ON FINAL ENGINEERING.

Traffic

51. The petitioner's response to comment no. 33 is noted. The parking restriction in the PUD ordinance should direct all deliveries to use the loading bays.

RESPONSE: WE WILL SUPPORT THIS RESTRICTION BEING MADE PART OF THE PUD ORDINANCE.

Public Works

52. The petitioner's response to comment no. 36 is noted. A note shall be provided to address the pavement on W Eastman St and W St James St. This can be addressed at final engineering.

RESPONSE: THIS NOTE SHALL BE ADDED AT THE TIME OF SUBMITTAL OF FINAL ENGINEERING.

53. The petitioner's response to comment no. 38 is noted. A note shall be provided that the manholes shall be televised to verify condition. This can be addressed at final engineering.

RESPONSE: THE NOTE REQUIRING THAT ALL MANHOLES BE TELEVISED WILL BE ADDED TO FINAL ENGINEERING PLANS.

54. The petitioner's response to comment no. 39 is noted. The Engineering Division can be contacted to provide the downtown streetscape brick cross section. This can be addressed at final engineering

RESPONSE: WE HAVE NOT YET BEEN SENT THE DOWNTOWN STREETSCAPE BRICK CROSS SECTION. THIS WILL BE ADDED TO FINAL ENGINEERING PLANS.

Planning and Development Department Comments

32. The response to the following comments is acceptable: 9, 12, 14a, 14b, 19-23

RESPONSE: UNDERSTOOD

33. The response to comment #7 is noted. Based on review of the revised plans, the following approvals are required:

- a) Planned Unit Development to allow a 154-unit multi-family residential development.
- b) Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
- c) A variation from Chapter 28, Section 5.1-14.1, to allow 154 units on a 43,438 square foot lot where code requires a minimum lot size of 47,000 square feet.
- d) Conceptual Special Use Permit approval for a restaurant on the subject property.
- e) A variation from Chapter 28, Section 6.1-5.1, to allow tandem parking stalls.

Additional variations may be required depending upon your response to certain comments and review of the revised plans.

RESPONSE: UNDERSTOOD. FURTHER WE HAVE REDUCED THE NUMBER OF UNITS TO 150 UNITS INCLUDING 10 AFFORDABLE UNITS.

34. The response to comment #8 is noted. The Staff Development Committee is not supportive of the 4-unit density increase beyond the 1-to-1 density bonus as eligible with 8 affordable units. Please either propose all 12 units as affordable, or reduce the overall unit count by 4 units.

RESPONSE: WE HAVE REDUCED THE NUMBER OF DWELLING UNITS TO 150, ALONG WITH NOW PROVIDING 10 AFFORDABLE UNITS ON SITE. THE ADDITIONAL VARIATION IS NO LONGER REQUIRED.

35. The response to comment #10 does not directly address the comment. To clarify, the Village would like to ensure that the development team has communicated with the abutting property owners to the east (AT&T building) and to the west (Village Bank & Trust building) to make them aware of your project and understand any concerns they may have as abutting property owners. Please reach out to these owners and summarize any concerns they may have.

RESPONSE: WE HAVE COMMUNICATED THE NATURE OF THE PROJECT WITH THE ADJACENT PROPERTY OWNER AND THEY HAVE NO OBJECTIONS.

36. The response to comment #11 is incomplete. No market study was provided on March 10th.

RESPONSE: THE MARKET STUDY HAS BEEN SUBMITTED.

37. The response to comment # 13 is noted. The impact fee chart has previously been provided.

RESPONSE: WE ACKNOWLEDGE RECEIVING THE IMPACT FEE SPREADSHEET. THE APPLICABLE FEES WILL BE PAID AT THE TIME THAT BUILDING PERMIT APPLICATIONS ARE SUBMITTED.

38. The response to comment # 14 is incomplete. No memo detailing move in/move-out times and days was provided, no information on trash collection times was provided and no details on estimated deliveries for the restaurant were provided. Please provide this information. Additionally please note that deliveries will be prohibited between the hours of 10:00 pm and 7:00 am and all loading/unloading must occur with the dedicated onsite loading zone and on street loading shall be prohibited.

RESPONSE: MEMOS PROVIDING THIS INFORMATION ARE ATTACHED TO THIS LETTER.

39. The responses to comments #15 and #16 are acceptable. Please continue to provide revisions dates on any plan sheets that are revised as a result of these comments and future resubmittal documents must be provided electronically and in paper format.

RESPONSE: NOTED

40. Per code only one loading zone is required for this development. The Staff Development Committed recognizes the benefit of having a second loading zone located adjacent to the restaurant tenant space, however, please explore the potential benefit and feasibility of eliminating the second loading zone and relocating the garage entrance to this location and aligning the entrance with the bank driveway. This would allow approx. two additional parking stalls within the garage and approx. two additional parking stalls along Highland Avenue. Additionally, the relocated garage entrance may help to address concerns raised by the property owners to the north of the development with regards to the impacts of the garage entrance location. Also, evaluate and describe in detail how loading operations for the restaurant would occur from the loading zone off Eastman, if this relocation is feasible. Loading on Highland would not be permitted.

RESPONSE: THE SECOND LOADING ZONE HAS BEEN ELIMINATED AND THE GARAGE ACCESS HAS BEEN MOVED FARTHER SOUTH ALONG HIGHLAND. LOADING FOR THE RESTAURANT CAN BE ACCOMMODATED FROM EASTMAN INTERNALLY THROUGH THE BUILDING.

41. The response to comment #17 is noted.

RESPONSE: NOTED

42. The response to comment #18 is noted. Any ground mounted mechanical/utility equipment shall be appropriately sited and screened, which shall be subject to final review and approval by the Village. A condition requiring such shall be included within any recommendation to the Plan Commission.

RESPONSE: ELECTRICAL TRANSFORMERS ARE NOW SHOWN WHERE THE SECOND LOADING BERTH WAS LOCATED. WE HAVE PROVIDED SCREENING AROUND THE TRANSFORMERS. THIS IS ALL SHOWN ON THE RESUBMITTED PLANS.

43. The ADA parking stalls within the garage do not match between the engineering plans and the architectural plans. Please correct the applicable plan sheet. Additionally, the ADA stalls shown on the architectural plan do not appear to conform to IAC regulations with regards to the size of the shared accessible aisle. Please revise the stalls to comply with IAC regulations or provide documentation explaining how they conform to Section 502 of the IAC.

RESPONSE: WE HAVE SHOWN THE ADA STALLS IN THE SAME LOCATIONS ON BOTH SETS OF PLANS AND THEIR SIZE COMPLIES WITH THE IAC.

Building

44. Additional modelling showing the proposed building height in relation to surrounding structures must be provided. It is recommended that you create a 3D model of the structures in the vicinity to show how the proposed building height interacts with surrounding structures. Additionally, it is recommended that you prepare an exhibit illustrating the impact/appearance of the existing buildings on the subject property for comparison. This will be beneficial when presenting the plan to adjacent neighborhood.

RESPONSE: WE HAVE PROVIDED A 3D MODEL SHOWING OUR BUILDING IN RELATIONSHIP WITH SURROUNDING BUILDINGS.

45. Please provide information on any sound attenuation equipment that is proposed around the three chillers located on the roof and explore relocation of the northern most chiller further south to reduce the potential for sound impact on neighboring property owners.

RESPONSE: WE HAVE NOT RETAINED AN HVAC ENGINEER SO THE EQUIPMENT HAS NOT BEEN SPECIFIED. AT THE TIME A PERMIT IS APPLIED FOR WE WILL PROVIDE THE DECIBEL LEVELS OF THE EQUIPMENT AND WILL SHOW HOW THE EQUIPMENT WILL BE SCREENED.

Parking and Traffic

49. There is a general concern around the provided parking supply and ratios used to determine onsite parking.

b) Will parking stalls be automatically included within each residential lease or will they be optional and only included with a separate charge?

RESPONSE: PARKING WILL BE LEASED FOR TO TENANTS DESIRING PARKING.

c) What is the expected demand for 1-bdrm and 2-bdrm units needing two stalls? If a unit requests two stalls, how would these stalls be allocated?

RESPONSE: THE REVISED TRAFFIC AND PARKING STUDY INCLUDES THIS RESPONSE. TWO BEDROOM UNITS WILL BE THE FIRST UNITS TO BE ALLOWED TO OBTAIN TWO STALLS AND THESE WILL INITIALLY BE THE TANDEM STALLS. THEREAFTER ONE BEDROOMS WILL BE ABLE TO LEASE TWO STALLS. THE NUMBER OF INTERIOR PARKING SPACES HAS BEEN INCREASED TO 201 SPACES.

BASED ON SURVEY OF OTHER BUILDINGS THE DEMAND FOR PARKING IS LESS THAN ONE VEHICLE PER BEDROOM. WE EXPECT THAT 15 UNITS WOULD REQUEST TWO SPACES. WITH THE PROPOSED SUPPLY OF 201 SPACES UP TO 51 UNITS COULD REQUEST A SECOND SPACE.

d) Will a unit be able to lease more than two parking stalls?

RESPONSE: ONLY ONE AND TWO BEDROOM UNITS.

e) Will a single unit be able to lease two single spaces even if tandem stalls are available?

RESPONSE: NO

f) Will specific parking stalls be assigned to specific units or will the parking stalls be open to all whom have leased a parking stall/leased a unit?

RESPONSE: SPECIFIC STALLS WILL BE LEASED TO THE TENANTS LEASING THE SPACES.

g) Where/how will guest will parking occur?

RESPONSE: ALONG HIGHLAND AND IN NEARBY MUNICIPAL LOTS THAT CAN ACCOMMODATE GUESTS IN OFF HOURS.

h) Plans and project renderings show the garage access as unrestricted. How will access and parking within the garage be controlled?

RESPONSE: AN OVERHEAD DOOR HAS BEEN ADDED TO THE GARAGE ENTRANCE THAT WILL BE CONTROLLED VIA AN ELECTRONIC ACCESS METHOD.

51. The responses to comments #27 and #28 are noted. Based on the revised Traffic and Parking study, please address the following comments:

a) How does uncontrolled access impact the availability of parking for the commercial uses and/or guests? If commercial customers/tenants and residential guests are prohibited from accessing the garage, the analysis must be separated as well. The 19 stalls on the private lot to the west cannot be counted towards the residential parking supply?

RESPONSE: ACCESS WILL BE CONTROLLED WITH A GARAGE DOOR AND KEY CARD SYSTEM. THERE ARE 23 PARKING SPACES IN HIGHLAND THAT WILL BE USED FOR GUESTS AND THE RESTAURANT. THE DEMAND STUDY INDICATES THAT THESE WILL BE SUFFICIENT. THE 19 STALLS HAVE BEEN REMOVED FROM THE STUDY UNTIL WE CAN REVISE THE EASEMENT.

b) At peak demand per Table 11, what uses are using what spots? Based on peak hourly demand, it appears demand is above the overall supply.

RESPONSE: THE DEMAND STUDY HAS BEEN PROVIDED IN REVISED STUDY.

c) What is the rationale for the resident peak shown in Table 11 occurring at 10:00 pm but then reducing overnight?

RESPONSE: THE TOTAL PARKING DEMAND IS A MIXTURE OF RESIDENT AND GUEST PARKING. THE ULI TABLES ASSUME GUEST PARKING DECREASES AFTER 10:00 PM.

d) Please update Table 9 (both of them) and Table 10 to include the proposed development for ease of comparison.

RESPONSE: REPORT HAS BEEN REVISED.

e) Please clarify "Vehicles Parked" in Table 10. Is this the number of parking stalls provided/available for these developments or based on observations on the number of vehicles parked during peak times.

RESPONSE: THE ONE ARLINGTON DATA IS BASED ON THE OBSERVATION OF PARKING USAGE SURVEYED BY EEA. TWO SITE'S INFORMATION WAS BASED ON THE PARKING SUPPLY SINCE SURVEYS WERE NOT COMPLETED DUE TO GATED ENTRANCES AND THE NUMBER OF LEASED SPACES WAS NOT AVAILABLE. THE REMAIN FIVE SITES ARE BASED ON THE NUMBER OF PARKING SPACES LEASED FOR THE DEVELOPMENT.

f) Clarify whether the hourly parking demand in Table 10 was based on ULI projections for peak parking within the residential building. At peak occupancy, what is the metric/ratio that ULI uses to forecast peak demand for the residential component?

RESPONSE: THE PEAK DEMAND FOR THE RESIDENTIAL UNITS IN TABLE 10 ARE BASED ONE PARKING SPACE PER BEDROOM FROM THE SURVEY RESULTS FROM 22 OTHER AREA DEVELOPMENTS. ULI'S DEFAULT RATIO IS 1.6 SPACES PER UNIT. NO INFORMATION IS AVAILABLE ON THE BEDROOM RATIO FOR THEIR STUDY. THE ULI DATA IS BASED ON SUBURBAN DEVELOPMENT AND DOES NOT ACCOUNT FOR DOWNTOWN AREAS AND THE AVAILABILITY OF PUBLIC TRANSPORTATION. ULI AND ITE ENCOURAGES THE OF LOCAL PARKING DATA.

52. Please provide parking data on comparable developments completed and/or managed by Compasspoint (bedroom mix, number of units, square footage of any non-residential spaces, number of stalls allocated to residential vs. non-residential uses, details on how parking is managed and allocated for each use, etc.).

RESPONSE: THE COMPASSPOINT PROJECT IS NOT YET COMPLETE OR OCCUPIED

53. The response to comment #29 is incomplete. Please provide the parking and access easement for the 19 stalls on the Village Bank & Trust property

RESPONSE: WE HAVE PROVIDED THE EASEMENT AND ARE NO LONGER UTILIZING THE BANK PARKING SPACES.

PUD/Construction Phasing

54. The response to comment #31 is not acceptable. A preliminary construction schedule and construction staging plan shall be provided, per Section 9.1i, or a variation would be required. This must be provided as part of the Plan Commission review process and cannot be provided only as part of a building permit submittal.

RESPONSE: THIS HAS NOW BEEN PROVIDED SEE BELOW.

Development Schedule	Duration	Month #	
Land Acquisition		Month 0	2/28/2023
Permits/Construction Start	9 months	Month 9	11/30/2023
Construction End	17 months	Month 17	4/30/2025
Certificate of Occupancy/First Units	1 month	Month 17	5/31/2025
Stabilization - Full Building Leased	10 months	Month 26	3/31/2026

Landscaping

1. Provide landscaping and decorative pavement at the corner of St James Street and Highland Avenue.

RESPONSE: THIS WILL BE SHOWN ON THE PLANS.

2. Along Highland Avenue it is recommended that specialty pavement be used for the north/south walkway. In addition, provide crosswalks with specialty pavement for the walkway at the drive aisle and at the loading area. Please evaluate the overall width of the walkway on the west elevation near the southwest corner of the building.

RESPONSE: WE ARE NOT SURE WHY SPECIAL PAVEMENT IS REQUIRED. DUE TO THE WIDTH OF THE WALKWAY WE MAINTAIN THAT IT SHOULD BE CONCRETED. THE WALKWAY IS AS WIDE AS IS POSSIBLE AND STILL PROVIDE FOR THE PARKING ALONG HIGHLAND AND REQUIRED FIRE LANE WIDTH.

3. Along St. James Street, the foundation plantings are in the public right of way. Please note that a license agreement and maintenance agreement will be required.

RESPONSE: WE WILL SEEK SUCH AN AGREEMENT PRIOR TO APPLYING FOR THE BUILDING PERMIT.

4. Please indicate the plan for the planter boxes identified on the west elevation and provide landscape details. In addition, please provide details for the planters/green space identified on the terrace on the north elevation.

RESPONSE: THESE WILL BE PROVIDED AT THE TIME BUILDING PERMITS ARE SUBMITTED.

5. A tree fee of \$4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

RESPONSE: WE ACKNOWLEDGE THIS COST.

We appreciate the time you and your staff have taken on this project. We look forward to moving forward.

Very truly yours,

Thompson Coburn LLP



By
Bernard I. Citron
Partner

BIC/mse

cc: Joe Taylor
Katie Lambert
Melissa Toops
Kathryn Talty
Steve Corcoran
Maureen Mulligan

PLAN COMMISSION PC #23-002
MYLO Residential
116-120 W Eastman St
Round 3

55. The petitioner's response to comment nos. 40-41, 43-46, 49-54 are acceptable.
56. The petitioner's response to comment no. 42 is noted. The photometric lighting diagram shows five F04_BK Yosemite lighting fixtures along the west side of the building. Provide additional information on where the lights will be mounted, what direction the lights will be rotated, and where the light will be aimed. This can be addressed at final engineering.
57. The petitioner's response to comment no. 47 is noted. With the addition of the tree grates on Eastman St, the accessible route is less than 4 ft wide and is non-compliant. The fire connection and the door located at the southeast corner of the building also encroach into the public right-of-way and accessible route. Provide a minimum of 5 ft for accessible route. This can be addressed at final engineering.
58. The petitioner's response to comment no. 48 is noted.
- a) The sidewalk along the west side of the building, southwest section, is less than 4 ft wide, with three doors opening out to the sidewalk within a span of 65 ft. Pedestrians could also potentially have difficulty at the corner in the transition from the public walkway along Eastman Street to the private sidewalk. It is recommended that sidewalk along the west side of the building, southwest section, be widened as much as possible while still maintaining the 26 ft fire lane. This can be addressed at final engineering.
 - b) An accessible route shall be provided across the entrance to the underground parking garage. The proposed column location south of the parking garage entrance provides less than 2 ft of concrete, which would place the accessible route to the east of the column creating a site obstruction for vehicles entering the garage. Modifications should be made to the location of the columns and / or shift the entrance to provide a compliant accessible route. This can be addressed at final engineering.


Michael L. Pagon, P.E. 4/25/23
Village Engineer Date

AT PERMIT:

High rises need uninterrupted water service (confirm with fire). Check Parkview Condos plans.
Photometric diagram and catalog cut sheets – verify Yosemite lighting fixtures along the west side of the building
Fire lane to be heavy duty (provide cross section)
Sidewalk to carry through the driveway
Additional info on accessible route and walkway along the west side of the building
Striping and signage plan, add stop signs for the bank
Abandon water services at the main
Add note that all manholes to be televised to verify condition
IEPA permit
Pavement on Eastman and St James milled as necessary (add note)
MWRD permit
Detention calculations for fee-in-lieu
OUMA
Curb to stop on either side of the sidewalk at the entrance
Provide a note that if the curb along the shared access is damaged, that it will be replaced
Location of existing sanitary sewer service to be abandoned

Planning & Community Development Dept. Review

April 28, 2023



REVIEW ROUND 3

Project: 116-120 W. Eastman Development
116-120 W. Eastman Street

Case Number: PC 23-002

55. The response to the following comments is acceptable: 32, 34-37, 39, 44, and 52.
56. The response to comment #37 is noted. Based on review of the revised plans, the final list of required approvals is:
- a) Planned Unit Development to allow a 150-unit multi-family residential development.
 - b) Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
 - c) A variation from Chapter 28, Section 5.1-14.1, to allow 150 units on a 43,438 square foot lot where code requires a minimum lot size of 46,500 square feet (10-unit density increase).
 - d) Conceptual Special Use Permit approval for a restaurant on the subject property.
 - e) A variation from Chapter 28, Section 6.1-5.1, to allow tandem parking stalls.
57. The response to comment #40 is noted. Please provide a diagram showing the path for restaurant loading and restaurant trash removal (to the trash room). The pathway should be designed to keep these activities outside of the lobby/common spaces and should occur in separate corridors or through the garage. Can additional doors be added to allow these operations to occur outside of the lobby area and through the garage?
58. The response to comment #41 is noted. The walkway along the southwest corner of the building should be increased in width to the maximum extent feasible (and minimum of 4') while also maintaining adequate width for the fire lane (26') along the western side of the building. Please explore recessing the doors along this elevation so that they do not open directly into the walkway. Additionally, please explore recessing the door from Stairway 2 so that it does not open directly onto the public sidewalk.
59. The response to comment #42 is noted. Please clarify that the height of the fence will not exceed 6' and that it will completely screen the transformers within. Additionally, the wall openings/fins to screen the generator should be revised to be a solid building material without openings for enhanced sound buffering. If venting/air flow is required for the generator, it should discharge into the garage.
60. The response to comment #43 is noted. Please be aware that 7 ADA accessible spaces are required for the garage given the 201-space capacity. You should explore locations to incorporate an ADA space without dropping the overall stall count.
61. The response to comments #45 is noted. Based on the final design and location of the rooftop chillers, additional sound attenuation may be required.
62. The response to comment # 46 is noted. Specific restrictions on speaker usage and usage of the outdoor amenity area shall be established as part of any Plan Commission approval.
63. The response to comment #47 is noted, however, the photometric plan has not been revised to reflect the current site design. Please revise the photometric plan to reflect the current site layout.

64. The response to comment #48 is noted. The parking garage light/sound alert system must be equipped with a means to reduce volume during overnight times to restrict impacts on neighboring properties.
65. The response to comment #49 is noted. Details within the response to Round 2 comments in comparison to the Parking Management Plan were slightly different. Please revise the Parking Management Plan to acknowledge and agree to the following, which will be recommended conditions by the Village:
- a) Residential parking spaces within the garage shall be leased separately from units and shall not automatically be included within any residential lease.
 - b) Any residential unit desiring 2 parking stalls within the garage must lease tandem stalls, with first priority going to two-bedroom units, if tandem stalls are available. If all tandem stalls are leased, a unit desiring two parking stalls may lease two single (non-tandem) stalls.
 - c) No more than 51 residential units shall lease two stalls within the garage.
 - d) No residential unit shall lease more than two parking stalls within the garage.
 - e) Residential parking spaces within the garage shall be assigned and shall not operate on a first-come first-served/open to all residents basis.
 - f) Access to the garage shall be controlled via a garage door.
 - g) Residential guest parking within the garage shall be available.
66. The response to comment #51 a, b, c, e, and f is noted. With regards to 51 d, you are strongly encouraged to pursue re-establishment of the parking easement for the 19 parking stalls on the bank property due to projected commercial demand exceeding private supply of commercial parking stalls. If commercial and guest parking demand exceed supply, what is the contingency plan?
67. The response to comment #53 is noted. Please see #66 above.
68. The response to comment #54 is not acceptable. No preliminary construction staging plan was provided. A preliminary construction staging plan must be provided, identifying construction site entrances, 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. Heavy vehicle construction traffic shall be directed to Eastman and limited on St. James, and construction entrances should be located on the south side of the site. Pedestrian access within the ROW, including ADA, must be preserved during construction. Said plan must be provided within your Round 4 submission.
69. The loading zone is labeled as 10' wide but does not scale out to be that width on the plans. The doors to the trash room and lobby should both be recessed to avoid opening out into the required 10' loading space width.
70. The exterior garage entrance must be increased from 23' wide to a minimum 24' wide for accommodate for two-way traffic and comply with code.
71. Where will delivery vehicles park (i.e. Amazon, UPS, etc.)? These vehicles do not utilize the onsite loading zones.
72. How will the garage be vented? If HVAC units will be used for venting, where will these units be located?

Prepared by: 

Mylo Development
116-120 W. Eastman Street
PC #23-002
April 26, 2023

Landscaping

Public Property

1. The streetscape along Eastman Street must be consistent with the Downtown standards. Please identify the brick pavers, street trees, grates and the Sternberg light fixtures.

The streetscape along Eastman Street must be consistent with the Downtown standards and the placement of the light fixtures should be evaluated.

Private Property

1. Provide landscaping and decorative pavement at the corner of St James Street and Highland Avenue.

Response noted

2. Along Highland Avenue it is recommended that specialty pavement be used for the north/south walkway. In addition, provide crosswalks with specialty pavement for the walkway at the drive aisle and at the loading area. Please evaluate the overall width of the walkway on the west elevation near the southwest corner of the building. In addition, it is recommended that the north/south crosswalk at the intersection of Highland and Eastman consist of brick pavers.

It appears that the walk can be widened while addressing the requirements for the fire lane. In addition, specialty pavement should be provided for the walkway and crosswalk.

3. Please indicate the plan for the planter boxes identified on the west elevation and provide landscape details. In addition, please provide details for the planters/green space identified on the terrace on the north elevation.

The updated landscape plan and response has been received and noted.

4. A tree fee of \$4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

Response noted

Bernard I. Citron
312 580 2209 direct
bcitron@thompsoncoburn.com

May 15, 2023

VIA ELECTRONIC MAIL

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

Re: 116-120 Eastman
Review Letter Response

Dear Mr. Hubbard:

Thank you for the staff comments from May 1, 2023. We have submitted under separate cover revised plans for the project at 116-120 Eastman. These include Architectural Plans, Engineering Plans, Traffic and Parking Study, Market Study and Landscape Plans.

Below are our responses to Staff Comments:

Engineering Comments

55. The petitioners response to comment numbers 40-41, 43-46, 49-54 are acceptable.

RESPONSE: ACCEPTED

56. The petitioners response to comment no. 42 is noted. The photometric lighting diagram shows five F04 BK Yosemite lighting fixtures along the west side of the building. Provide additional information on where the lights will be mounted, what direction lights will be rotated and where the light will be aimed. This can be addressed at final engineering.

RESPONSE: WE WILL SUBMIT ADDITIONAL INFORMATION IN THIS SUBMITTAL AND THE REVISIONS WILL BE SUBMITTED AT THE TIME OF PERMIT SUBMITTAL.

57. The petitioner's response to comment no. 47 is noted. With the addition of the tree grates on Eastman St. the accessible route is less than 4 feet wide and is non-compliant. The fire connection and the door located at the southeast corner of the building also encroaches into the public right of way and accessible route. Provide a minimum of 5 ft. for accessible route. This can be addressed at final engineering.

RESPONSE: WE WILL PROVIDE FOR ADDITIONAL SIDEWALK WIDTH ON OUR PROPERTY AND WILL AGREE TO PROVIDE A PUBLIC SIDEWALK EASEMENT. THIS

WILL BE SHOWN ON FINAL ENGINEERING PLANS. FIRE CONNECTION FIXTURES WILL BE RECESSED TO AVOID CONFLICT WITH THE SIDEWALK. IT IS NOTED THAT TREE GRATES ARE CONSIDERED COMPLIANT WITH CURRENT ADA STANDARDS.

58. The petitioner's response to comment no. 48 is noted.

a) The sidewalk along the west side of the building, southwest section is less than 4 ft. wide, with three doors opening out to the sidewalk within a span of 65 ft. Pedestrians could also potentially have difficulty at the corner in the transition from the public walkway along Eastman Street to the private sidewalk. It is recommended that the sidewalk along the west side of the building, southwest section, be widened as much as possible while still maintaining the 26 ft. fire lane. This can be addressed at final engineering.

RESPONSE: WE WILL SLIGHTLY REDUCE THE WIDTH OF THE FIRE LANE TO THE REQUIRED 26 FT AND WIDEN THE PRIVATE SIDEWALK TO A WIDTH OF 3.98 FT. (AT ITS NARROWEST). SINCE THE SIDEWALK IS PRIVATE, IT IS ALLOWED TO BE A MINIMUM OF 3 FT. IN WIDTH. WE HAVE REVISED THE FIRST LEVEL OF THE BUILDING SO THAT THE EXIT DOORS ARE RECESSED AND DO NOT IMPINGE ON THE SIDEWALK.

b) An accessible route shall be provided across the entrance to the underground parking garage. The proposed column location south of the parking garage provides less than 2 ft. of concrete which would place the accessible route to the east of the column creating a site obstruction for vehicles entering the garage. Modifications should be made to the location of the columns and or shift the entrance to provide a compliant accessible route. This can be addressed at Final Engineering.

RESPONSE: WE WILL REVIEW RECESSING THE GARAGE DOOR AT TIME OF PERMIT SUBMITTAL, CHANGE THE PAVEMENT (IF VILLAGE DECIDES IS NECESSARY) ACROSS THE GARAGE APRON IN ORDER TO PROVIDE AN ACCESSIBLE ROUTE. THE APRON WILL BE STRIPPED TO FURTHER SET OUT THE GARAGE ENTRANCE. APPROPRIATE ALARMS AND LIGHTS WILL BE ADDED THAT WILL BE TRIGGERED BY THE GARAGE DOOR OPENING.

Planning and Community Development Department Review

55. The response to the following comments is acceptable: 32, 34-37, 39,44, and 52.

RESPONSE: ACCEPTED

56. The response to comment no. 37 is noted. Based on review of the revised plans, the final list of required approvals is:

- a) Planned Unit Development to allow a 150 unit multi-family residential development.
- b) Land Use variation to allow a predominately multi-family residential development in the B-5 District.
- c) A variation from Chapter 28, Section 5.1014.1 to allow 150 units on a 43438 square foot lot where code requires a minimum lot size of 46,500 square feet (10 unit density increase)
- d) Conceptual Special Use Permit approval for a restaurant on the subject property.

e) A variation from Chapter 28, Section 6.1-5.1 to allow for tandem parking stalls.

RESPONSE. WE ACCEPT THE REQUIRED APPROVALS. IN RESPONSE TO C) WE ARE PROVIDING 10 INCLUSIONARY DWELLING UNITS ON SITE IN ORDER TO JUSTIFY THE INCREASE IN DWELLING UNIT DENSITY.

57. The response to comment no. 40 is noted. Please provide a diagram showing the path for restaurant loading and restaurant trash removal (to the trash room). The pathway should be designed to keep these activities outside of the lobby/common spaces and should occur in separate corridors or through the garage. Can additional doors be added to allow these operations outside of the lobby area and through the garage?

RESPONSE: WE HAVE PROVIDED A DRAWING SHOWING THE CHANGES TO THE FIRST FLOOR PLAN SHOWING AN APPROPRIATE ROUTE FROM THE LOADING BERTH AND THE TRASH ROOM THAT ALLOWS FOR THESE ACTIVITIES TO BE SEPARATED FROM PUBLIC SPACES.

58. The response to comment no.41 is noted. The walkway along the southwest corner of the building should be increased in width to the maximum extent feasible (and minimum of 4ft.) while also maintaining adequate width for the fire lane (26ft.) along the west side of the building. Please explore recessing the doors along this elevation so that they do not open directly into the walkway. Additionally please explore recessing the door from Stairway 2 so that it does not open directly onto the public sidewalk.

RESPONSE: WE HAVE SLIGHTLY REDUCED THE PRIVATE DRIVE WIDTH TO ITS MINIMUM OF 26 FT. AND WIDENED THE PRIVATE WALK TO 3.98 FT. WE HAVE SUBMITTED A PLAN SHOWING THAT THE DOORS ARE NOW RECESSED.

59. The response to comment no. 42 is noted. Please clarify that the height of the fence will not exceed 6 ft and that it will completely screen the transformers within. Additionally, the wall openings, fins to screen the generator should be revised to be a solid building material without openings for enhanced sound buffering. If venting/air flow is required for the generator, it should discharge into the garage.

RESPONSE: WE DO NOT YET HAVE THE SPECIFICATIONS FOR THE GENERATORS OR TRANSFORMERS. THE HEIGHT OF THE FENCE WILL BE DEPENDENT ON THE HEIGHT OF THE TRANSFORMERS. WE DO NOT EXPECT THE HEIGHT TO EXCEED 10 FT. THE GENERATOR REQUIRES FRESH AIR INTAKES VIA LOUVERS ON THE FACADE. THE GENERATOR IS ONLY RUN ONCE PER MONTH FOR 15 MINUTES. IT HAS BEEN LOCATED AS FAR FROM THE NORTH ELEVATIONS AS IS POSSIBLE.

60. The response to comment no. 43 is noted. Please be aware that 7 ADA accessible spaces are required for the garage given the 201 space capacity. You should explore locations to incorporate an ADA space without dropping the overall stall count.

RESPONSE: WE HAVE PROVIDED A REVISED PLAN SHOWING THE REQUIRED MINIMUM 7 ADA COMPLIANT PARKING SPACES.

61. The response to comments no. 45 is noted. Based on the final design and location of the rooftop chillers, additional sound attenuation may be required.

RESPONSE: ONCE THE MECHANICAL HVAC DESIGN IS PREPARED WE WILL PROVIDE THE REQUIRED INFORMATION TO THE VILLAGE AT TIME OF BUILDING PERMIT. APPROPRIATE SOUND ATTENUATION MEASURES WILL BE PROVIDED ONCE THE EQUIPMENT IS SPECIFIED.

62. The response to comment no. 46 is noted. Specific restrictions on speaker usage and usage of the outdoor amenity area shall be established as part of any Plan Commission approval.

RESPONSE: THE DEVELOPER WILL NOT INSTALL ANY SPEAKERS OR SOUND SYSTEM AS PART OF THE EXTERIOR AMENITY DECK. IF REQUIRED THE BUILDING MANAGEMENT WILL CONTROL THE VOLUME OF PRIVATE (RESIDENT) SOUND SYSTEMS.

63. The response to comment no. 47 is noted, however, the photometric plan has not been revised to reflect the current site design. Please revise the photometric plan to reflect the current site layout.

RESPONSE: A REVISED PHOTOMETRIC PLAN HAS BEEN PROVIDED.

64. The response to comment no. 48 is noted. The parking garage light/sound alert system must be equipped with a means to reduce volume during overnight times to restrict impacts on neighboring properties.

RESPONSE? THE SYSTEM SPECIFIED HAS THE CAPABILITY TO REDUCE ITS VOLUME DURING NIGHT TIME HOURS.

65. The response to comment no. 49 is noted. Details within the response to Round 2 comments in comparison to the Parking Management plan were slightly different. Please revise the Parking Management Plan to acknowledge and agree to the following, which will be recommended conditions by the Village:

- a) Residential parking spaces within the garage shall be leased separately from units and shall not be automatically be included within any residential lease.
- b) Any residential unit desiring 2 parking stalls with the garage must lease tandem stalls, with first priority going to two bedroom units, if tandem stalls are available. If all tandem stalls are leased, a unit desiring two parking stalls may lease two single (non-tandem) stalls.
- c) No more than 51 residential units shall lease two stall within the garage.
- d) No residential units shall lease more than two parking stalls within the garage.
- e) Residential parking spaces within the garage shall be assigned and shall not operate on a first come first serve open to all residents basis.
- f) Access to the garage shall be controlled via a garage door.
- g) Residential guest parking within the garage shall be available

RESPONSE: WE WILL REVISE THE PARKING MANAGEMENT PLAN TO REFLECT THESE CONDITIONS.

66. The response to comment no. 51, a, b, c, e and f is noted. With regards to 51 d, you are strongly encouraged to pursue re-establishment of the parking easement for the 19 stalls on the bank property due to projected commercial demand exceeding private supply of commercial parking stalls. If commercial and guest parking demand exceeds supply, what is the contingency plan?

RESPONSE: WE HAVE EXHAUSTED ALL ATTEMPTS AT EXTENDING THE CURRENT PARKING EASEMENT ON THE BANK BUILDING PROPERTY. IF ADDITIONAL PARKING SPACES ARE REQUIRED DURING NON-PEAK HOURS WE WILL ENCOURAGE GUESTS AND PATRONS OF THE RESTAURANT TO UTILIZE THE NEARBY VILLAGE PUBLIC PARKING LOTS.

67. The response to comment no. 53 is noted. Please see no. 66 above.

RESPONSE: PLEASE SEE RESPONSE TO NO. 66 ABOVE.

68. The response to comment no. 54 is not acceptable. No preliminary construction staging plan was provided. Identifying construction site entrances, 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 land closures, including info on where the closures will take place and the general timeframe for each closure. Heavy vehicle construction traffic shall be directed to Eastman and limited on St. James, and construction entrances should be located on the south side of the site. Pedestrian access with the ROW, including ADA, must be preserved during construction. Said plan must be provided within your Round 4 Submission.

RESPONSE: THE REQUIRED PLAN WILL BE PROVIDED WITH THIS SUBMITTAL.

69. The loading zone is labeled as 10 ft. wide but does not scale out to be that width on the plans. The doors to the trash room and lobby should be recessed to avoid opening out into the required 10 ft. loading space width.

RESPONSE: THE LOADING BERTH IS 10 FT. IN WIDTH AS REQUIRED. THE PLANS HAVE BEEN REVISED SO AS TO AVOID ANY INTRUSION INTO THE LOADING BERTH SPACE.

70. The exterior garage entrance must be increased from 23 ft. wide to a minimum of 24 ft. wide to accommodate for two way traffic and comply with code.

RESPONSE: THE GARAGE ENTRANCE HAS BEEN REVISED TO THE REQUIRED 24 FT. BACK OF CURB TO BACK OF CURB.

71. Where will delivery vehicles park (i.e., Amazon, UPS, etc)? These vehicles do not utilize the onsite loading zones.

RESPONSE: WE WILL SEEK A 15 MINUTE LOADING ZONE ON EASTMAN TO ACCOMMODATE THESE VEHICLES.

72. How will the garage be vented? If HVAC units will be used for ventilation where will these units be located.

RESPONSE: THE GARAGE REQUIRES MECHANICAL VENTILATION. WE EXPECT TWO UNITS PER LEVEL TO BE REQUIRED. ONE WILL BE AT THE NORTH EAST CORNER OF THE GARAGE AS FAR FROM THE RESIDENTIAL NEIGHBORHOOD AS IS POSSIBLE. THE SECOND UNIT WILL BE APPROXIMATELY MID-WAY ALONG HIGHLAND. ONCE THE SYSTEMS ARE DESIGNED WE WILL BE ABLE TO PROVIDE SOUND LEVELS OF THESE UNITS. FINAL SPECIFICATIONS AND LOCATIONS TO BE PROVIDED AT TIME OF BUILDING PERMIT

Landscaping

Public Property:

1. The streetscape along Eastman street must be consistent with the Downtown standards. Please identify the brick pavers, street trees, grates and Stenberg light fixtures.

RESPONSE: WE WILL REVISE THE LANDSCAPE PLANS TO COMPLY WITH THE VILLAGE STANDARDS.

Private Property:

1. Provide landscaping and decorative pavement at the corner of St. James and Highland Avenue.

RESPONSE: PRIOR RESPONSE NOTED.

2. Along Highland Ave it is recommended that specialty pavement be used for the north/south walkway. In addition provide crosswalks with specialty pavement for the walkway at the drive aisle and at the loading area. Please evaluate the overall width of the walkway on the west elevation near the southwest corner of the building. IN addition it is recommended that the north/south crosswalk at the intersection of Highland and Eastman consist of brick pavers.

RESPONSE: WE HAVE SHOWN THE EASTMAN PAVERS WRAPPING AROUND THE BUILDING UP TO THE LOCATION THAT THE ARCADE BEGINS. WE WILL COORDINATE WITH STAFF AT FINAL DESIGN AS TO THE DESIRED LOCATION AND TYPE OF PAVER USED IN ANY CROSSWALK LOCATION.

3. Please indicate the plan for the planter boxes identified on the west elevation and provide landscape details. In addition please provide details for the planters/green space identified on the terrace on the north elevation. The updated landscape plan and response has been received and noted.

RESPONSE: PRIOR RESPONSE WAS ACCEPTED.

4. A tree fee of \$4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

RESPONSE: OUR RESPONSE WAS NOTED.

May 15, 2023
Page 7

The revised plan set has been submitted with this written set of responses. We look forward to the Plan Commission hearing on May 24, 2023.

Very truly yours,

Thompson Coburn LLP

A handwritten signature in black ink, appearing to be "B. Citron", written in a cursive style.

By
Bernard I. Citron
Partner

BIC/mse

cc: Joe Taylor
Katie Lambert
Melissa Toops
Kathryn Talty
Steve Corcoran
Maureen Mulligan



Plan Commission 5/24/2023

Item: Massa Spa - 918 W. Algonquin Rd. - PC#23-004

Department: Planning & Community Development

Requested Action

Land Use Variation to allow a Massage Establishment in the B-2 District.

Variations Required

None required.

Recommendation

The Staff Development Committee (SDC) reviewed the proposed Land Use Variation to allow a Massage Establishment in the B-2 District and recommends APPROVAL of the application subject to the following conditions:

1. All massage therapists must be licensed by the Illinois Department of Professional Regulation as per applicable regulations.
2. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
CPRC Minutes - 3/8/23	Minutes
Public Notice	Exhibits
Aerial	Exhibits
Justification for Variation	Correspondence
Project Narrative	Correspondence
Plat of Survey	Exhibits
Parking Survey	Exhibits
Floor Plans	Exhibits
Department Comments - Round 1	Correspondence

Department Comments - Round 1 -
Petitioner Response

Correspondence



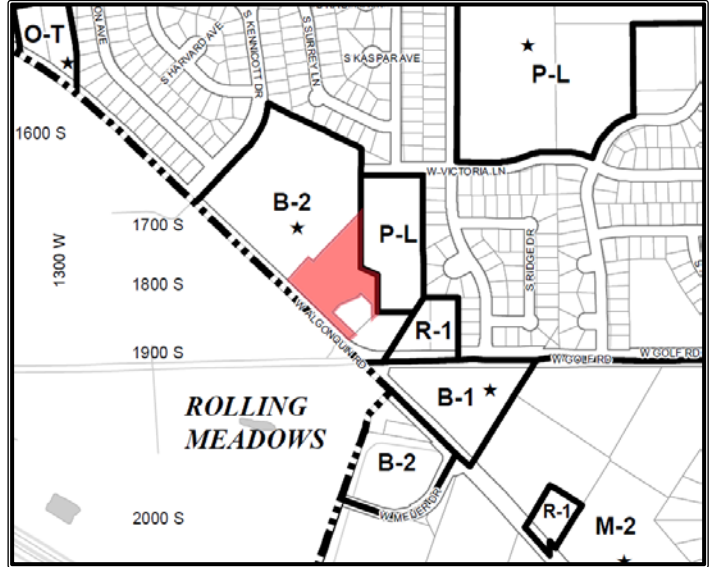
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Project Number: PC #23-004
Project Title: Massa Spa
Address: 918 W. Algonquin Rd.
PIN: 08-09-300-018

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: May 24, 2023
Date Prepared: May 19, 2023

Petitioner: Travis & Sara Alberhasky
 Massa Spa, LLC
Address: 391 Lake Plumbleigh Way
 Algonquin, IL 60102

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



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
Northeast	P-L, Public Land District	Kingsbridge Arboretum	Parks
Northwest	B-2, General Business District	Lowe's Home Improvement	Commercial
Southeast	B-2, General Business District	Bank of America, National Tire & Battery	Commercial
Southwest	- City of Rolling Meadows -		

Requested Action:

1. Land Use Variation to allow a Massage Establishment in the B-2 District.

Variations Required:

1. None required.

Project Background:

The subject property is occupied by an approximately 26,500 square foot multi-tenant commercial building located at the northeast corner of Algonquin Road and Golf Road. The site is part of the Surrey Ridge Shopping Center, which also includes the Lowes Home Improvement store and the two outlots to the east of the subject property occupied by Bank of America and NTB National Tire & Battery. Surrey Ridge was originally approved as a Planned Unit Development (PUD) in 1970 and the PUD has been amended several times over the last five decades. Access to the shopping center comes from one signalized intersection and two right-in/right-out driveways along Algonquin Road, and one right-in only driveway along Golf Road.

The petitioners, Sara and Travis Alberhasky of Massa Spa LLC, are interested in an approximately 2,400 square foot unit, which has been vacant for the last four years. Within this space, the petitioners are interested in establishing a massage therapy spa. The business would include five massage rooms and up to eight employees during peak times. Hours of operation would be between 10:00am-8:00pm Monday through Saturday and 10:00am-5:00pm on Sunday. The business would provide foot massages, reflexology, Swedish and deep tissue massages, hot stone massages, and prenatal and sports massages. In addition, Massa Spa would offer manicures, pedicures, waxing, and facials with licensed estheticians. The petitioners currently operate a similar massage therapy spa located in an unincorporated area between Schaumburg and Rolling Meadows.

Zoning and Comprehensive Plan

The subject property is zoned B-2, General Business District. The proposed use is classified as a “Massage Establishment”, which is not allowed in any zoning district within Arlington Heights. Accordingly, a Land Use Variation is required. The petitioner has provided a written response to each of the four hardship criteria necessary for land use variation approval, which criteria have been included below for reference and which response has been included in the packet transmitted to the Plan Commissioners and placed online as part of the record for this application:

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

The Staff Development Committee has reviewed the petitioner’s response to the approval criteria and believe that the necessary standards for approval have been met. With regards to the preservation of community health, safety, morals and the general welfare, the Village has reached out to authorities in Cook County and verified that the existing business owned by the petitioners is in good standing. Additionally, the Staff Development Committee notes that the proposed massage therapy use is compatible with the other businesses within the shopping center. Additionally, the petitioners have surveyed the parking and found a surplus of available spaces within the shopping center, which will be suitable for accommodating the parking demand from Massa Spa. Additional details on traffic and parking will be included within the Traffic and Parking Section later one within this report.

The Comprehensive Plan classifies this property as appropriate for commercial land uses and the proposed use is compatible with this designation. The Illinois Department of Financial and Professional Regulation

(IDFPR) requires that all massage therapists be licensed; accordingly, all massage therapists working at the Massa Spa must be licensed per applicable IDFPR requirements.

Building, Site and Landscaping

The petitioners are not proposing any changes to the exterior of the building or site. As such, no Design Commission review is required. The subject unit was previously occupied by a doctor's office and is well suited for conversion into a massage establishment; substantial modifications to the unit are not required. However, in order to comply with Building Code requirements, hand sinks must be installed in each massage room where direct contact with the skin will occur. Additionally, separate men's and woman's restrooms shall be required. Per the petitioner, one of their existing restrooms is ADA accessible, and the remaining restrooms will not be altered. The petitioner has also stated that each shower room is ADA accessible. The petitioner will have to comply with all Building and Life-Safety Department requirements prior to receiving occupancy for the subject unit.

During review of this application, the Planning Department inspected the site and observed areas where landscaping has fallen out of compliance with the approved PUD landscape plan. The Village has subsequently been in communication with the property owner and is working with them to resolve the issue through the installation of refurbished landscaping.

Parking and Traffic:

Per Code, a traffic and parking study by a certified traffic engineer is only required for Land Use Variations abutting a major arterial and involve uses that are greater than 5,000 square feet in floor area. As the subject unit is 2,400 square feet in size and located along Algonquin Road, which is classified as a major arterial, no traffic and parking study is required. The Staff Development Committee does not believe the proposed massage establishment will have a substantial impact on traffic generation within the PUD.

The Surrey Ridge Shopping Center operates on a shared parking model where access and parking is shared between all businesses within the PUD. When the former Timber Lodge Restaurant was torn down in 2007 to allow construction of the Bank of America building, a parking variation was granted to allow 685 parking stalls within the PUD where 713 are required by code. Since then, striping within the parking areas has been slightly altered and there now exists a total of 682 parking stalls within the PUD. Furthermore, the mix of tenants has also changed, and based on the current mix, a total of 680 parking stalls are required. The site complies with parking regulations and detailed parking calculations can be found at the end of this report.

Nonetheless, the petitioners surveyed the parking lot to ascertain baseline demand and parking availability within the parking area adjacent to the unit they leased. Specifically, the petitioner surveyed 145 parking stalls over a three-day period during Massa Spa's hours of operation. This survey was conducted on Friday April 28, 2023, Saturday, April 29, 2023, and Sunday, April 30, 2023. Pursuant to said study, the weekday peak hour parking demand occurred on Friday April 28th at 12:30pm in which 59 (40%) of the 145 spaces counted were occupied, and the weekend peak hour parking demand occurred on Saturday April 29th at 12:30pm in which 54 (38%) of the 145 spaces counted were occupied. Based on this information, the Staff Development Committee is of the opinion that there is sufficient parking onsite to accommodate both the existing and proposed uses as well as the 900 square feet (3%) of vacant floor area within the shopping center, which would require a total of three parking spaces by Code.

Since the existing tenant space was previously used as a medical office, and because medical office uses require more vehicular parking than a spa/salon, the requirement for the provision of bike parking spaces is not triggered.

RECOMMENDATION

The Staff Development Committee (SDC) reviewed the proposed Land Use Variation to allow a Massage Establishment in the B-2 District and recommends **APPROVAL** of the application subject to the following conditions:

1. All massage therapists must be licensed by the Illinois Department of Professional Regulation as per applicable regulations.
2. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

_____, May 19, 2023

Michael Lysicatos, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Exhibit 1 – Parking Calculations

UNIT	TENANT	USE	SQ.FT.	PARKING CALC.	PARKING RATIO		REQUIRED PARKING
840	Mavis Tires & Brakes	Retail	8,880	8,880			26
850	Bank of America	Service	4,598	4,598	1/	300	15
900	Goodwill	Retail	17,135	17,135	1/	300	57
916	Red Hair Salon	Retail	1,800	1,800	1/	250	7
918	Massa Spa	Service	2,400	2,400	1/	250	10
924	Serko Mart	Retail	1,750	1,750	1/	300	6
926	Vacant	Retail	900	900	1/	300	3
928- 932	Ramen USA	Restaurant	2,466	710	1/	45	16
990	Lowe's	Retail	162,072	162,072	1/	300	540
	Total Required						680
	Total Provided						682
	Surplus (Deficit)						2

REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

A MEETING WAS HELD ON:

March 8, 2023

Project Title: Massa Spa
Address: Travis Alberhasky
Massa Spa, LLC
1636 E. Algonquin Rd.
Schaumburg, IL 60173

Requested Action:

1. Land Use Variation to allow a Massage Establishment in the B-2 District.

Variations Required:

- No Variations identified. Variations may be identified upon submittal of detailed plans.

Attendees: Travis Alberhasky, Petitioner
Sara Alberhasky, Petitioner
Tim Penovich, Landlord Representative
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Jay Cherwin, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is occupied by an approximately 25,500 square foot multi-tenant commercial building located at the northeast corner of Algonquin Road and Golf Road. The site is part of the Surrey Ridge Shopping Center, which also includes the Lowes Home Improvement store and two outlots occupied by Bank of America and NTB National Tire & Battery. Surrey Ridge was approved as a Planned Unit Development (PUD) in 1970, which has been amended several times over the last five decades. Access to the shopping center comes from one signalized intersection and two right-in/right-out driveways along Algonquin Road, and one right-in only driveway along Golf Road.

The petitioner, Massa Spa LLC, is interested in an approximately 2,400 square foot unit, which has been vacant for the last four years, and they are looking to establish a massage therapy spa within the vacant space. The business would include five massage rooms and up to eight employees during peak times. Hours of operation would be between 10:00am-8:00pm Monday through Saturday and 10:00am-5:00pm on Sunday. The business would provide foot massages, reflexology, Swedish and deep tissue massages, hot stone massages, and prenatal and sports massages. In addition, they would offer manicures, pedicures, waxing, and facials with licensed estheticians. The petitioner currently operates a similar massage therapy spa located in Schaumburg.

Meeting Discussion:

Mr. Alberhasky explained that he and his wife would like to open a massage salon at 918 W. Algonquin Road. They currently have a massage salon in Schaumburg called Massa Spa, which has been open since 2012. They are interested in expanding into Arlington Heights.

Mr. Hubbard stated that the property is part of the Surrey Ridge Shopping Center, which is zoned B-2 General Business Zoning District. The proposed use is classified as a massage establishment and this type of use is not allowed anywhere in Arlington Heights. The proposed use therefore needs a land use variation. The petitioner will need to provide written justification for the land use variation as per the four standards of approval.

The Comprehensive Plan classifies the site as appropriate for commercial uses and the land use variation is therefore generally compatible with the Comprehensive Plan. The Illinois Department of Financial and Professional Regulation requires that all massage therapists be licensed, so anyone in the facility giving massages will have to be licensed as per applicable IDFPR requirements. Massa Spa is not proposing any changes to the exterior of the building or site, and no Design Commission application will be required. There will be some interior remodeling of the space and the Village has provided the petitioner with preliminary comments from the Building Department. Hand sinks are required in each room.

Staff will inspect the onsite landscaping as part of the Plan Commission review process. A traffic and parking study is not required for this project. The Surrey Ridge Shopping Center operates on a shared-parking model where all of the businesses and tenants share parking within the entire shopping center. This includes the Lowe's store and also the adjacent outlots to the southeast. The overall shopping center is designated as a PUD and a parking variation was granted to the PUD in 2007. Staff will need to evaluate if the PUD complies with the parking variation from 2007 as there have been changes to the tenants on the property and changes to the parking lot at Lowe's. It has been several years since the code required parking for the PUD has been comprehensively analyzed. Staff will re-evaluate whether any amendment to the previously granted parking variation is required. The Staff Development Committee is generally supportive of this application.

Commissioner Jensen asked whether massage parlors were classified as permitted uses. He recalled a text amendment several years ago relative to permitting certain massage uses.

Mr. Hubbard clarified that the text amendment was to allow foot massage establishments only. Full body massage is prohibited through-out the Village.

Mr. Penovich stated that Massa Spa would be offering foot massages as well. When the property was bought from the original owner, the tenant in this space was a weight loss center. They were more of a cosmetic weight loss facility, so they didn't have hand sinks. That tenant left during the Covid pandemic and the space has been vacant ever since. From the landlords perspective, Massa Spa is a great fit for the unit. He believed the business would enhance Arlington Heights and provide a benefit to the community given the services they provide.

Commissioner Jensen stated that he didn't have any further questions. He thought the concept was a good idea.

Commissioner Cherwin said that the business appeared to have a good track record and the business license process will verify any potential issues with the operator. They will be required to meet the regulatory requirements relative to both the use and interior modifications. From a use perspective, he did not see a problem with the proposal. He lives in close proximity and grew up in the neighborhood so he was familiar with the shopping center. Parking was not an issue for him. He asked if the spots at the rear of the site were used? Were they for employees?

Mr. Penovich stated that those spaces would only be used for overflow. The tenants in this area of the shopping center have adequate parking.

Commissioner Cherwin reiterated that he didn't see parking as an issue here. He did not have concerns with this proposal.

Commissioner Green stated that he frequently goes to Lowe's and has not experienced a parking problem at this site. Given the shared parking, he did not anticipate parking to be an issue with this proposal. He summarized the feedback from the Conceptual Plan Review Committee as positive.

RECOMMENDATION

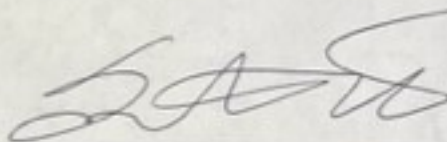
The Conceptual Plan Review Committee was generally supportive of the concept and advised the petitioner to proceed with a Plan Commission application.

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

NOTIFICATION AFFIDAVIT

I, Sara S. Albecker hereby certify as follows:

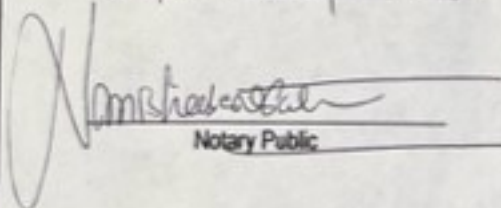
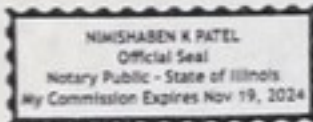
1. That on the 02 day of May, 2023, affiant caused to be mailed in the Post Office of Algonquin IL, copies of the attached Notice of Public Hearing to all listed tax payers of real estate within 250 feet, excluding all Public Right-of-Ways of the subject property and to the owners, or representatives, 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 4 day of May, 2023


Notary Public



LAND USE VARIATION CRITERIA (ALSO APPLIES TO ZONING CODE VARIATIONS)

1. The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property. This property will not alter the existing uses or zoning
2. The owner's plight is due to unique circumstances, which may include the time the subject property has been vacant as zoned.

The property at 918 w Algonquin road has been vacant for over three years.

3. The proposed variation is in harmony with the spirit and intent of this Chapter.

The Massage salon will fit well next to a hair salon and a European Market.

4. The requested variance is the minimum necessary to allow reasonable use of the property.

Yes, there is the very little variance that is needed.

Project Narrative-Massa Spa and foot massage

Business Information

Massa Spa LLC was established in 2012. My wife and I, Sara, opened a salon in Wheeling, Illinois, and we sold that salon a few years ago. We currently own Massa Spa in Schaumburg (1636 E Algonquin road). We have been operating this Salon successfully for four years. I am a retired military veteran (US Army/National Guard) of 23 years and hold a Master's degree in Food Studies; my wife Sara, in addition to her massage license, holds a Master's degree in Accounting. Our new salon has five massage rooms, and 2-8 people will be working. Our hours of operation will be 10:00 AM-9:00 PM Monday-Saturday 10:00 AM-5:00 PM. My Wife Sara has been a licensed Massage therapist since 2014. Some of our current reviews from Groupon are 4.4/5. Fresha 4.8/5. Facebook 4.8/5.

Our new location at 918 W Algonquin road was formally a medical office which made an ideal location for a massage salon with very little build-out needed. This property has been vacant for over three years, and with the support of Surrey Ridge, we plan to open a great massage salon.

Our salon is designed to be a tranquil oasis amid a busy city. From the moment you step through our doors, you will be transported to a peaceful and serene environment where you can leave your cares and worries behind.

Our skilled and experienced massage therapists use traditional Chinese techniques and modern therapeutic methods to ease tension, alleviate stress, and promote overall wellness. We use only the highest-quality oils and lotions to ensure skin feels soft and nourished.

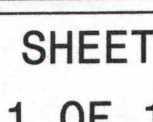
Whether you want to relieve chronic pain, recover from an injury, or unwind after a long day, we have a massage to meet your needs. Our menu includes a variety of massage styles, from reflexology and foot massages to deep tissue massage, all tailored to your specific needs and preferences. We specialize in couples' salons through massage packages.

Our salon is committed to providing excellent customer service. We value every one of our customers and strive to create a warm and welcoming environment that will make you feel at home.

We offer various massage services, including Swedish, deep tissue, hot stone, prenatal, and sports massages. Each of our massage treatments is designed to promote relaxation, relieve muscle tension, and leave you feeling refreshed and revitalized.

Our massage therapists are highly trained and skilled in various techniques, ensuring you receive the best possible massage experience. We use only the highest-quality oils and lotions, and our massage tables are designed to provide optimal comfort and support.

In addition to our massage services, we offer pedicures, waxing, and facials with a licensed Esthetician. If we can provide more information, please feel free to reach us at 773-751-9294.



Date: 4/28/2023

Friday AM	Time	Number of Cars Parked
	10:00	21
	10:30	24
	11:00	22
PM	11:30	35
	12:00	41
	12:30	59
	1:00	57
	1:30	51
	2:00	50
	2:30	52
	3:00	48
	3:30	50
	4:00	47
	4:30	40
	5:00	39
	5:30	30
	6:00	28
	6:30	17
	7:00	13
	7:30	6
	8:00	5

Date: 4/29/2023

Saturday AM	Time	Number of Cars Parke
	10:00	30
	10:30	36
	11:00	39
PM	11:30	47
	12:00	51
	12:30	55
	1:00	52
	1:30	46
	2:00	43
	2:30	53
	3:00	49
	3:30	45
	4:00	48
	4:30	50
	5:00	42
	5:30	37
	6:00	32
	6:30	34
	7:00	26
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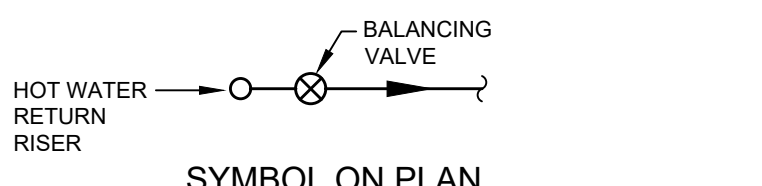
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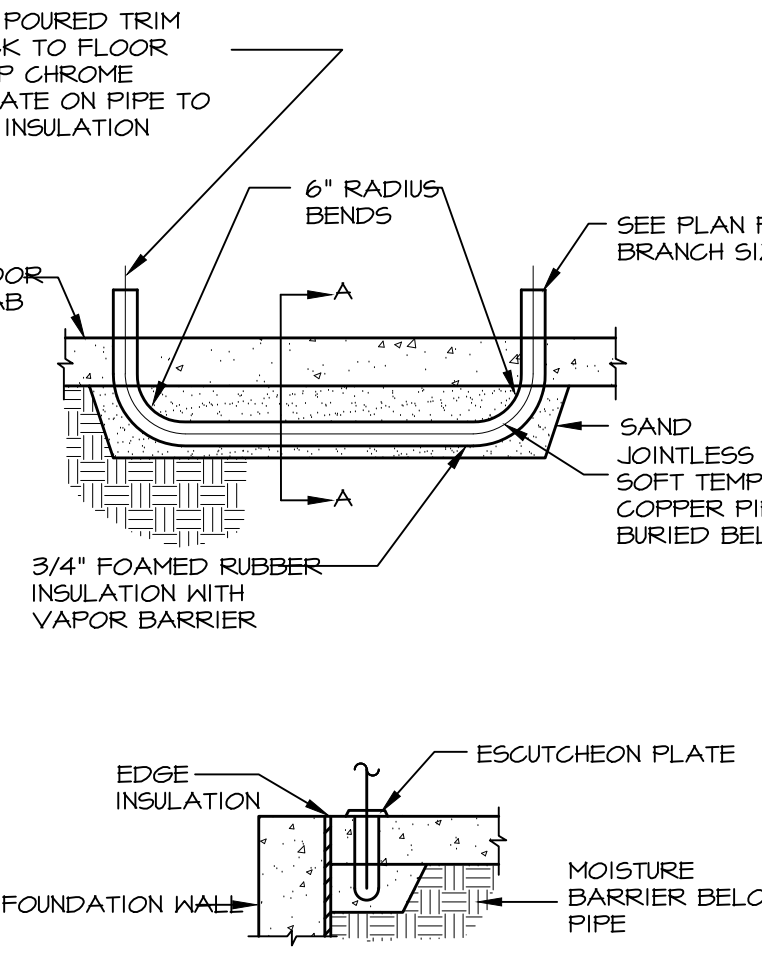
Sunday AM	Time	Number of Cars Parked
	10:00	21
	10:30	24
	11:00	22
PM	11:30	26
	12:00	31
	12:30	36
	1:00	39
	1:30	29
	2:00	31
	2:30	27
	3:00	24
	3:30	19
	4:00	12
	4:30	14
	5:00	9

GENERAL	
A. <u>CODES AND PERMITS:</u> 1. COMPLY WITH ALL APPLICABLE CODES, OBTAIN ALL NECESSARY APPROVALS AND PAY FOR ALL NECESSARY PERMITS PRIOR TO COMMENCEMENT OF WORK. 2. PLUMBING AND DRAINAGE SYSTEMS TO BE INSTALLED AS PER APPROVED DRAWINGS AND IN ACCORDANCE WITH THE ILLINOIS BUILDING CODE, (LATEST EDITIONS AND AMENDMENTS) AND LOCAL AUTHORITY'S REQUIREMENTS. 3. ALL MATERIALS AND EQUIPMENT SHALL HAVE PRIOR APPROVAL FOR THE APPLICATION BY THE AUTHORITIES HAVING JURISDICTION, E.G. UL AND AGA. B. <u>PIPING MATERIALS:</u> 1. DOMESTIC SUPPLY PIPING: ABOVE THE FINISH FLOOR SHALL BE TYPE "L" COPPER. BELOW THE SLAB-ON-GRADE LESS THAN 2" SHALL BE TYPE "K" COPPER LINES 2" AND LARGER SHALL BE DUCTILE IRON. 2. ABOVEGROUND: SANITARY AND STORM LINES SHALL BE CAST IRON PIPE COMPLYING WITH ASTM A74 AND NSF 14 WITH WELDED JOINTS. VENT LINES SHALL BE SCHEDULE 40 PVC PIPE COMPLYING WITH ASTM 2665-74 AND NSF 14 WITH WELDED JOINTS (IF CODE PERMITS). CEILING: SANITARY AND VENT LINES SHALL BE BE SCHEDULE 40 CPVC PIPE COMPLYING WITH ASTM/E81U723 AND ICC-PMG 1278 LISTING FOR PLENUM USE. UNDERGROUND: SANITARY AND VENT LINES TO BE CAST IRON. D. <u>NOTES:</u> 1. CONTRACTOR SHALL BECOME FAMILIARIZED WITH SITE CONDITIONS PRIOR TO SUBMITTING BIDS. CLAIMS FOR EXTRAS DUE TO SITE CONDITIONS WILL NOT BE ACCEPTED. 2. EXCAVATE AND CONFIRM THE LOCATION AND INVERT OF EXISTING STORM AND SANITARY CONNECTIONS AT PROPERTY LINE PRIOR TO WORK COMMENCING. IF EXISTING CONNECTIONS AT PROPERTY LINE ARE FOUND TO BE UNSUITABLE (INSUFFICIENT SIZE OR UNACCEPTABLE INVERT) PLUMBING CONTRACTOR SHALL INFORM THE OWNER/ENGINEER. 3. COORDINATE WITH GENERAL CONTRACTOR LOCATIONS AND SIZES OF REQUIRED PLUMBING CHASES AND ANY ADDITIONAL BRACINGS BETWEEN STUDS FOR WALL HUNG FIXTURES. 4. COORDINATE WITH GENERAL CONTRACTOR ANY REQUIRED CUTTING OF STRUCTURE TO FACILITATE PASSAGE OF PIPES. 5. THESE DRAWINGS INDICATE DIAGRAMMATICALLY THE INTENT, GENERAL CHARACTER, REQUIREMENTS AND LOCATION OF THE WORK SHOWN AND INCLUDED. THE WORK INDICATED, BUT HAVING MINOR DETAILS OBVIOUSLY OMITTED, SHALL BE PROVIDED AT NO ADDITIONAL COST TO THE OWNER. 6. CONTRACTOR IS RESPONSIBLE TO FURNISH AND INSTALL ALL LABOR AND MATERIALS NECESSARY FOR A COMPLETE SYSTEM, WHERE THERE IS NO MENTION OF THE RESPONSIBLE PARTY FOR A SPECIFIC ITEM TO BE FURNISHED OR INSTALLED ON THE DRAWINGS, THE DRAWING'S TRADE CONTRACTOR SHALL BE COMPLETELY RESPONSIBLE FOR ALL RELATED PURCHASES AND LABOR FOR A COMPLETE OPERATING SYSTEM FOR THIS ITEM. THIS CONTRACTOR SHALL PAY ALL PERMIT FEES, PLAN REVIEW FEES, LICENSE FEES, INSPECTIONS, AND TAXES APPLICABLE TO THEIR DIVISION AND SHALL BE INCLUDED IN THE BASE BID AS PART OF THEIR CONTRACT. 7. CONTRACTOR SHALL BE LICENSED, BONDED, INSURED AND CAPABLE OF PERFORMING QUALITY WORKMANSHIP. THIS CONTRACTOR GUARANTEES ALL OF HIS WORK AND MATERIALS FOR A PERIOD OF ONE (1) FULL YEAR AFTER FINAL ACCEPTANCE BY THE OWNER AND ENGINEER. 8. CONTRACTOR SHALL ESTABLISH SAFE WORKING PROCEDURES FOR THE PROTECTION OF THE WORKMEN IN ALL PHASES OF WORK, COMPLYING WITH ALL APPLICABLE PROVISIONS OF CITY, STATE, AND FEDERAL SAFETY LAWS (OSHA) AND AS RECOMMENDED IN THE MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION' AS ISSUED BY THE ASSOCIATION OF GENERAL CONTRACTORS OF AMERICA, INC., 20TH AND E. STREETS, N.W. WASHINGTON, D.C. 9. CONTRACTOR SHALL VERIFY ALL MOUNTING, ARRANGEMENTS, HEIGHTS AND LOCATIONS PRIOR TO ROUGH-IN. ANY MENTION OF A SPECIFIC MOUNTING ARRANGEMENT, HEIGHT OR LOCATION SHALL NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO VERIFY THE SPECIFIC REQUIREMENT FURNISHED OR THE TRADES WORKING IN THE SAME AREA. NO ADDITIONS TO THE CONTRACT SUM WILL BE PERMITTED FOR ITEMS INSTALLED IN WRONG LOCATIONS, IN CONFLICT WITH OTHER WORK, ETC. 10. ALL CUTTING AND PATCHING (TO ORIGINAL STATE) OF BUILDING MATERIALS AS REQUIRED FOR INSTALLATION OF A COMPLETE WORKABLE SYSTEM. CONTRACTOR SHALL FURNISH AND INSTALL ALL SLEEVES THRU WALLS AND CORING THRU FLOORS. 11. UPON COMPLETION OF THE WORK, CONTRACTOR SHALL REVIEW AND CHECK THE ENTIRE PORTION OF WORK, CLEAN EQUIPMENT AND DEVICES, REMOVE SURPLUS MATERIALS AND RUBBISH FROM THE PROPERTY AND LEAVE THE WORK IN NEAT AND CLEAN ORDER AND IN COMPLETE WORKING CONDITION. EACH RESPECTIVE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ANY CARTONS, DEBRIS, EQUIPMENT, ETC., INSTALLED BY THIS CONTRACTOR INCLUDING EQUIPMENT FURNISHED BY OTHERS AND UNCRATED OR REMOVED FROM CARTONS BY THIS CONTRACTOR. 12. BEFORE PLACING WATER SYSTEM IN OPERATION, CHLORINATE ENTIRE SYSTEM IN ACCORDANCE WITH THE REQUIREMENTS OF THE LOCAL AND STATE PLUMBING CODES, SUPPLY CERTIFICATE OF COMPLIANCE. PLUMBING CONTRACTOR SHALL BE RESPONSIBLE FOR THE PUMPING AND DRAINING OF TRENCHES OR PITS NECESSARY FOR THE INSTALLATION OF HIS WORK. 13. CONTRACTOR IS RESPONSIBLE FOR SCHEDULING THE PURCHASE, DELIVERY, RECEIVING, UNLOADING, STORING, SETTING IN PLACE, AND PROTECTING OF ALL NEW EQUIPMENT FURNISHED BY THIS CONTRACTOR AND EQUIPMENT FURNISHED BY OWNER AND INSTALLED BY THIS CONTRACTOR FROM DAMAGE BY VANDALISM AND WEATHER DURING CONSTRUCTION. 14. CONTRACTOR TO VERIFY IN FIELD AND PROVIDE EXTENSIONS REQUIRED TO ADJUST ALL FIXTURES TO GRADE LEVEL TO MAINTAIN INVERTS AS DETERMINED BY ALL FIXTURES RELATED (GREASE TRAPS, MAN HOLES, ETC.)	15. DISINFECTION OF POTABLE WATER SYSTEM SHALL BE AS FOLLOWS: GENERAL: NEW OR REPAIRED POTABLE WATER SYSTEMS SHALL BE PURGED OF DELETERIOUS MATTER AND DISINFECTED PRIOR TO UTILIZATION. THE METHOD TO BE FOLLOWED SHALL BE THAT PRESCRIBED BY THE HEALTH AUTHORITY HAVING JURISDICTION OR, IN THE ABSENCE OF A PRESCRIBED METHOD, THE PROCEDURE DESCRIBED IN EITHER AWWA C651 OR AWWA C652 LISTED IN CHAPTER 19 OR AS DESCRIBED IN THIS SECTION. THIS REQUIREMENT SHALL APPLY TO "ONSITE" OR "IN-PLANT" FABRICATION OF A SYSTEM OR TO A MODULAR PORTION OF A SYSTEM. A. THE PIPE SYSTEM SHALL BE FLUSHED WITH CLEAN, POTABLE WATER UNTIL DIRTY WATER DOES NOT APPEAR AT THE POINTS OF OUTLET. B. THE SYSTEM OR PART THEREOF SHALL BE FILLED WITH A WATER/CHLORINE SOLUTION AT LEAST 50 PARTS PER MILLION (50 MG/L) OF CHLORINE, AND THE SYSTEM OR PART THEREOF SHALL BE VALVED OFF AND ALLOWED TO STAND FOR 24 HOURS; OR THE SYSTEM OR PART THEREOF SHALL BE FILLED WITH A WATER CHLORINE SOLUTION AT LEAST 200 PARTS PER MILLION (200 MG/L) OF CHLORINE AND ALLOWED TO STAND FOR 3 HOURS. C. FOLLOWING THE REQUIRED STANDING TIME, THE SYSTEM SHALL BE FLUSHED WITH CLEAN POTABLE WATER UNTIL THE CHLORINE IS PURGED FROM THE SYSTEM. D. THE PROCEDURE SHALL BE REPEATED WHERE SHOWN BY A BACTERIOLOGICAL EXAMINATION THAT CONTAMINATION REMAINS PRESENT IN THE SYSTEM. E. INSPECTIONS AND APPROVALS: 1. ALL WORK AND MATERIALS WILL BE SUBJECT TO INSPECTION FROM TIME TO TIME BY THE ENGINEER AND THE AUTHORITY HAVING JURISDICTION. INFORM THE ENGINEER 48 HOURS IN ADVANCE OF ANY TESTS OR COVERING BURYING OR CONCEALMENT OF SERVICES TO ALLOW FOR INSPECTION. DO NOT COVER, BURY OR CONCEAL SERVICES WITHOUT THE ENGINEER'S APPROVAL. 2. DO NOT CHANGE ANY MATERIAL, EQUIPMENT OR CONSTRUCTION METHOD FROM WHAT IS SHOWN ON THE DRAWINGS AND SPECIFICATION WITHOUT THE APPROVAL OF THE ENGINEER. ANY CHANGES MADE WITHOUT THE ENGINEER'S AUTHORIZATION MAY RESULT IN THE WORK NOT BEING ACCEPTED AND/OR DELAY IN ISSUANCE OF THE FINAL LETTER OF ASSURANCE. 3. THE DOCUMENTS INDICATE THE MINIMUM STANDARDS TO BE APPLIED TO THE WORK. ANY APPROVAL OF, OR AGREEMENT TO, A LOWER STANDARD, BY ANY PERSON OR AUTHORITY WILL NOT NECESSARILY BE APPROVED BY THE ENGINEER AND MAY RESULT IN THE WORK NOT BEING ACCEPTED AND/OR DELAY IN ISSUANCE OF THE FINAL LETTER OF ASSURANCE. F. COOPERATION WITH OTHER TRADES: 1. GIVE FULL COOPERATION TO OTHER SUB TRADES AND FURNISH ANY INFORMATION NECESSARY TO PERMIT THE WORK OF ALL SUB TRADES TO BE INSTALLED SATISFACTORILY AND WITH THE LEAST POSSIBLE INTERFERENCE OR DELAY. 2. INSTALL ALL EQUIPMENT AND PIPING TO OBTAIN CEILING HEIGHTS SPECIFIED. IN CASE OF CONFLICT, NOTIFY THE ENGINEER BEFORE INSTALLING ANY ITEM REFERRED TO ABOVE. CARRY OUT ANY REQUIRED ADJUSTMENT. G. MATERIALS AND WORKMANSHIP: FINE 1. UNLESS OTHERWISE SPECIFIED, ALL MATERIALS AND APPARATUS REQUIRED FOR WORK SHALL BE NEW, OF GOOD QUALITY AND SHALL BE FURNISHED, DELIVERED, ERECTED, CONNECTED AND FINISHED IN EVERY DETAIL, AND SHALL BE SELECTED AND ARRANGED SO AS TO FIT PROPERLY INTO THE BUILDING SPACES, WHERE NO SPECIFIC KIND OR QUALITY OF MATERIAL IS GIVEN, A GOOD STANDARD ITEM, AS APPROVED BY THE ENGINEER, SHALL BE FURNISHED. 2. USE SKILLED AND QUALIFIED, FITTERS, PLUMBERS, METAL WORKERS, WELDERS, HELPERS, AND LABOR REQUIRED TO UNLOAD, TRANSFER, ERECT, CONNECT UP, ADJUST, START, OPERATE AND TEST SUCH SYSTEMS. HELPERS AND UNQUALIFIED WORKERS WILL BE DIRECTLY SUPERVISED AT ALL TIMES WHILE WORKING ON THE SITE BY QUALIFIED TRADES PERSONS. 3. UPON REQUEST BY THE ENGINEER, PRODUCE COPIES OF TRADE QUALIFICATIONS OF ANY SELECTED WORKERS. 4. THE ENGINEER SHALL HAVE THE RIGHT TO REJECT ANY ITEM THAT, IN HIS/HER OPINION, DOES NOT CONFORM TO AN ACCEPTABLE STANDARD OF QUALITY, QUIETNESS OF OPERATION, FINISH, APPEARANCE AND PERFORMANCE. UNACCEPTABLE MATERIAL AND/OR WORKMANSHIP MUST BE RECTIFIED TO THE APPROVAL OF THE ENGINEER. 5. UNLESS NOTED OTHERWISE, ALL FIXTURES SHALL BE PROVIDED WITH APPLICABLE ACCESSORIES (SUCH AS SUPPLY STOPS, WASTE TRAPS, FIXTURE MOUNTING SUPPORTS, BOLT CAPS, WATER CLOSET SEATS, ETC., AS REQD.) 6. ALL EQUIPMENT AND DEVICES SHALL BEAR AGA, CSA OR UL APPROVED LABELS AND CERTIFICATIONS SHALL VERIFY IF LOCAL CODE REQUIRED. H. SUBMITTALS: 1. PRIOR TO COMMENCEMENT OF WORK, SUBMIT COMPLETE SHOP DRAWINGS ELECTRONICALLY (PDF FILES) ON ALL SPECIFIED OR APPROVED EQUAL MATERIALS TO BE USED. ALLOW 5 WORKING DAYS FOR THE ENGINEER TO REVIEW. 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DELAYS CAUSED BY ANY REQUIRED RESUBMISSION OF SHOP DRAWINGS. 3. THE ENGINEER'S REVIEW IS FOR GENERAL COMPLIANCE WITH THE INTENT OF THE CONTRACT DOCUMENTS AND WILL NOT RELIEVE THE CONTRACTOR FROM RESPONSIBILITY FOR CORRECTNESS OF PERFORMANCE, FUNCTION, DETAILS AND DIMENSIONS. 4. WHERE ALTERNATE EQUIPMENT HAS BEEN SUBMITTED THE CONTRACTOR BEARS RESPONSIBILITY FOR ANY REDESIGN AND CONSTRUCTION REQUIRED TO ACCOMMODATE THE EQUIPMENT. I. DRAWINGS AND SPECIFICATIONS: 1. CONTRACT DRAWINGS FOR PLUMBING WORK ARE IN PART DIAGRAMMATIC, INTENDED TO CONVEY THE SCOPE OF WORK AND INDICATE GENERAL ARRANGEMENT OF EQUIPMENT AND PIPING. THIS CONTRACTOR SHALL LAY OUT THE WORK AT THE SITE AND PROVIDE ANY NECESSARY OFFSETS AND ADJUSTMENTS TO SUIT SITE CONDITIONS AND AVOID CONFLICT WITH OTHER TRADES. 2. CARE SHALL BE TAKEN TO ENSURE THAT THE INSTALLATION IS IN ACCORDANCE WITH DETAILED DRAWINGS, WHERE GIVEN, AND THAT THE INSTALLATION MEETS THE DESIGN REQUIREMENTS. 3. THE DRAWINGS AND SPECIFICATIONS ARE INTENDED TO BE COMPLEMENTARY. ANYTHING CALLED FOR IN THESE SPECIFICATIONS OR SHOWN ON THE DRAWINGS SHALL BE CONSIDERED AS APPEARING IN BOTH. 4. ANY DISCREPANCIES FOUND BETWEEN DRAWINGS AND SPECIFICATIONS, LEAVING IN DOUBT THE TRUE INTENT OR MEANING SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE WORK BEING PERFORMED.

EXECUTION	
<u>TESTING:</u> 1. SANITARY PIPING: TEST UNDER 10 FEET STANDING HEAD. 2. WATER PIPING: PRESSURE TEST AT 1-1/2 TIMES THE SYSTEM PRESSURE BUT AT LEAST 100. PSI BY AIR OR WATER, FOR 1 HOURS, WITH NO SIGNIFICANT PRESSURE DROP. 3. ALTERNATE TESTS WILL GOVERN AS CALLED FOR BY PLUMBING INSPECTOR. TESTING SHALL BE WITNESSED AND SIGNED BY OWNER. A. <u>INSTALLATION:</u> 1. PROVIDE CHROME PLATED ESCUTCHEON PLATES WHEREVER PLUMBING LINES PENETRATE A FINISHED WALL. 2. PROVIDE SHUT OFF VALVES AND ACCESSORIES IN ACCESSIBLE LOCATIONS TO EACH APPLIANCE, PIECE OF EQUIPMENT, FIXTURE GROUP OR BRANCHES. PROVIDE VALVES IN ACCORDANCE WITH CODES AND WHERE SHOWN ON THE DRAWINGS. 3. INSTALL BALANCING VALVES WHERE SHOWN ON THE DRAWINGS OR AS REQUIRED AND ADJUST THE VALVES FOR BALANCED FLOW ON THE RECIRCULATION SYSTEM. 4. IDENTIFY EACH PIPING SYSTEM WITH STICK ON DECALS TO INDICATE SERVICE AND DIRECTION OF FLOW. DO NOT RUN WATER PIPES IN OUTSIDE WALLS WITHOUT PROTECTION FROM FREEZING TO THE ENGINEER'S APPROVAL. 5. THREADED FITTINGS ON GALVANIZED STEEL PIPING SHALL BE 150# CLASS GALVANIZED MALLEABLE IRON FILLING CONFORMING TO ASTM A-197 SPECIFICATION. 6. FURNISH AND INSTALL UNIONS WHERE INDICATED OR NECESSARY FOR REPAIR OR SERVICE. UNIONS 2" AND SMALLER SHALL BE STANDARD GROUND JOINT BRASS TO IRON SEAT, MALLEABLE IRON, SCREWED. UNIONS 2-1/2" AND LARGER SHALL BE STANDARD CAST IRON FLANGED UNIONS 125# CLASS. 7. HORIZONTAL SOIL OR WASTE LINES SHALL BE AT A SLOPE OF NOT LESS THAN 1/8" PER FOOT AND SHALL BE HELD CLOSE TO THE CONSTRUCTION TO MAINTAIN A MAXIMUM OF HEAD ROOM. ALL CHANGES OF DIRECTION AND JUNCTIONS SHALL BE MADE WITH "Y" FITTINGS AND 1/8 BENDS. 8. HOT AND COLD WATER PIPING SHALL BE PROPERLY PITCHED TO LOW POINTS IN THE SYSTEM WHERE DRAINS SHALL BE INSTALLED. 9. VALVES SHALL BE MANUFACTURED BY CRANE, STOCKHAM. VALVE NUMBERS INDICATED HERE ARE CRANE. GATE VALVE, 2" AND SMALLER. #428. GLOBE VALVE, 2" AND SMALLER #7 CHECK VALVE, 2" AND SMALLER, #38. VALVES ARE SUITABLE FOR IRON OR STEEL PIPE ONLY. IF COPPER PIPING IS USED, MODIFY VALVE NUMBERS AS REQUIRED AND SUBMIT PROPER VALVES FOR APPROVAL. 10. ALL SUPPLY PIPING TO BE RUN OVERHEAD, UNLESS NOTED OTHERWISE. 11. ALL SUPPLY PIPING TO BE A MINIMUM OF 3/4" DIA., UNLESS NOTED OTHERWISE. 12. EACH FIXTURE WILL HAVE A 3/4" X 12" AIR CHAMBER. 13. DO NOT USE PVC IN PLENUM RETURN CEILING. 14. ALL FIXTURES WILL BE FURNISHED WITH INTEGRAL STOPS. 15. ALL FLOOR DRAINS AND FIXTURES TO BE BOLTED IN ACCORDANCE WITH LOCAL CODES. 16. ALL HORIZONTAL BENT PIPING SHALL BE RUN ABOVE FINISHED CEILINGS AND SLOPED UP TOWARD MAIN SANITARY. 17. THE PLUMBING CONTRACTOR WILL NOT INSTALL COMBUSTIBLE PIPING MATERIAL IN OR THROUGH FIRE RATED ASSEMBLIES. 18. HORIZONTAL DRAINAGE PIPING SHALL BE PITCHED NOT LESS THAN 1/4" PER FOOT FOR PIPING 3" DIA. AND UNDER, WHILE HORIZONTAL DRAINAGE PIPING SHALL BE PITIED NOT LESS THEN 1/8" PER FOOT FOR PIPING 4" DIA. AND OVER. 19. ALL CONNECTIONS BETWEEN DISSIMILAR METALS SHALL BE MADE WITH DIELECTRIC UNIONS OR COUPLINGS. 20. PIPES WHICH PASSING THROUGH THE FOUNDATION OR RATED WALL SHALL BE SLEEVED WITH "WATER STOP OR FIRE RESIST" "DEPEND TO THE APPLICATION" TO PROVIDE NOT LESS THAN 1" CLEARANCE AROUND THE PIPE. THE OPENING BETWEEN THE PIPE AND THE PIPE SLEEVE SHOULD BE TIGHTLY PACKED WITH OAKUM AND CAULKED WITH LEAD. J. <u>FIRE STOPPING:</u> 1. ALL FIRE STOPPING SHALL BE DONE IN ACCORDANCE WITH THE LOCAL BUILDING CODE TO MAINTAIN FIRE RATINGS OF THE STRUCTURE AND FINISHES. MATERIAL USED FOR FIRE STOPPING SHALL BE TESTED AND APPROVED FOR THE PARTICULAR APPLICATION. PROVIDE COPIES OF THE TEST RESULTS TO THE ENGINEER ON REQUEST. 2. PIPES PASSING THROUGH WALLS AND FLOORS SHALL NOT BE IN DIRECT CONTACT WITH THE STRUCTURE. PENETRATIONS SHALL BE SIZED TO ALLOW 1/2" CLEARANCE BETWEEN THE PIPE AND THE STRUCTURE. 3. PIPES PENETRATING OR PARTLY PENETRATING FIRE SEPARATIONS, FIREWALLS AND FIRE RATED STRUCTURES SHALL HAVE THE 1/2" SPACE BETWEEN THE PIPE AND THE STRUCTURE CAULKED WITH UL APPROVED HIGH TEMPERATURE INSULATION CEMENT TO AVOID FIRE, SMOKE AND SOUND TRANSMISSION. 4. PIPES PASSING THROUGH WALLS AND FLOOR THAT ARE NOT ARE RATED SHALL HAVE THE 1/2" SPACE BETWEEN THE PIPE AND THE STRUCTURE CAULKED WITH INSULATION AND/OR INSULATION CEMENT TO AVOID SOUND, SMOKE AND DUST TRANSMISSION. 5. THIS WORK TO BE UNDERTAKEN BY QUALIFIED TRADES PEOPLE ONLY.	E. <u>INSULATION:</u> 1. ALL INSULATION WORK SHALL BE IN STRICT ACCORDANCE WITH APPLICABLE PLUMBING CODE AND AUTHORITIES HAVING JURISDICTION BY AN EXPERIENCED FIRM WITH AN ESTABLISHED REPUTATION IN THIS FIELD, AND TO THE SATISFACTION OF THE ARCHITECT/ENGINEER 2. ALL DOMESTIC WATER PIPING TO BE INSULATED WITH FIBERGLASS INSULATION AND VAPOR BARRIER PER FOLLOWING: • CW : ALL SIZE, 1" INSULATION. • HW & HWR : 1" AND SMALLER, 1" INSULATION. • VTR : ALL SIZE, 1/2" INSULATION WITHIN 10' FROM ROOF PENETRATION. 3. INSULATION TO BE AS MANUFACTURED BY INSUL-SHIELD OR KNAUF INDUSTRIES. ONE PIECE MOLDED INSULATION WITH SELF SEALING ADHESIVE. ALL FITTINGS TO BE COMPLETE WITH ONE PIECE FIRM MOLDED HIGH IMPACT PVC FITTING COVERS. 4. ALL SANITARY P-TRAPS IN AREAS SUBJECT TO FREEZING SHALL BE INSULATED WITH MIN. 1/2" INSULATION COMPLETE WITH VAPOR BARRIER. 5. FIRE RATED CEILING: PIPE INSULATION SHALL BE FIRE RATED AND COMPLY WITH REQUIREMENTS OF DIVISION 07 FOR PIPE INSULATION AND SEAL PENETRATIONS. G. <u>HANGERS:</u> 1. SUPPORT PIPING ON ADJUSTABLE MALLEABLE IRON OR WROUGHT STEEL HANGERS. GRINNELL #67, 101, 260, 2699R APPROVED. EQUAL. INSTALLATION AND SPACING SHALL BE AS REQUIRED BY GOVERNING CODE AND AUTHORITIES HAVING JURISDICTION. 2. PIPE STRAPPING USED IN PLACE OF APPROVED PIPE HANGERS WILL NOT BE ACCEPTED. 3. HANGERS SHALL BE OF STANDARD WEIGHT STEEL OR IRON ROD AND RING OR CLEVIS TYPE. 4. ALL SUSPENDED HORIZONTAL PIPING SHALL BE SUPPORTED BY HANGERS WAGED NO FURTHER THAN 8'-0" APART (4'-0" APART FOR PVC PIPING). NO PIPING SHALL BE SELF-SUPPORTING NOR BE SUPPORTED FROM EQUIPMENT CONNECTIONS. 5. SUPPORTS AND HANGERS SHALL BE INSTALLED TO PERMIT FREE EXPANSION AND CONTRACTION IN PIPING SYSTEMS UNLESS PIPE REQUIRES FIRM ANCHOR CONTROL. H. <u>CLEANOUTS:</u> 1. CLEANOUTS SHALL BE INSTALLED ON ALL INTERIOR AND EXTERIOR SANITARY AND STORM DRAINAGE PIPING IN ACCORDANCE WITH LOCAL PLUMBING CODES. 2. CLEANOUTS SHALL BE FULL SIZE FOR PIPES OF 4" DIAMETER AND LESS, AND 4" SIZE FOR ALL LARGER PIPES. 3. CLEANOUTS IN SIDEWALKS, CONCRETE OR PAVED AREAS FOR OUTSIDE DRAINAGE PIPING AND FOOTING DRAINS TO BE EXTENDED TO SURFACE IN C.I. PIPE WITH PIPE ANCHORED IN 12" X 12" X 6" COLLAR OF CONCRETE. 4. WHERE CLEANOUTS MUST BE INSTALLED IN FINISHED FLOORS USE APPROPRIATE CLEANOUT COVERS. 5. CLEANOUTS SHALL BE PLACED AT ALL DEAD ENDS, AT CHANGES OF DIRECTION, AT 50'-0" INTERVALS ON HORIZONTAL RUNS, OUT OF HIGH TRAFFIC AREAS, (NOT UNDER CASES) ETC. WHERE CLEANOUTS OCCUR CONCEALED SPACES, THEY SHALL BE PROVIDED WITH EXTENSION TO FLOOR ABOVE OR TO WALLS. A HAND-HOLE TEST TEE SHALL BE PLACED AT THE BASE OF EACH STAGE. I. <u>ACCESS DOORS:</u> 1. PROVIDE ACCESS TO ALL CONCEALED PLUMBING EQUIPMENT FOR OPERATION, MAINTENANCE, CALIBRATION AND ADJUSTMENT, INCLUDING: VALVES, UNIONS, AND CLEANOUTS. 2. ACCESS DOORS FOR CLEANOUTS SHALL BE 8" X 8" MINIMUM. ALL OTHER ACCESS DOORS SHALL BE A MINIMUM OF 12" X 12", WHERE FULL BODY OR HEAD AND SHOULDERS ACCESS IS REQUIRED, DOORS SHALL BE 24" X 24". 3. ACCESS DOORS IN PLASTERED WALLS AND CEILINGS SHALL BE FLUSH TYPE MADE OF 14 GA. STEEL WITH RECESSED PERFORATED ANCHOR FLANGE AND PLASTER KEY, CONCEALED HINGES AND SCREWDRIVER OPERATED CAM LOCKS. ACUDOR TYPE PS 5030. 4. ACCESS DOORS IN DRYWALL PARTITIONS OR CEILINGS, TILE OR MASONRY WALLS SHALL BE FLUSH TYPE MADE OF 16 GA STEEL HAVING MOUNTING FLANGE, CONCEALED HINGES AND SCREWDRIVER CAM LOCKS. ACUDOR TYPE UF 5000. 5. ACCESS DOORS TO HAVE PRIMER FINISH EXCEPT FOR CERAMIC TILED AREAS WHERE ACCESS DOOR SHALL BE STAINLESS STEEL. 6. ACCESS DOORS REQUIRED IN FIRE PARTITIONS AND SIMILAR FIRE RATED STRUCTURE SHALL BE U.L. APPROVED FIRE DOORS, SUITABLE FOR THE STRUCTURE IN WHICH THEY ARE TO BE LOCATED. ACCESS DOORS SHALL BE AS MANUFACTURED BY ACUDOR OR APPROVED EQUAL. J. <u>FIRE STOPPING:</u> 1. ALL FIRE STOPPING SHALL BE DONE IN ACCORDANCE WITH THE LOCAL BUILDING CODE TO MAINTAIN FIRE RATINGS OF THE STRUCTURE AND FINISHES. MATERIAL USED FOR FIRE STOPPING SHALL BE TESTED AND APPROVED FOR THE PARTICULAR APPLICATION. PROVIDE COPIES OF THE TEST RESULTS TO THE ENGINEER ON REQUEST. 2. PIPES PASSING THROUGH WALLS AND FLOORS SHALL NOT BE IN DIRECT CONTACT WITH THE STRUCTURE. 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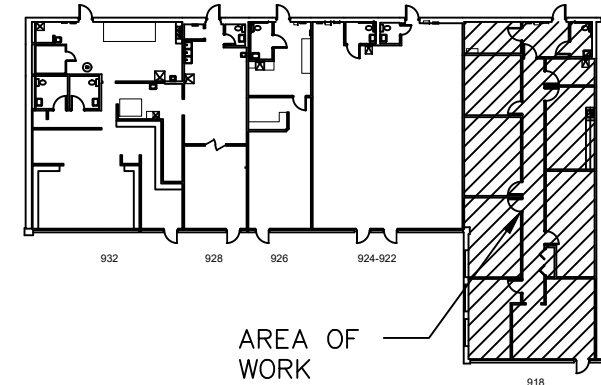
PLUMBING SYMBOL LIST			
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
A.F.F.	ABOVE FINISHED FLOOR	— — —	COLD WATER LINE
AG	AIR GAP	— — — —	HOT WATER LINE
C.I.	CAST IRON	— — — —	HOT WATER RECIRCULATION
CO	CLEANOUT	— S —	SUSPENDE SANITARY
CW	COLD WATER SUPPLY	— US —	UNDERGROUND SANITARY
FD	FLOOR DRAIN	-----	SUSPENDE VENT
HWT	HOT WATER TANK	⌒	DOWN (ELBOW)
LAV	LAVATORY	⌒	RISER UP (ELBOW)
OSD	OPEN SITE DRAIN	⌒	BALL VALVE
P	PUMP	⌒	CHECK VALVE
PC	PLUMBING CONTRACTOR	⌒	GATE VALVE
RD	ROOF DRAIN	⌒	UNION
SAN	SANITARY	▶	DIRECTION OF FLOW
SK	SINK		
ST	STORM		
UR	URINAL		
UG	UNDER GROUND		
V	VENT		
V.I.F.	VERIFY IN FIELD		
VTR	VENT THRU ROOF		
WC	WATER CLOSET		
WH	WATER HEATER		
E.T.R.	EXISTING TO REMAIN		
DISREGARD ANY SYMBOL OR ABBREVIATION THAT IS NOT APPLICABLE TO THIS PROJECT			

	
1 HOT WATER RETURN ASSEMBLY SCALE: NONE	

	
2 UNDERGROUND DOMESTIC WATER PIPING SCALE: NONE	



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Partial Strip Mall KEY PLAN # 6

1	02/06/23	ISSUED FOR CLIENT REVIEW
Rev. No.	Date	Description

ISSUES & REVISIONS

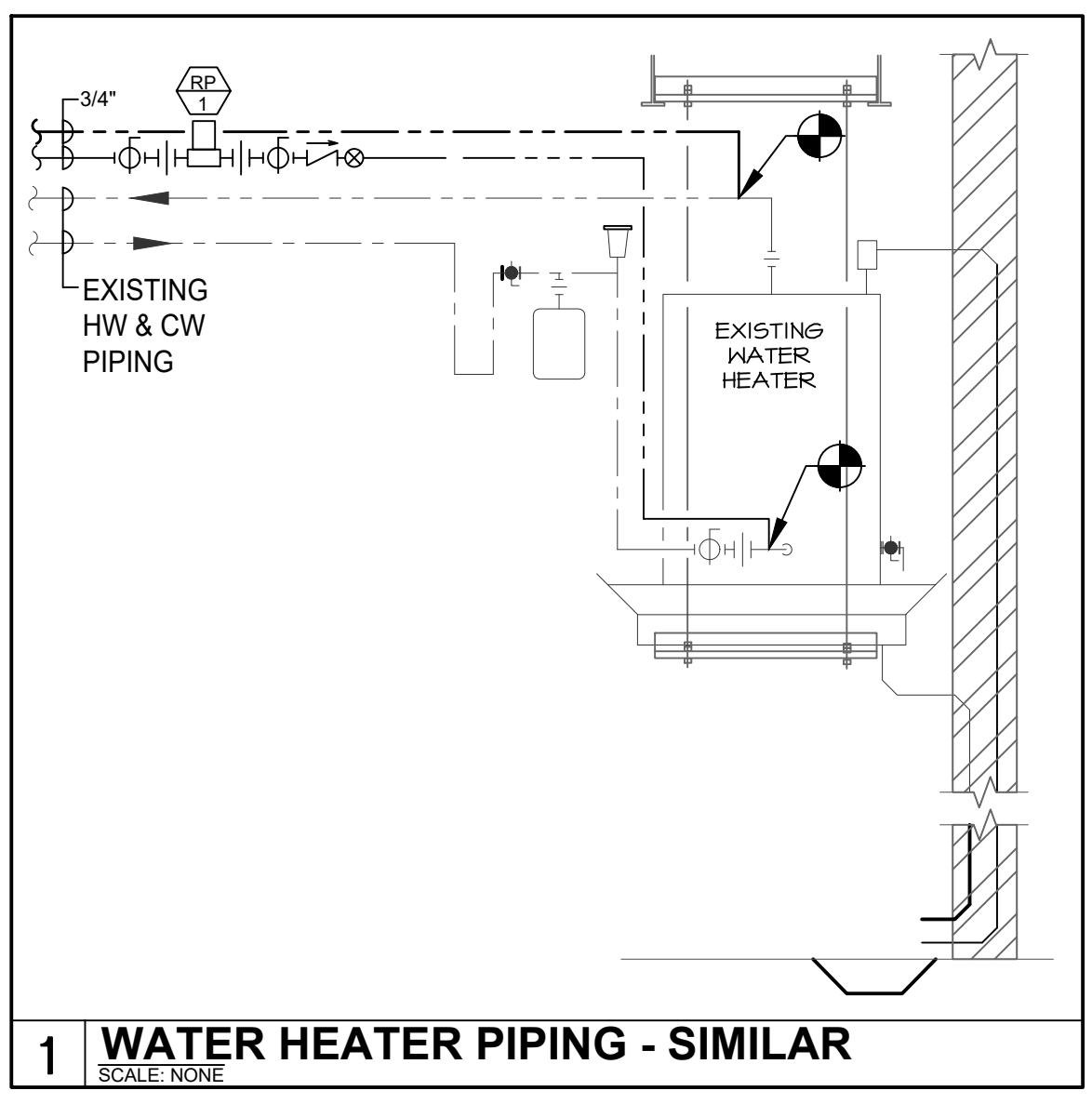
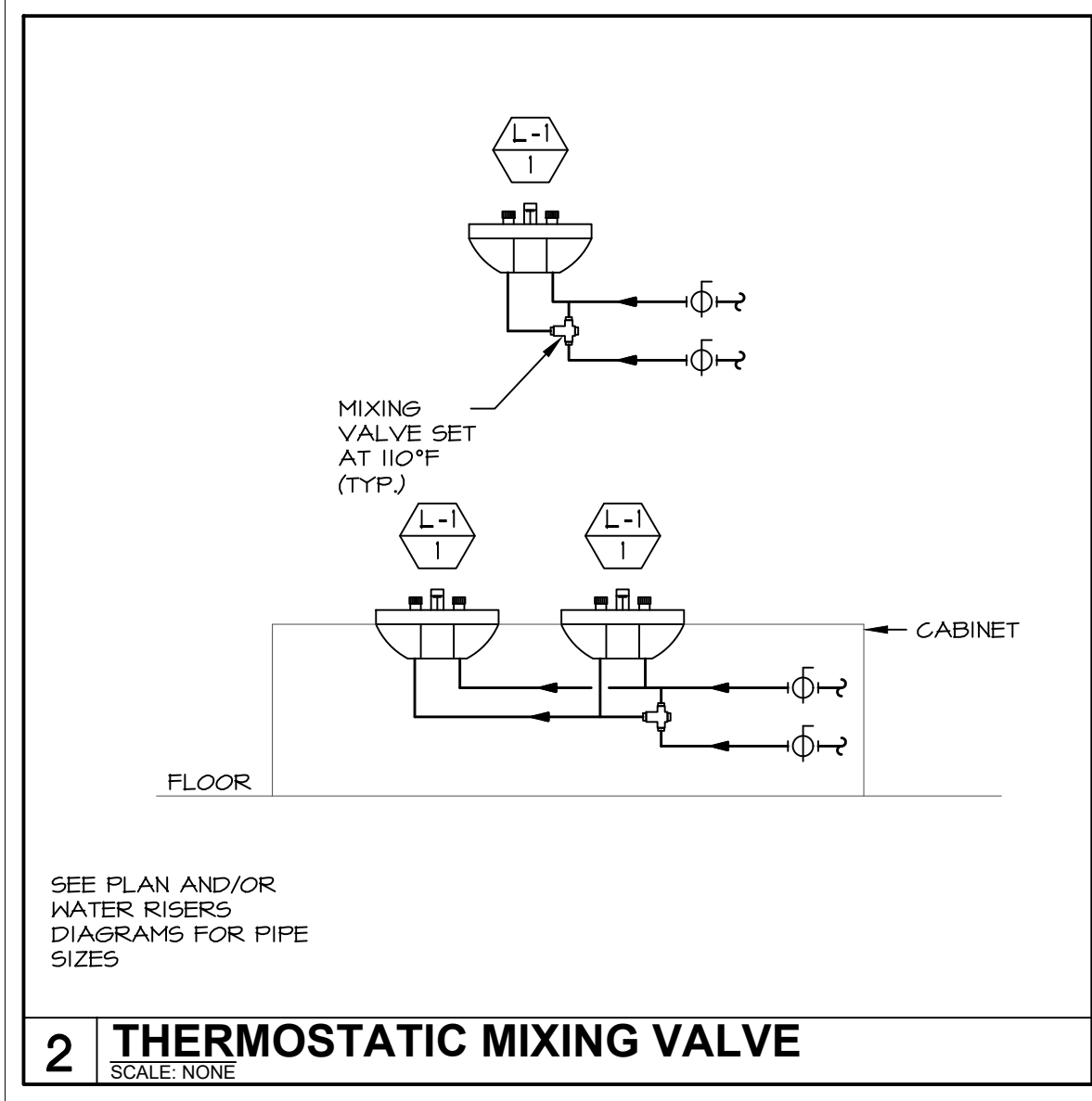


EXP. 11.30.2023

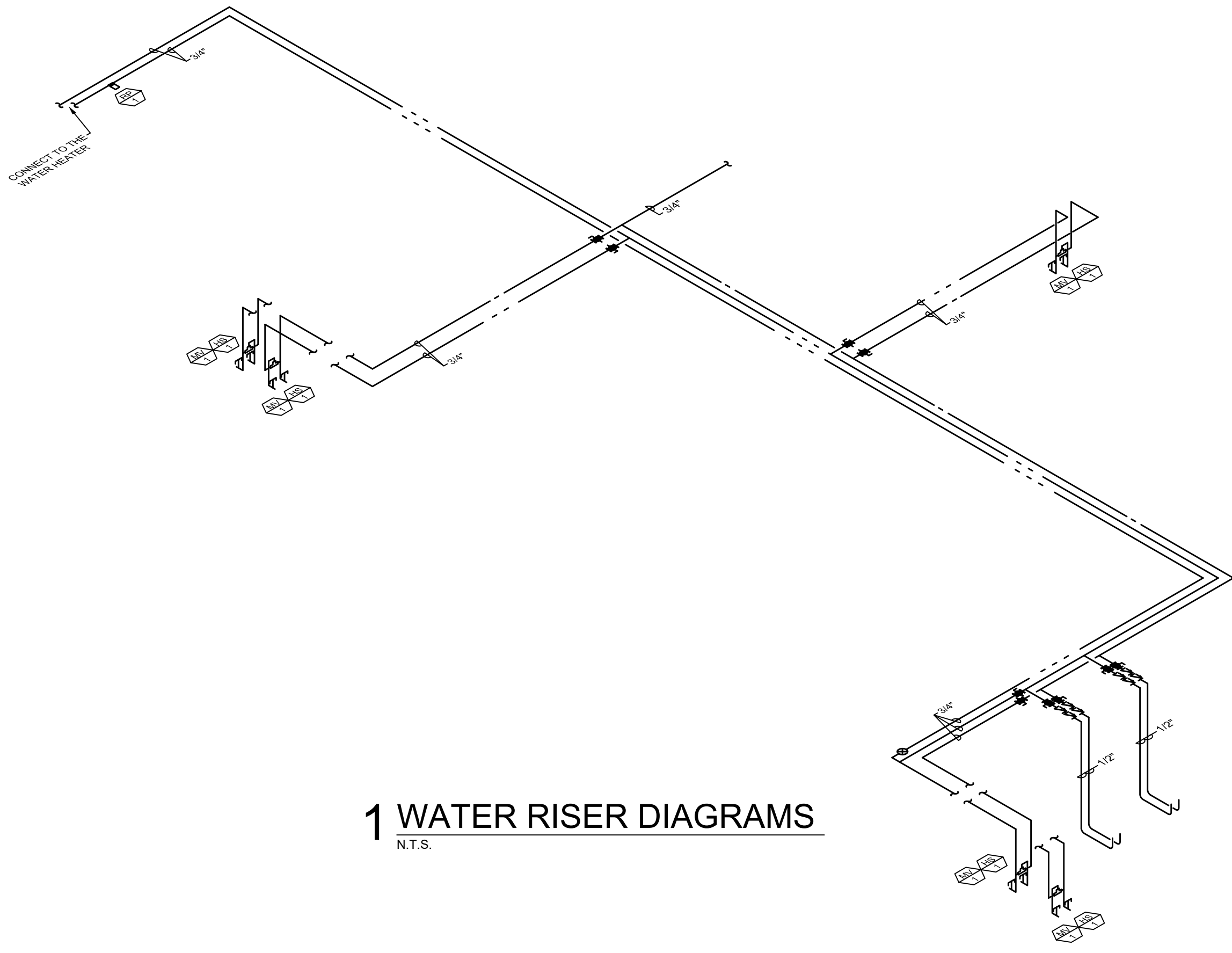
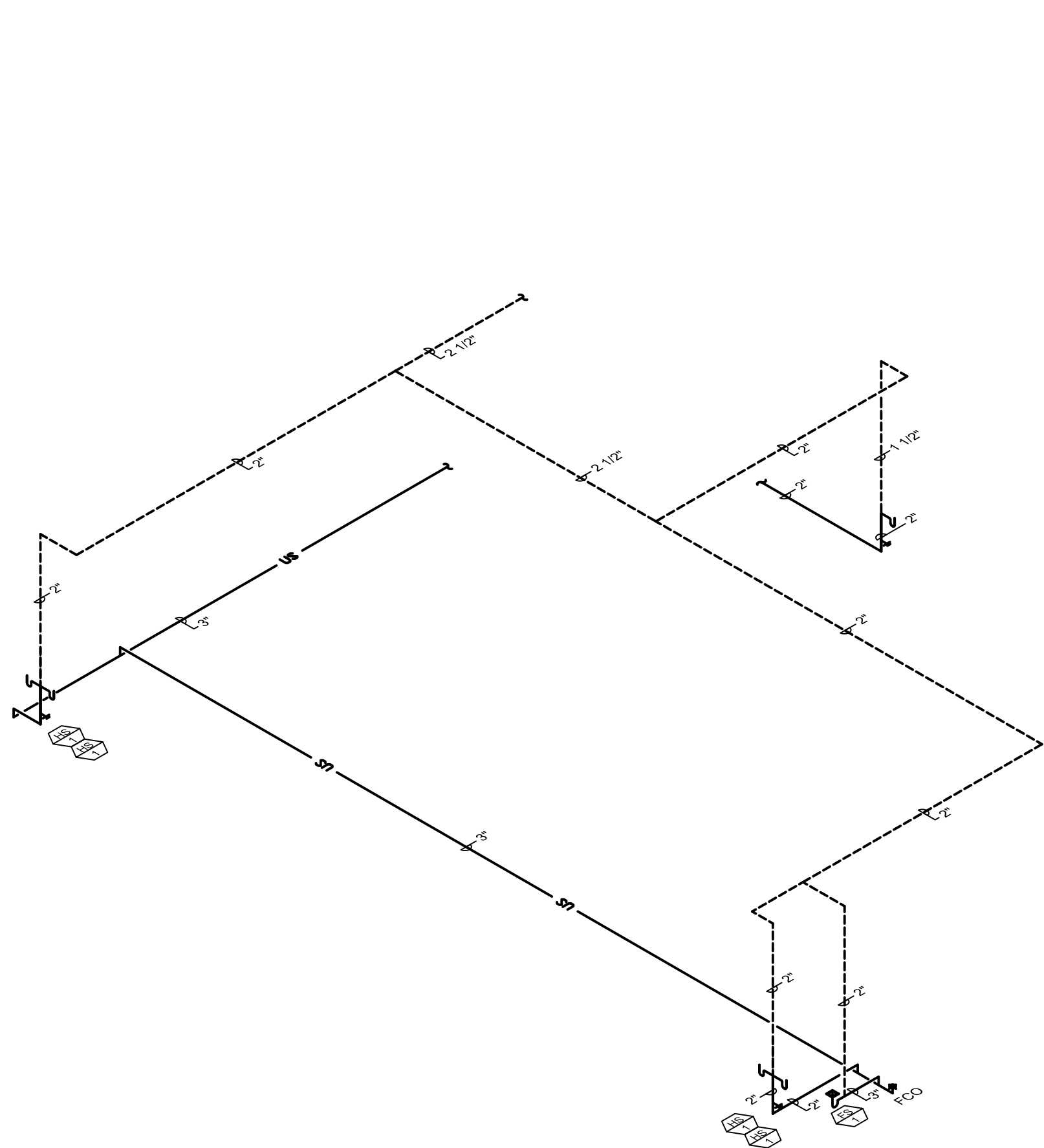
Project:
New Hand Sinks for Rooms 1 through 5
918 W. Algonquin Road
Arlington Heights, IL 60005

Sheet Title:
GENERAL NOTES & SYMBOL LIST

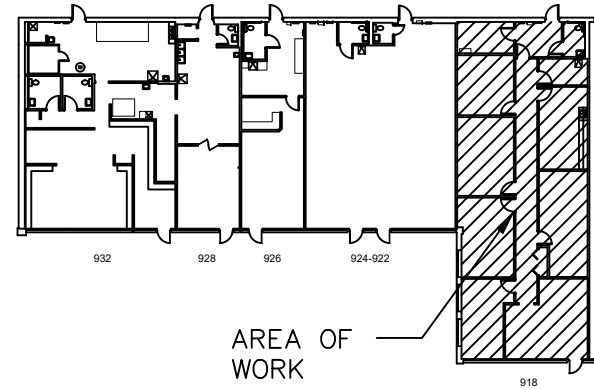
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Drawn:	BS	Sheet No: P0.1	
Checked:	BS		
Approved:	BS		



PLUMBING EQUIPMENT SCHEDULE					
TAG	EQUIPMENT	QTY	MANUFACTURER & MODEL	TYPE	REMARKS
CO	CLEANOUT "FINISHED"	-	ZURN, ZN-1400-BP-NL JR SMITH, 4021	FLOOR	ADJUSTABLE, C.I. BODY, GAS AND WATERTIGHT ABS TAPERED THREAD PLUG. FURNISH WITH SECURING SCREW. (EQUAL MANUFACTURERS: JOSAM, SIOUX CHIEF)
	CLEANOUT	-	ZURN, 1441-2 JR SMITH, 4422	WALL	C.I. BODY, GAS AND WATERTIGHT ABS TAPERED THREAD PLUG. FURNISH WITH CHROME ACCESS COVER AND SECURING SCREW. (EQUAL MANUFACTURERS: JOSAM, SIOUX CHIEF)
	CLEANOUT "CARPET FLOOR"	-	ZURN, Z-1441-BP JR SMITH, 4021-Y	FLOOR	C.I. BODY, ADJUSTABLE, POLISHED BRASS TOP WITH CARPER MARKER. (EQUAL MANUFACTURERS: JOSAM, SIOUX CHIEF)
FS-1	FLOOR SINK	1	JR SMITH 3110-12	-	FLOOR SINK WITH BOTTOM STRAINER. 12"x12" SQUARE NICKEL BRONZE TOP, 1/2" GRATE. CAST IRON FLANGED RECEPTOR WITH SEEPAGE HOLES, ACID RESISTANT COATED INTERIOR, NICKEL BRONZE RIM AND SECURED GRATE. ALUMINUM DOME BOTTOM STRAINER. (EQUAL MANUFACTURERS: ZURN, SIOUX CHIEF)
MV-1	MIXING VALVE	5	WATTS, LFUSG-B-M2	SINGLE SINK	ROUGH BRONZE FINISH. MIXING VALVE SET AT 110°F DISCHARGE TEMP. ASSE 1070, PRESSURE RATING OF 125 PSIG. FLOW RATE 4 GPM AT 45 PSIG. (EQUAL MANUFACTURERS: WATTS, BRADLEY, ZURN)
HS-1	HAND SINK	5	ELKAY, CHS1716-C CHICAGO FAUCET 631 Mc GUIRE LFH2165CCLK STOPS	WALL	12"x9 1/4"x6" TYPE 304 STAINLESS STEEL. LK-8 CHROME PLATED STAMPED BRASS PERFORATED STRAINER. 7" HIGH BACK SPLASH, WALL HANGER, INTEGRAL S.S. SUPPORT BRACKETS. P-TRAP: 1 1/2" CAST BRASS WITH CLEANOUT AND WALL FLANGE. STOPS: HEAVY DUTY CHROME PLATED 3/8" ODX12" LONG AND BRASS STEAM. (EQUAL MANUFACTURERS: JUST, EAGLE GROUP)
RP-1	REC. PUMP	1	BELL & GOSSETT, PL-30	INLINE	1/12 HP, 115/1/60, 1750 RPM, 5 GPM @ 20' HD, 3/4" SUCTION & DISCHARGE SIZE. DRIP PROVE TYPE MOTOR, CAST IRON MOTOR HOUSING AND CASING. TC-1 AUTOMATIC TIMER KIT AND AQS AQUASTAT.



1413 Limar Ln.
Glenview, IL 60025
Tel: 847-845-3711
bruce.mech@gmail.com



Partial Strip Mall KEY PLAN #6

Rev. No.	Date	Description
1	02/06/23	ISSUED FOR CLIENT REVIEW

ISSUES & REVISIONS



EXP. 11.30.2023

Project:

New Hand Sinks for
Rooms 1 through 5
918 W. Algonquin Road
Arlington Heights, IL 60005

Sheet Title:

SCHEDULES DETAILS
& RISERS DIAGRAMS

Date: 02/06/23

Proj. No: 2308

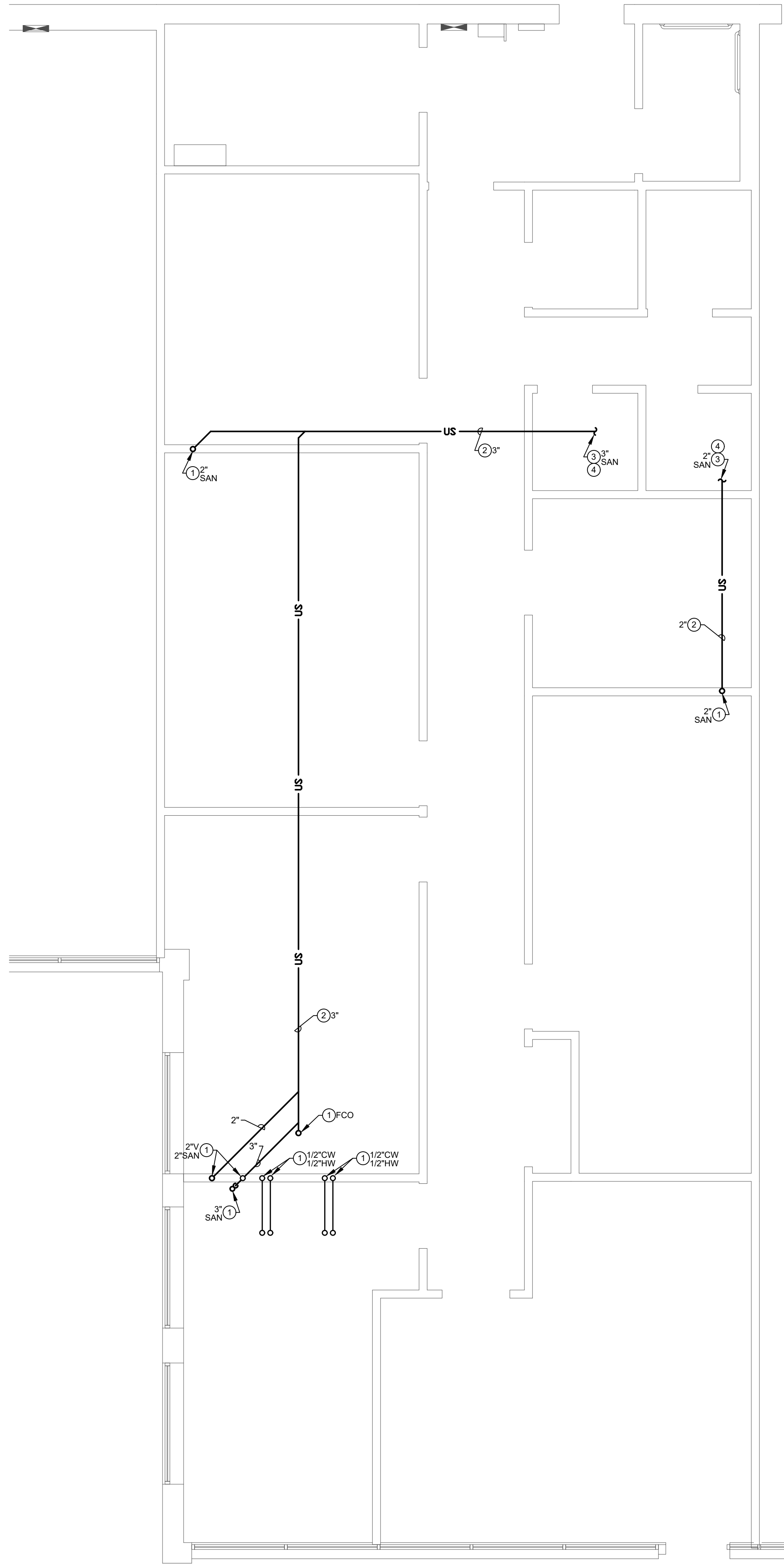
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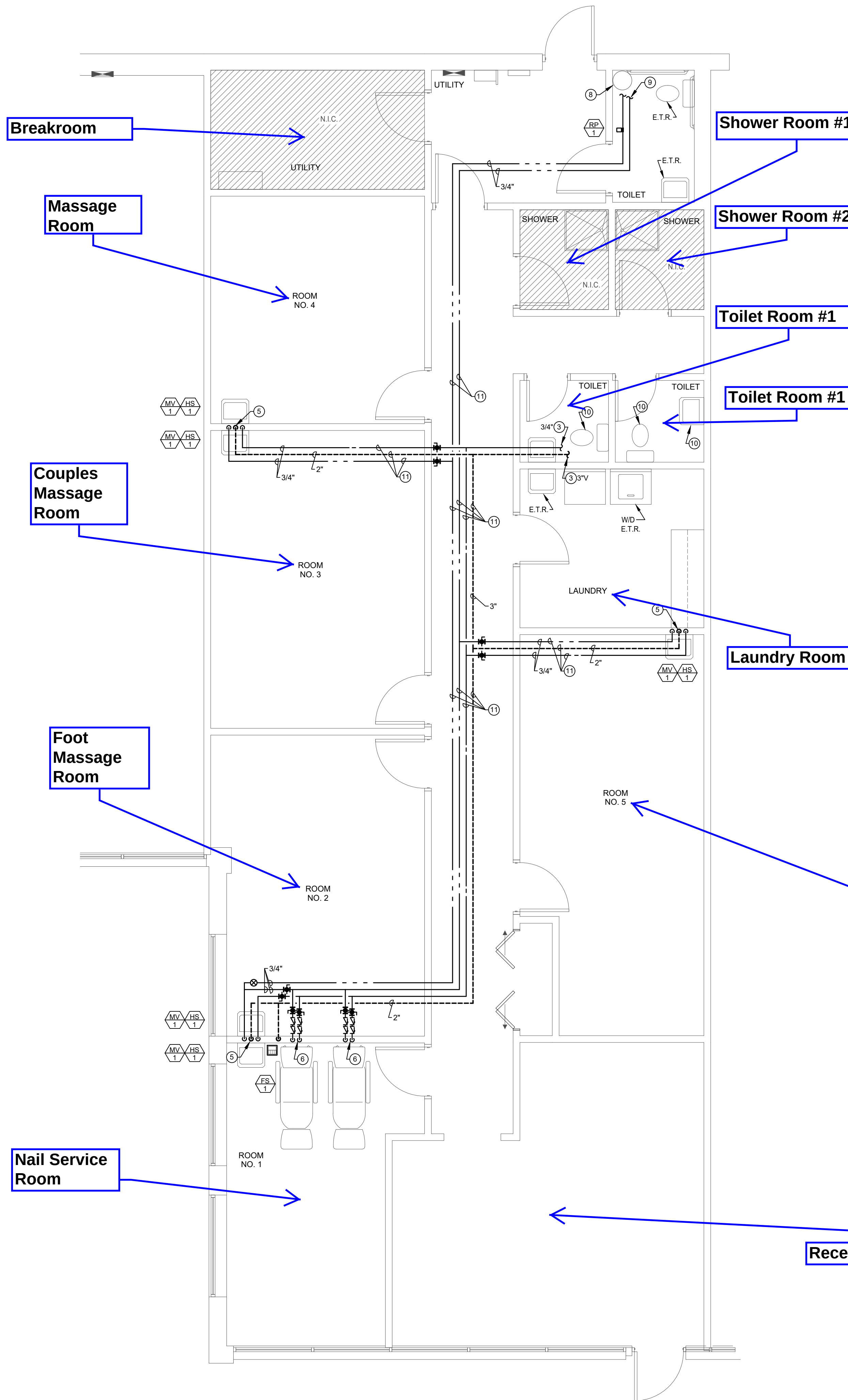
Checked: BS

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Approved: BS



1 UNDERGROUND PLAN - PLUMBING
SCALE: 1/4" = 1'-0"
P1.1



2 FLOOR PLAN - PLUMBING
SCALE: 1/4" = 1'-0"
P1.1

GENERAL NOTES

- THIS CONTRACTORS TO MAKE ALL REQUIRED PIPE OPENINGS THROUGH ROOF, WALLS, AND FLOORS AS REQUIRED FOR WORK INDICATED INCLUDING FIRE STOPPING AND PATCHING AS REQUIRED.
- SCHEDULE AND COORDINATE ALL WORK TO MEET THE PROJECT PHASING.
- COORDINATE ALL WORK WITH THAT OF ALL OTHER TRADES IN ORDER TO AVOID INTERFERENCES.
- INSTALL ALL WORK TIGHT TO BOTTOM OF EXISTING STRUCTURE.
- COORDINATE REQUIREMENTS AND MAKE FINAL CONNECTIONS TO EQUIPMENT FURNISHED BY OTHER CONTRACTORS AND THE OWNER.
- THIS CONTRACTOR SHALL NOT INSTALL PIPING IN ANY ROOM DEDICATED FOR ELECTRICAL EQUIPMENT. FOR THE ROOMS WITH ELECTRICAL EQUIPMENT, PROVIDE MINIMUM OF THREE FEET CLEARANCE FORM THE EQUIPMENT. COORDINATE LOCATION OF ELECTRICAL EQUIPMENT WITH ELECTRICAL CONTRACTOR.

PLAN NOTES

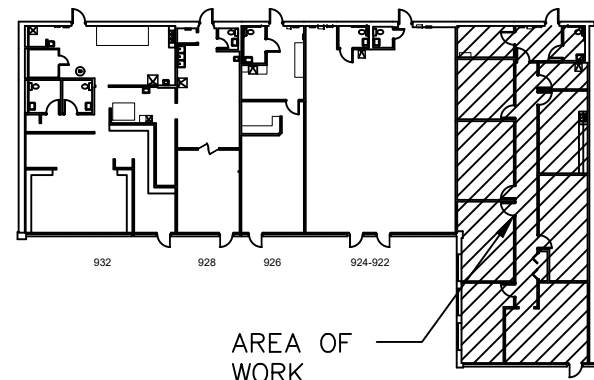
- ROUTE PLUMBING PIPING (OF SIZE, SYSTEM/FIXTURE INDICATED) UP. REFER TO THE RISER DIAGRAM FOR MORE INFORMATION.
- SAW CUT EXISTING FLOOR AS REQUIRED TO INSTALL NEW PIPING (OF SIZE AND SYSTEM INDICATED). PATCH FLOOR TO MATCH THE EXISTING. VERIFY THE ROUTING PRIOR TO COMMENCING THE WORK.
- CONNECT THE PLUMBING PIPING (OF SIZE AND SYSTEM INDICATED) TO THE EXISTING.
- FIELD VERIFY THE QUALITY, LOCATION AND HEIGHT OF THE EXISTING SANITARY WASTE PRIOR TO INSTALLATION.
- ROUTE PLUMBING PIPING (OF SIZE AND SYSTEM INDICATED) DN. TO THE PLUMBING FIXTURE.
- 1/2" CW & 1/2" HW DN IN WALL TO PEDICURE CHAIR WITH ASSE 1022 BACKFLOW PREVENTER BD. CONNECT A DRAIN LINE AT THE VENT OUTLET SIZE AND ROUTE TO THE OPEN SITE DRAIN. ALLOW 1" AIR GAP.
- 1/2" CW AND 1/2" HW STUB UP TO THE PEDICURE CHAIR. PRIOR TO INSTALLATION REFER TO THE MANUFACTURE INSTALLATION FOR PLUMBING REQUIREMENT.
- EXISTING WATER HEATER TO REMAIN.
- FOR CONTINUATION SEE WATER HEATER PIPING DETAIL 1/P0.1.
- REMOVE AND REINSTALL EXISTING PLUMBING FIXTURE AS REQUIRE TO INSTALL NEW UNDERGROUND PIPING.
- REMOVE AND REINSTALL EXISTING CEILING TILES AS REQUIRED FOR INSTALLATION OF NEW PLUMBING WORK. REPLACE ANY DAMAGED CEILING TILES DURING CONSTRUCTION WITH NEW ONES TO MATCH THE EXISTING.

UNDERGROUND GENERAL NOTES

- PRIOR TO COMMENCING THE WORK, CONTRACTOR SHALL PROVIDE A CAMERA SERVICE TO INVESTIGATE CONDITION, LOCATION AND INVERT ELEVATIONS OF UNDERGROUND WASTE PIPING.
- THIS CONTRACTOR IS RESPONSIBLE FOR ANY REPAIR TO UNDERGROUND WASTE PIPING. AS CLAIMS FOR EXTRAS DUE TO UNCOVERED SITE CONDITIONS WILL NOT BE ACCEPTED.



1413 Lumar Ln.
Glenview, IL 60025
Tel: 847-845-3711
bruce@pioneer-engineers.com



Partial Strip Mall KEY PLAN # 6

Rev. No.	Date	Description
1	02/06/23	ISSUED FOR CLIENT REVIEW

ISSUES & REVISIONS



EXP: 11.30.2023

Project:

**New Hand Sinks for
Rooms 1 through 5**
918 W. Algonquin Road
Arlington Heights, IL 60005

Sheet Title:

**PLUMBING
FLOOR PLANS**

Date: 02/06/23

Proj. No: 2308

Drawn: BS

Sheet No:

Checked: BS

P1.1

Approved: BS



Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner

From: Jorge Torres, Director of Building & Life Safety

Subject: PC 23-004 – Massa Spa Round 1 Comments

Date: April 5, 2023

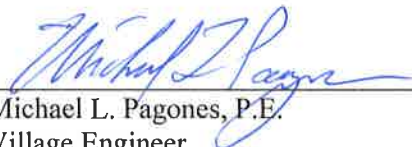
General Comments:

1. Restrooms and showers shall comply with the requirements of the 2018 Illinois Accessibility Code.
2. One spa room shall be accessible.

PLAN COMMISSION PC #23-004

**Massa Spa
918 W Algonquin 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. The Public Works Department and Engineering Division have no further comments.

 4/6/23
Michael L. Pagones, P.E. Date
Village Engineer



Arlington Heights Fire Department

David Roberts, Division Chief

droberts@vah.com

Telephone 847/368-5457 • Facsimile 847/368-5995

Project Name PC 23-004 - Massa Spa
Project Location 918 W. Algonquin Rd.
Planning Department Contact Sam Hubbard

April 6, 2023

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

1. Provide updated keys in the knox box once locks are changed.
2. Ensure that the fire suppression systems comply with all codes and standards.
3. Ensure alarm system is functional, complies with applicable codes and is tested prior to occupancy.
4. Keep exit doors clear and available for egress.

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Massa Spa
918 W Algonquin Rd

Round 1 Review Comments

04/18/2023

1. Character of use:

The character of use is consistent with the area and is not a concern. The Schaumburg location is in unincorporated Schaumburg, I contacted the Cook County Sherriff's Office there have been no calls for service pertaining to the business.

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?

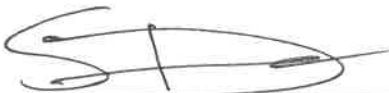
This is not a problem area in relation to traffic accidents.

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

This development should not create any additional traffic problems.

6. General comments:

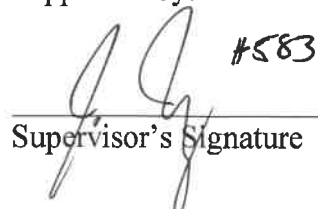
- Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete 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.



358

Steven Dinov, Problem Oriented Policing Coordinator
Community Services Bureau

Approved by:



#583

Supervisor's Signature

Arlington Heights Police Department

Emergency Information Card

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: policemail@vah.com.

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL. 60005
Attention: Police Administration

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

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

Print Form (To Mail)

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes

Phone number:

Alarm Company Name

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>23-004</u>	P.I.N.# <u>08-09-300-016</u>
Petitioner: <u>TRAVIS AND SARA ALBERHASKY</u>	Location: _____
_____	Rezoning: _____ Current: _____ Proposed: _____
_____	Subdivision: _____
Owner: _____	# of Lots: _____ Current: _____ Proposed: _____
NU-LIVING	PUD: _____ For: _____
_____	Special Use: _____ For: _____
Contact Person: _____	Land Use Variation: <u>X</u> For: _____
Address: <u>918 W ALGONQUIN ROAD ARLINGTON HEIGHTS</u>	<u>Massage Establishment</u>
_____	Land Use: _____ Current: _____
Phone #: <u>773-751-9294</u>	Proposed: _____
Fax #: _____	Site Gross Area: _____
Email: <u>SARAA822@YAHOO.COM</u>	# of Units Total: _____
	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. GENERAL COMMENTS:

No comments at this time.

Sean Freres  4/6/23
Environmental Health Officer Date

James McCalister  4/6/23
Director Date

Planning & Community Development Dept. Review

April 19, 2023



REVIEW ROUND 1

Project: Massa Spa
918 W. Algonquin Rd.

Case Number: PC 23-004

General:

- 7) The following approvals are required:
 - **Land Use Variation to allow a Massage Establishment in the B-2 District.**
- 8) The project narrative lists the hours of operation as "10:00 AM-9:00 PM Monday-Saturday 10:00 AM-5:00 PM". Please confirm that 10:00am-5:00pm timing corresponds to Sundays.
- 9) The usage of the existing parking lot must be surveyed over a three-day period to ascertain existing parking demand. Survey must be completed during a Saturday, Sunday, and Friday at 30-minute intervals during the hours of operation of Massa Spa. Please complete this survey and provide by May 1st.
- 10) Please provide a formal response to all Round 1 Departmental Review Comments in electronic format, either via a USB/flash drive or via email (if the files are small enough to email).

Prepared by:

Massa Spa

918 W. Algonquin Road

PC 23-004

April 19, 2023

Landscaping

1. There is landscaping as part of the approved plan (ordinance #04-050) that is dead or absent. The deficiencies include shade trees and the three foot tall required screen along Algonquin. The landscape deficiencies will be handled as part of the code enforcement process.

The Village of Arlington Heights

Mr. Sam Hubbard

Department of Planning and Community Development

33 South Arlington Heights Road

Arlington Heights, 60005

Masa Spa and Foot Massage

918 W. Algonquin Road Arlington Heights 60005

“Round 1 department Review comments”

Village of Arlington Heights Building & Life Safety Department

General Comments:

1. Restrooms and showers shall comply with the requirements of the 2018 Illinois Accessibility Code.

We have three restrooms; one is ADA accessible, and the showers.

2. One spa room shall be accessible.

All Spa rooms are ADA-accessible.

Arlington Heights Fire Department

1. Provide updated keys in the Knox box once the locks are changed.

We have contacted the ownership/management company to confirm this has been completed.

2. Ensure that the fire suppression systems comply with all codes and standards.

Testing of the buildings fire suppression/alarm system will be carried out on May 5th, 2023, by the ownership

3. Ensure alarm system is functional, complies with applicable codes and is tested prior to occupancy

Testing of the buildings fire suppression/alarm system will be carried out on May 5th 2023, by the ownership

4. Keep exit doors clear and available for egress.

All exits are clear and are available for egress.

Arlington Heights Police Department

Arlington Heights emergency notification card has been filled out and mailed to Police departments on or around Tuesday, April 25 th 2023.

Health Department

Nothing noted.

Planning and Development Review

The following approvals are required: • Land Use Variation to allow a Massage Establishment in the B-2 District. 8)

The project narrative lists the hours of operation as “10:00 AM-9:00 PM Monday-Saturday 10:00 AM-5:00 PM”. Please confirm that 10:00am-5:00pm timing corresponds to Sundays.

Confirmed

9) The usage of the existing parking lot must be surveyed over a three-day period to ascertain existing parking demand. Survey must be completed during a Saturday, Sunday, and Friday at 30-minute intervals during Massa Spa’s operation hours.

Please complete this survey and provide by May 1st. 10) Please provide a formal response to all Round 1 Departmental Review Comments in electronic format, either via a USB/flash drive or via email (if the files are small enough to email)

See the attached excel for the survey.

Landscaping

Ordinance # 04-050

We have forwarded this information to land owner.

If we can provide any other information, please do not hesitate to reach out

Thank you for your help

Travis and Sara Alberhasky

Massa Spa

